

**Fig. 19** Docklands Cultural Quarter

**KEY**

MAIN COMMERCIAL CULTURAL ASSETS



CULTURAL SYNERGY



COMMUNITY & EDUCATIONAL CULTURAL ASSETS



DOCKLANDS CULTURAL QUARTER -  
DUBLIN CITY DEVELOPMENT PLAN 2011-2017



projects for young artists and the provision of a theatre and performance space in the Seán O’Casey Community Centre at East Wall. These initiatives can support a thriving locally-based arts community and play an important role in social regeneration.

Culture has been integral to the development and blooming of Docklands and the surrounding areas. Participation in and access to world-class events and facilities, along with engaged provision, has helped to

create thriving neighbourhoods and has welcomed thousands of people annually to the area. See Fig. 19.

#### 4.7.3 Challenges

A key challenge will be to re-align and achieve an appropriate balance between the economic, cultural and social strands of regeneration in Docklands. Despite past successes, there is a need to ensure that culture remains an important aspect of Docklands regeneration, through building on resources, developing initiatives and ensuring the optimum use of facilities.

Investment in cultural participation is an investment in neighbourhoods, which in turn is an investment in the future of these areas and communities. The creativity needed to navigate through a changing society, to connect and integrate, can all be developed through participation in quality cultural, sports and leisure pursuits, both as professional practitioner and community member. The challenge will be to develop a collective vision for the purpose and relevance of culture to the area and to identify new opportunities for cultural development.

There is an opportunity to build on the existing critical mass of cultural activity and to foster the emergence of the area as a creative quarter. However, attracting artists to locate in the area which is key to nurturing a creative quarter, will be a particular challenge in the context of commercial viability and competing uses, given that the area is also a prime office location.



Arts and culture play an important role in restoring, maintaining or improving civic pride, as well as providing a welcome and colourful distraction and a focus on celebration, as identified in recent consultations undertaken by the City Council. For these reasons, arts and culture have also been identified as being more crucial now than ever before. The challenge will be to ensure that culture in the Docklands fulfils this important role for residents, workers and visitors. There is also an opportunity to reflect and celebrate the unique coastal-riverside-canal location and the rich maritime heritage of Docklands through arts and culture both at a community and city-wide level. The local community along with organisations such as the Port Company and the Dublin Dock Workers' Preservation Society have

a key role to play in unveiling the maritime heritage of the area, as well as other appropriate stakeholders.

#### 4.7.4 Way Forward

The SDZ Planning Scheme strategy for culture builds on and reflects the local, city and national cultural policy as set out in the Docklands Area Masterplan 2008, Dublin City Development Plan 2011-2017, Dublin City Council Culture Strategy 2010-2017, Dublin City Council Public Consultation on Arts and Culture 2012, and Developing the Arts in Ireland: The Arts Council Strategic Overview.

##### 4.7.4.1 Inclusive Approach

The SDZ Planning Scheme approach is built on an inclusive model between the

immediate area and the surrounding neighbourhoods and communities of the wider Docklands Area, in which the development of activities and infrastructure, in tandem with a process of public engagement, will further develop the area as a place of cultural importance in the city.

Arising from this approach, the strategy will explore a collective vision for culture and, through collaboration and innovation, will seek to develop mechanisms that harness existing structures, resources and capacities. It will also explore the potential for synergies between the professional, community, statutory and corporate sectors to further develop the area not just as a gateway to the city, but also a gateway to world-class arts, entertainment, festivals and events, as well as a vibrant cultural scene at the neighbourhood level. These twin pillars of excellence and inclusion will form the basis of the cultural strategy for Docklands.

##### 4.7.4.2 Social Regeneration

Social regeneration will be central to this approach, where access to and involvement in activities and resources of a high standard is core to the development of engaged and engaging neighbourhoods and communities, where cultural practice and community development sit side-by-side. Equally, the engagement of the community in this work is central to its success, building a solid foundation for infrastructure that will sustain and grow.





Arts and culture can make a valuable contribution to community vitality and life. It can enliven a community visually and engage individuals with local community structures through planning and participation in events such as festivals or parades, community showcases, youth art initiatives and local arts development projects. In this way, the arts can act as a catalyst for integration, by-passing social divides and facilitating interaction between communities.

Through community initiatives, the arts can also develop the creativity and confidence of young people. On this basis, the SDZ Planning Scheme strategy will recognise, maintain and develop grass-roots arts provision in the Docklands Area. It will also explore the potential of developing youth arts to create a vibrant youth arts and urban culture scene.

#### 4.7.4.3 Creating Synergies

Creating synergies between the cultural, community and corporate stakeholders has the potential to result in new opportunities, identify gaps in provision and facilitate further participation at a community or neighbourhood level, as well as greater engagement with the corporate sector. Given the economic profile of the area, the potential for greater involvement of the corporate or business community is enormous. Arts and cultural events can lend vibrancy to an area, creating an environment that is stimulating, attractive, diverse and rich in cultural and social options – factors which are becoming increasingly important

in trying to attract and retain a workforce, especially in a global context where competition for talent can be intense. Meanwhile, culture can also provide the vital meeting point between business and community. Opportunities for corporate social responsibility could potentially include the hosting of cultural events, such as recitals or performances on office foyers or courtyard spaces showcasing business art collections, employee cultural volunteerism, investment in an arts and cultural fund for the area and developing a creative enterprise initiative for local young people.

There is also the opportunity to connect with the existing cultural and professional landscape in the area, having particular regard to the presence of commercial cultural venues, as well

as the design and creative expertise of the digital media or technology sector. Furthermore, the U2 legacy with strong historic connections to their Hanover Quay Studio and the Windmill Lane Recording Studios as well as the Liffey Trust with its state-of-the-art dance studios, are all successful platforms to leverage further cultural activity.

The City Council will explore the potential to develop relationships between these existing players and also the potential for artistic and cultural volunteerism. It will also examine how communities can complement the work of cultural institutions.





#### 4.7.4.4 Docklands as a Creative Quarter

Docklands is developing a critical mass of strategic cultural assets as well as a range of community and educational cultural facilities, to the extent that a vibrant cultural scene is emerging, as acknowledged by key cultural institutions and in turn reflected in the City Development Plan. The Development Plan states that reinforcing and nurturing new cultural initiatives to support existing and emerging cultural clusters, as well as enabling access to cultural development at a local level, are essential to developing a city's cultural wealth.

Making space for artists and the production of artistic work will be

central to reinforcing the area's existing cultural assets and fostering a creative quarter. Artistic production in itself is important as a means of shaping a distinct cultural identity for the area and city, whilst the presence of artists will animate the area to a greater extent. It will be a priority to encourage artists to live and work in the area. In the interests of commercial viability, particular consideration will be given to the promotion of artist's work spaces, studios along secondary streets and vacant spaces as an interim use, adding vitality and focal points of interest.

There will also be potential for cheap artist's space in the immediately surrounding enterprise zones in the wider Docklands Area. This approach aligns with the economic strategy for

the creative industries.

#### 4.7.4.5 Docklands as an Arts Space

The SDZ Area, with its unique geography and mix of river, dockside, industrial and contemporary buildings, may in itself be considered as an art space. It presents an ideal canvas for festivals, events and public art. There is enormous potential for temporary and permanent public art to enliven the area, creating unusual and unexpected sites for public art, especially given the SDZ Planning Scheme commitment to the public realm and the creation of new civic spaces. The strategic civic spaces in each of the five hubs and the waterfront connection along the campshires, present opportunities for public art and cultural kiosks, enriching the experience of residents, workers



and visitors as they move through the area. There is also the potential for outdoor street-art exhibitions as a means of engaging with youth culture and reflecting the area's rich musical heritage, as in the case of the existing graffiti art in the vicinity of the U2 Studios at Hanover Quay.

#### 4.7.4.6 Cultural Audit

The City Council's Culture Strategy holds as a core value that 'culture is integral to Dublin City's identity and quality of life'. On this basis and reflecting the inclusive approach which imbues the SDZ Planning Scheme strategy, the City Council will work with communities and corporate entities in the Docklands to recognise and shape how arts and cultural practice are embedded within their lives and how

these practices give communities a voice.

As part of the preparation of the draft planning scheme, the City Council has undertaken a cultural audit to gain an understanding of the area's cultural landscape and to inform an inclusive strategy for culture in the SDZ and wider Docklands Area. The audit approach was based on a methodology which understands the importance of arts and cultural activity as a change element in communities, as developed and refined in other regeneration areas over the last ten years. The key findings and themes emerging from the cultural audit are documented in the report 'The Docking Station.'

In addition, the Docklands, with its developing critical mass of cultural

facilities, high quality public transport nodes and close proximity to the city centre, is an ideal location for a dance theatre, subject to long-term feasibility being demonstrated. The City Council will explore, with the Department of Arts, Heritage and the Gaeltacht, and the Arts Council, a feasibility study to assess the potential viability of a new Dance Theatre in Docklands.



**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

- CR1** To develop an inclusive strategy for culture in the wider Docklands Area based on the findings of the cultural audit undertaken through engagement with cultural, community and corporate stakeholders in the area as set out in the audit report 'The Docking Station'
- CR2** To explore the synergies between the professional, community, statutory and corporate sectors to further develop Docklands as a cultural quarter with world-class arts, entertainment, festivals and events
- CR3** To ensure that the cultural strategy reflects social regeneration objectives by engaging with neighbourhoods and communities and ensuring community access to resources or facilities as key to cultural development in Docklands
- CR4** To support the development of a vibrant youth arts scene in the SDZ and wider Docklands Area
- CR5** To explore the potential for further cultural collaborations and twinning opportunities with other areas of the city and other Dockland communities outside Dublin
- CR6** To further develop and support sustainable relationships with established Docklands-based organisations
- CR7** To develop the Docklands cultural tourism itinerary by expanding the range of high-profile events such as commemoration of historical events, musical or circus showcases, water-based activities and family-friendly daytime events and to promote low cost or free public events
- CR8** To support the production of artistic work by encouraging the optimum use of existing event infrastructure, civic spaces as event spaces, the use of vacant space for artists and/or a shared creative space for community groups and the provision of new infrastructure for the performing arts, where feasible
- CR9** To explore a variety of mechanisms to support a structured form of engagement with professional artists living and working in the wider Docklands area nurturing a community of artists as part of the creativity of Docklands
- CR10** To promote and showcase the development of new and existing community art forms including urban art, community theatre, writing and music workshops with consideration to the potential for an Annual Docklands Arts & Culture Day.



#### 4.8.1 Introduction

Underpinning Docklands as a successful economic hub will be the creation of a vibrant attractive mixed-use quarter with a richness and diversity of uses that lends it to be seen as an extension of the city. Shops, cafés, bars, restaurants and other retail uses animate the street and enliven civic spaces and can help create a leisure destination area. In this way, retail vitality can play an important role in the regeneration of Docklands.

#### 4.8.2 Achievements

On the basis of a strong policy approach of mixed-use activity, a considerable amount of small-scale retail has been delivered so far in

Docklands, most notably in the Grand Canal Dock area. There is a successful mix of the necessary small-scale convenience stores and retail services such as cafés, bars and restaurants along Gallery Quay and Hanover Quay. These enliven the key public space and waterfront areas of Grand Canal Plaza and Grand Canal Basin, helping to create the eighteen-hour day and a synergy with the cultural activities supporting the emergence of the area as a cultural and leisure destination within the city.

The delivery of these small-scale retail units and cafés or restaurants at ground floor level has also been a key factor in creating a finer-grain richness and diversity at street level, as well as serving the needs of the daytime

working population and residents.

Street markets such as the weekly farmers' markets at Grand Canal Basin and the Convention Centre Dublin, are a welcome development, animating these spaces and lending vibrancy to street activity. Specialist markets in tandem with festivals and events have also become destination points in the city, for example, the Christmas Market at George's Quay as part of the Twelve Days of Christmas Annual Festival.

#### 4.8.3 Challenges

Despite these successes, there are a number of challenges, most notably the issue of retail vitality, given the proximity of Docklands to the city centre which is the premier retail centre in the state.



The primacy of the city centre and the physical proximity of the north and south retail cores are important factors in determining the retail function of Docklands.

The complexity of retail catchment areas will also be a key challenge. Notwithstanding the designation of The Point Village as a district centre under the City Development Plan Retail Strategy, a number of factors combine to potentially reduce and fragment its catchment area, namely, the peninsular nature of Docklands, the juxtaposition of port activities and severance from neighbouring residential areas due to defunct rail infrastructure, as well as an insufficient number of strategic river crossings.

Clustering of active uses will be an important tool to animate the street, civic spaces and hubs as well as enlivening

the Luas line, the campshires and waterbodies.

The challenge will be to achieve the optimum balance between the concentration of active uses in key focal points and an element of dispersion in order to give extensive frontages some ground floor activity at street level.

Vacancy levels, both at the scale of the individual buildings and ground floor units, is a potential reality in the short term at least, especially in the context of regeneration, which needs a community of users and an intensity of footfall to ensure that retail and retail service business can be viable.

Good quality convenience, speciality and retail services to cater for the daily and weekly shopping needs is crucial to attract and retain residents, especially families with children, as

well as facilitating ease of access for workers and enabling the multi-purpose trip combining the journey to work with convenience shopping.

At The Point Village, the designated district retail centre for Docklands, a large-scale convenience store has already been delivered and is waiting a community of users for occupation of the units. There is an opportunity to create a successful mix of retail, leisure and civic uses to emulate the neighbourhood feel of the traditional urban village where chance encounters and casual meet-and-greets occur.

#### 4.8.4 Way Forward

##### 4.8.4.1 Role of Retail in Docklands

With the proximity of the city centre retail cores, the retail focus of the SDZ Planning Scheme must be on

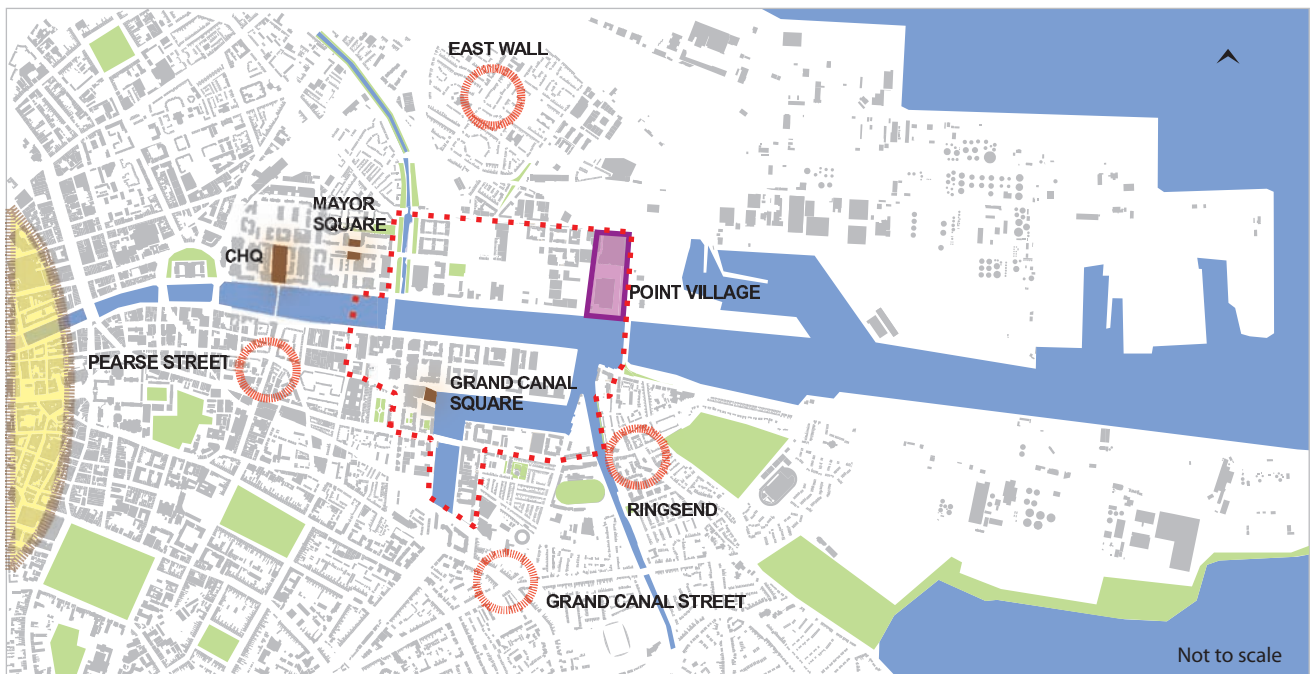


harnessing the inherent strength of retail as a complementary use, supporting the area's core economic function along with its cultural and leisure activities, whilst also acknowledging and supporting the larger scale convenience, comparison shopping and entertainment function of The Point Village District Centre. The inter-play of retail, cultural and leisure activities has the potential to create a rich tapestry of uses which lend towards the making of a lively urban environment (See Fig. 20). This

approach serves to protect the primacy of the city centre retail core as the main shopping destination in the State and facilitates an appropriate level of retail provision commensurate with the growing population in docklands as a newly emerging Key Development Area (KDA), with The Point Village as the designated District Centre. It also accords with the Retail Strategy for Dublin City and the Retail Strategy for the Greater Dublin Area 2008 - 2016.

For North Lotts and Grand Canal

Dock, the emphasis will be on small-scale retail units generally on the ground floor of mixed-use residential and commercial developments. These units will be primarily convenience and retail service outlets, functioning as neighbourhood shops to serve the daily needs of employees and residents of Docklands. There may be potential for discount/similar scale food stores on secondary building lines with innovative design solutions which contribute to streetscape qualities and respect the principles of good urban place-making.



**Fig. 20** Retail Context

KEY

POINT VILLAGE DISTRICT CENTRE



EXISTING NEIGHBOURHOOD CENTRE



CITY CENTRE RETAIL CORE





The Point Village as the designated District Centre will cater for the lower-order comparison shopping needs of the SDZ and wider Docklands Area, as well providing for large-scale convenience retail shopping. Outside The Point Village District Centre, any additional large-scale convenience retail will be subject to the sequential test approach and other key retail tests as set out in the City Development Plan, and must demonstrate proximity to high-quality public transport, preferably the DART Underground Station at the Spencer Dock Hub.

The Docklands' high-quality pedestrian environment and public realm, with an emphasis on achieving greater permeability through the delivery of new north-south linkages, east-west routes and sunny spill-out spaces is ideally suited to fostering this rich mix of uses.

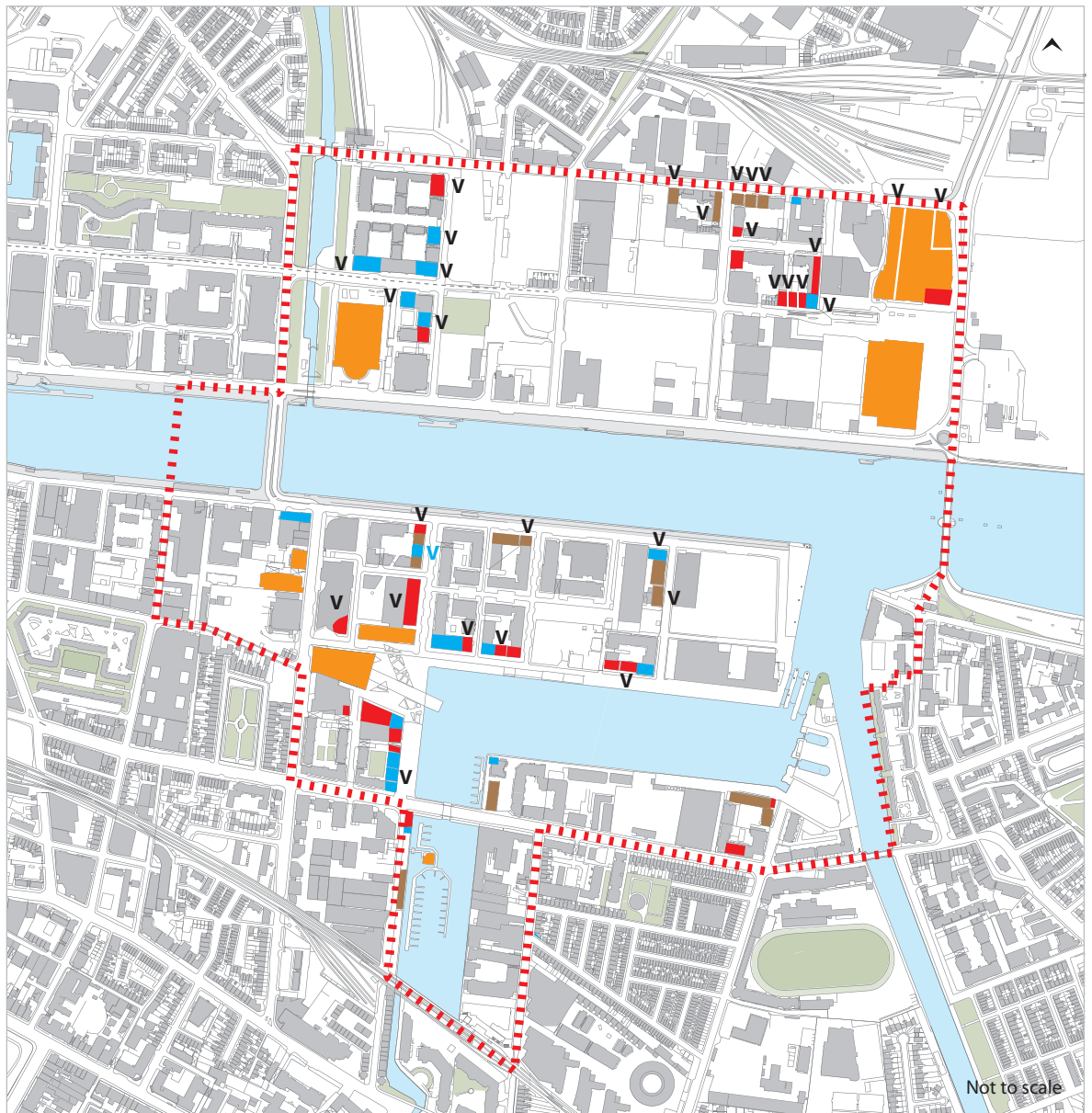
This approach acknowledges the major contribution of retail or retail services to the vitality and success of the area, with the potential for synergies with other cultural, leisure and recreational activities, such as the night-time theatre and music venues, festival events, cruise tourism and boating or sailing activities, as well as the inherent link between retail and strategic public transport nodes, such as the DART Underground Station.

Notwithstanding the fact that Docklands will not develop as a retail destination in its own right, there is potential for the emergence of a niche retail sector in art and design, leveraging on the existing presence of a number of private art galleries and bespoke contemporary furniture shops along with cultural and amenity uses at Grand Canal and Hanover Quay. In this context, a niche sector may evolve organically.





#### 4.8.4.2 The Point Village District Centre

In addition to the role of retail as a complementary use throughout Docklands, it will play a central role in the success of The Point Village as a district centre. The Retail Strategy for the Greater Dublin Area designates The Point Village as a district centre and this is reflected also in the Retail Strategy for Dublin City, as well as the settlement hierarchy as set out in the Development Plan Core Strategy. Under these strategies, the purpose of a district centre is to cater for surrounding communities with a catchment population of approximately 12,000–15,000 people, typically comprising a range of commercial and community services, often with at least one supermarket or superstore, as well as local public facilities.





**Fig. 21** Active Uses & Vacancy Levels at Ground Floor Level

<b>KEY</b>	CAFES, BARS, RESTAURANTS		SMALL GROUND FLOOR OFFICES	
RETAIL & RETAIL SERVICES	HOTEL, CULTURAL & MIXED USE		VACANT AT 2012	

This district centre function is important in the context of the Docklands as a Key Developing Area (KDA), not least to facilitate access to good quality convenience shopping and a range of facilities, and to engender a sense of community.

The delivery to date of 'big ticket' items such as the Luas Terminus, The Point Square as the central civic space and the Gibson Hotel, as well as the cinema complex, will underpin its role as a district centre with the existing floorspace provision of 20,000m<sup>2</sup>.

However, strategic interventions such as additional river crossings connecting The Point Village to Britain Quay and Britain Quay with Ringsend, as well as the opening up of port lands for cruise tourism at Alexandra Basin, have the potential to extend the retail catchment area and ensure a vibrant mixed-use quarter at The Point Village. This approach would also fulfil the objective for an entertainment-leisure hub at The Point Village.

#### 4.8.4.3 Retail Vitality & The Hubs

The retail strategy of the SDZ Planning Scheme aligns with the objective to create five spatial hubs. The retail component of the hubs will comprise primarily of small-scale retail units or retail services to achieve a fine-grain attractive streetscape, with potential also for small-scale specialist retail units or activities which underpin the particular function or character of a hub. In this way, retail in each of the hubs is a complementary use and will not detract from the viability of the district centre at The Point Village. The combination of retail and retail services, including cafés and restaurants, has the potential to create a distinct character and identity for each of the hubs. In particular, there is an opportunity to leverage the typical hub elements such as a key civic space, strong pedestrian linkages and a concentration of particular uses.

For example, the retail component at Grand Canal may focus on supporting

cultural and creative uses, whilst the necessary large-scale convenience shopping will be located at The Point Village. Spencer Dock as a business centre with the DART Underground Station presents a strong case for small-scale convenience and ancillary retail services. Boland's Mills could possibly provide a lively focal point for the media-creative technology cluster along Barrow Street and Ringsend, facilitating the eighteen-hour day so relevant for the relatively youthful age profile of this sector. Meanwhile, Britain Quay, with its unique peninsular location and in close proximity to the recreational and community focal points at Ringsend, the Grand Canal Dock & the River Dodder, could cater for specialist water and leisure-related enterprises and retail outlets. In this way, retail and active ground floor uses have the potential to develop and reflect the differences as well as the needs of each of the hubs, facilitating the emergence of economic, cultural and spatial components of the hubs.





**4.8.4.4 Active Frontage & Street Animation**

Active frontages such as ground floor retail units including cafés, bars, restaurants, cultural and amenity uses and even small businesses or support services with a significant public use, animate the street and enliven the public realm. The SDZ approach is to cluster and optimise the use of retail and other quality active frontages in the hubs along key pedestrian routes, in civic spaces and protected structures, having regard to securing a favourable orientation and achieving a fine grain of uses at street level.

There is also an opportunity and need to enliven the campshires and water-bodies given their amenity value as special assets unique to Docklands. The extensive water frontage will

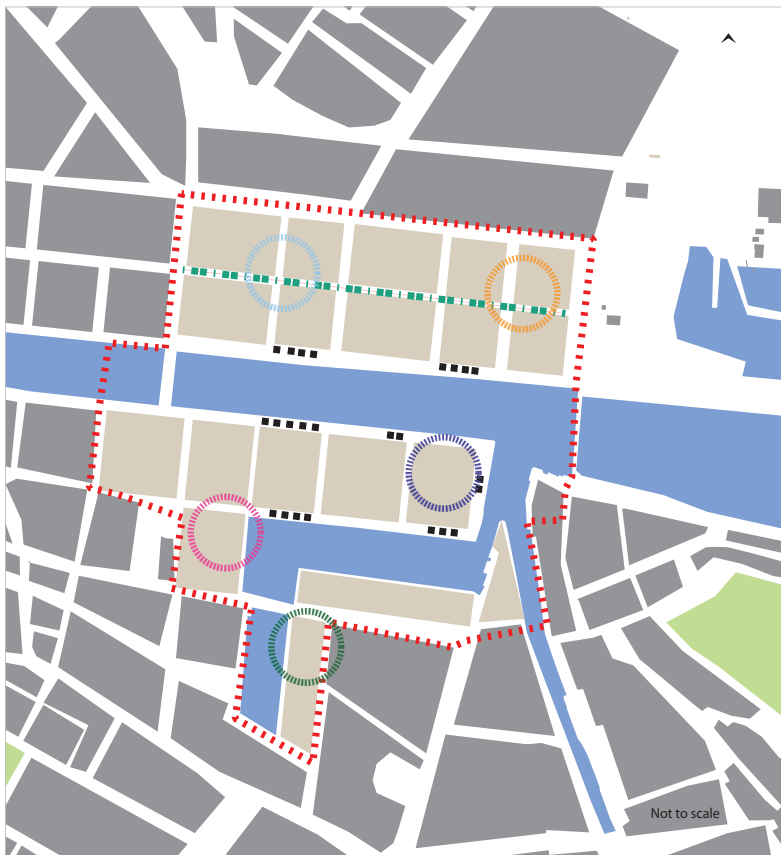
require a selective approach for active uses at strategic points. On this basis, it will be an objective to secure a concentration of quality active uses including retail, cultural and amenity uses at the location of the proposed bridge crossings, protected structures and strategic public transport connections. These criteria apply to two locations along North Wall Quay and also at Britain Quay. Furthermore, the campshires along North Lotts, with the benefit of a southerly aspect that captures sunlight for much of the day and along a key route connecting the cruise tourism terminal with the city centre, are particularly suitable for such active uses, as well as Britain Quay.

Mayor Street as a live-work corridor set back from the waterfront amenity and along the Luas Line, has the potential to be enlivened by a different range

of active uses such as community infrastructure or services, (for example a primary healthcare facility), professional services and possibly larger convenience retail formats such as discount food stores, provided innovative design solutions are used which present a finer-grain element to the street.

There is also a need to ensure that large-scale commercial developments, where appropriate, incorporate an element of active ground floor use, relating to retail, cultural or leisure, in order to actively contribute to the animation of the streets and public realm. This is an important aspect of the strategy, given that it will help deliver the vitality and diversity as the very qualities that international and indigenous corporate investors seek out in an area.





**Fig. 22** Active Frontage Strategy

KEY

**HUBS**

A CONCENTRATION OF VIBRANT USES INCLUDING RETAIL, CAFE AND RESTAURANTS



**CAMPSHIRES AND WATER BODIES**

INTERMITTENT QUALITY ACTIVE FRONTAGE INCLUDING RETAIL, CULTURAL AND AMENITY USES AT STRATEGIC LOCATIONS ALONG THE QUAYS, CAMPSHIRES AND WATERBODIES



**MAYOR STREET/LUAS LIVE-WORK CORRIDOR**

INTERMITTENT ACTIVE FRONTAGES INCLUDING RETAIL, COMMUNITY INFRASTRUCTURE, SUPPORT SERVICES AND BESPOKE OFFICE USES



**ALL OTHER AREAS**

ACTIVE STREET FRONTAGE WILL BE ENCOURAGED INCLUDING OWN DOOR ACCESS BUSINESSES, ENTERPRISE UNITS AND STUDIOS AND OWN DOOR RESIDENTIAL UNITS WHERE APPROPRIATE



**UNIT DESIGN**

ALL GROUND FLOOR UNITS SHALL BE OF A DESIGN TO ACCOMMODATE COMMERCIAL USES (4-5m CEILING HEIGHTS)

For the secondary streets in the vicinity of the hub areas, small ground floor businesses with a significant element of public access will be encouraged. Elsewhere, enterprise units, studios or creative workshops with a design element which overlooks the street, will be promoted to engender a sense of safety and a human scale.

**The SDZ Planning Scheme strategy for active frontage is:**

**1. Hubs**

A concentration of retail/cafés/restaurants and vibrant uses shall be promoted in the five hubs.

**2. Campshires & Water Bodies**

Intermittent quality active frontages including retail, culture and amenity uses, will be promoted at strategic locations along the quays, campshires

and water bodies, namely, at the proposed bridge crossings, protected structures and strategic public transport connections.

**3. Mayor Street/Luas Line Live-Work Corridor**

Intermittent active frontages including retail, community infrastructure, support services and bespoke office uses will be encouraged.

**4. In Other Areas**

Own-door access businesses/enterprise units/studios and own door residential units, where appropriate will be encouraged

**5. Unit Design**

All ground floor units shall be of a design to accommodate commercial uses (4-5m ceiling heights)

**4.8.4.5 Vacant Space**

Vacant buildings and units have the potential to undermine the vitality of a street or city block. Despite, the current challenging economic environment, there is a relatively low vacancy rate in Grand Canal Dock. In North Lotts, the higher vacancy levels undoubtedly reflect the extent of undeveloped lands and lack of critical mass (See Fig. 21).

A vibrant mixed-use culture in a developing area will take time to evolve, being contingent on a critical mass of end-users. Nonetheless, it will be necessary to secure the spatial provision of active ground floor units from the outset in order to realise the long-term objective. In this context, the strategy will be to actively seek appropriate temporary uses as an interim solution.





One advantage that this vacant space scenario may offer is an opportunity to accommodate uses, albeit on a temporary basis, which the market economy may not otherwise facilitate; for example; cultural and creative uses, enterprise and incubator activities, or collaborative space to foster start-up innovation. Success on a trial basis may lead to a long-term presence in the area or elsewhere in the city, this approach being similar to the genesis of the Fumbally Exchange, Liberties.

The City Council will proactively engage with landowners, tenants, business interests and city-wide stakeholders to

secure suitable uses. The Council will seek to front-load particular uses that would benefit the first-movers or an emerging community in North Lotts. It will also explore the potential of particular seed uses to curate adjacencies and potential specialisms that may underpin the character and role of each hub.

In addition, the Council will facilitate, where possible, the use of vacant units on a short-term basis for community purposes such as a community café or meeting room, as a point of integration for the newly emerging residential community in Docklands.





**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

- RT1** To foster a rich mix of retail, cultural and leisure activities to support a vibrant urban quarter
- RT2** To provide for sufficient retail facilities to cater for the demands of the population working, living and visiting the SDZ and wider Docklands Area
- RT3** To support the emergence of niche retail sectors that create a synergy with the creative and cultural activities in Docklands
- RT4** To proactively encourage the implementation of the district centre at The Point Village, to include a concentration of retail, entertainment, leisure and community facilities, as well as quality and affordable supermarket shopping
- RT5** To cluster retail frontages in each of the five hubs along key pedestrian routes, civic spaces and in the vicinity of protected structures and to explore the potential for retail as a mechanism to support a distinct identity and character to each of the hubs (See Fig. 22)
- RT6** To enliven the campshires and water bodies with an appropriate level of publicly accessible active frontages, including retail, cultural and amenity uses (See Fig. 22)
- RT7** To ensure an appropriate level of active ground floor uses on all other main streets, to make a positive contribution to the street level activity (See Fig. 22)
- RT8** To implement the strategy for active frontages as shown on Fig. 22
- RT9** To seek appropriate temporary uses as an interim solution for vacant buildings, with particular support for economic and enterprise activities, cultural and creative uses, collaborative space and publicly accessible uses such as community cafés, local markets and art installations
- RT10** To support a rich mix of complementary uses, particularly in vacant spaces, to actively support new development in the area



#### 4.9.1 Introduction

There is a steady recovery in the tourism industry in Ireland and to encourage this growth, the SDZ Planning Scheme will look to improve opportunities for increased number of tourism products and services in Docklands. As the national gateway, Dublin is ideally located to benefit from the influx of tourists to the country and has seized on these opportunities by taking a significant amount of overseas visitors and revenue generated in tourism products and services. In 2011, 6.3 million people visited Ireland, with Dublin attracting over 50% of the overseas tourists. During this period, Dublin was responsible for generating €1.125 billion of the State's total €5.7 billion tourism revenue. Dublin continues to be an attractive destination

and the SDZ Planning Scheme will further reinforce this, leveraging the unique maritime qualities and the city centre location of Docklands.

#### 4.9.2 Achievements

The Docklands is an important part of the tourism offering provided to visitors coming to Dublin. The industrial and port heritage, festivals and events provides interest to visitors. The Tall Ships Races held in Docklands in 2012 attracted over 1 million visitors. The success as a tourism destination is further underpinned by the significant growth of cruise business at Dublin Port. Over 85 cruise ships arrived in the port in 2011, with 130,000 passengers alighting to see Dublin City and its environs.

The Docklands has seen rapid development over the last few years as an evolving maritime urban quarter with the completion of significant residential, retail, office, theatre and hotel buildings. The area has also made significant progress as a venue for events that appeal to tourists. High-profile events, such as the Dublin Fringe Festival and the Docklands Maritime Festival are providing both overseas and domestic tourists more compelling reasons to come and visit the area.

The annual Dublin Dance Festival which also takes place in Docklands further enhances the range of cultural attractors for tourists and, importantly makes use of the indoor and outdoor spaces available in the area. Innovative events such as these



are increasingly becoming focal points of the City's cultural tourism itinerary and, with its selection of public spaces and the natural resources of the River Liffey and canal basins, the Docklands provides a unique mix of outdoor and indoor activities to both residents and visitors.

The Docklands area offers visitors plenty to see and do. The Convention Centre Dublin (CCD) provides an interest in Spencer Dock. Recently opened specialist retail stores, convenience shops, restaurants and cafés, together with innovative landscaping and lighting features, and the Bord Gáis Energy Theatre have all helped to launch Grand Canal Square as a vibrant new quarter. The O2 with surrounding hospitality, cinema and public house uses provide The Point Village with a quality setting.

#### 4.9.3 Challenges

An important key to creating new tourism opportunities in the Docklands area is by expanding tourist activity over a wider area. Up to now, tourism in Docklands has been concentrated in a relatively small area of George's Dock, the business tourism area of Spencer Dock, Grand Canal Square, The Point Village and Dublin Port. The entire SDZ area should aspire to be a destination for people to visit and experience. The water bodies within the SDZ are still under-utilised and are representative of the cultural maritime heritage that exists in the area. The historic character of the Docklands is embodied in its vital relationship with the water bodies. Maximising the recreational, tourism and cultural use of the water bodies in the area remains a challenge due to its heritage and environmental sensitivity.

#### 4.9.4 Way Forward

Dublin offers its visitors a unique experience and Docklands area should continue to develop as a perfect short-break destination and as an indispensable part of an Irish holiday. The SDZ area must enrich its current tourist product offering by creating new opportunities for tourism. The city should embrace the Docklands, making use of the tourism opportunities afforded by new developments and ensuring that the Docklands becomes an integral part of Dublin's value proposition as a tourist destination.

With emphasis on continued growth and improvement, the strategy for growth should focus on the marketing and promotion of leisure, cultural and business tourism, the delivery of a distinctive visitor experience and enhancing the range of attractions and



activities for both visitors and residents alike in a bid to increase revenue and employment in the SDZ area. Consistent with Fáilte Ireland, the SDZ Planning Scheme's strategic tourism goals may be defined as follows:

#### 4.9.4.1 Variety in tourism attractions

The ability to attract tourists to previously unvisited sites requires strong drivers by way of high-profile events and attractions. To date, events such as Dublin Fringe, Docklands Maritime Festivals and Tall Ships have proven to be very successful in drawing large numbers of visitors. However, the Docklands needs to complement its growing visitor numbers with other types of attractions.

The U2 studios at Hanover Quay and Windmill Lane Studio, for instance, are part of the cultural heritage of the area

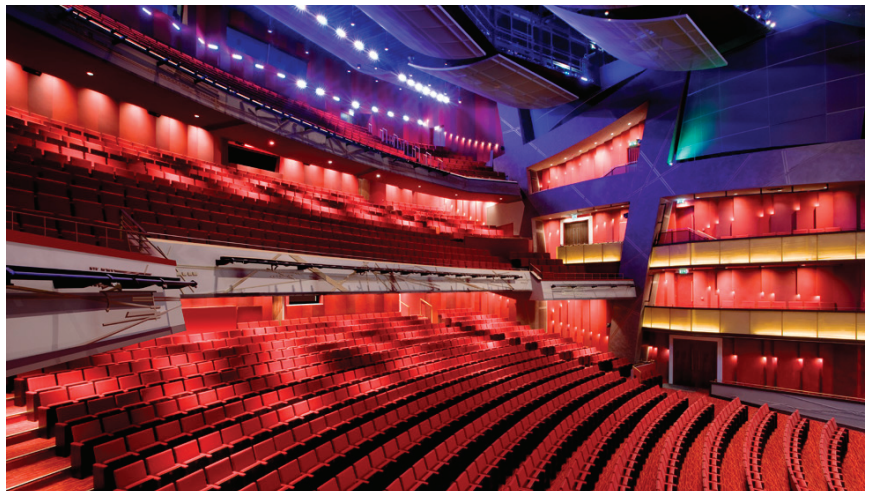
and should be celebrated with a new innovative tourism offering.

#### 4.9.4.2 Encourage waterfront and water-based activities

The amenity value of the water bodies in the SDZ is still under-utilised in terms of tourism offerings. The waterfront and water bodies are a distinct advantage to the Docklands in terms of responding to water-based tourism. The Liffey Voyage, Sea Safari and Viking Splash Tours go some way to address these shortages; however, there is ample opportunity for further innovations. The Planning Scheme will encourage the use of the waterfront and water bodies for family attractions, outdoor activities, sports events and the development of waterside facilities.

#### 4.9.4.3 Promote Business Tourism

Business tourism offers plenty of opportunities for the Docklands. The significant increase in capacity, improvements in the access infrastructure, such as the Airport, Port Tunnel, Luas and proposed DART Underground, along with the opening of the CCD means the Docklands is well positioned to benefit from business tourism. The favourable tax regime for conference delegates further supports this potential. The City Council will work with Fáilte Ireland, Dublin Convention Bureau and trade to ensure that these opportunities are converted to achieve increased market share in business tourism.





#### 4.9.4.4 Create a lively environment for discovery

The SDZ area has the potential to be the heart of tourism in the Docklands, with a mix of restaurants, bars, cafés, local events, markets, as well as cultural and creative attractions, in a unique maritime setting with extensive water frontage. The area has the potential to create a pulse and exhibit a sense of place for people to interact both day and night. It is possible that the area can become a focal point of tourism, leisure and entertainment where visitors to the city would gravitate towards for its tourism offering and vitality. With the goal of creating a tourism nucleus, the City Council will support the establishment of a variety of facilities in the five hubs and in the public domain. The Council will work with trade, key stakeholders and the community to determine appropriate facilities.

#### 4.9.4.5 Promotion of Docklands as a Tourism Destination

The SDZ area will be marketed as a must-see destination for visitors to Dublin. The area encompasses several distinct hubs, each of which is developing its own character yet as part of the overall Docklands identity. The purpose of marketing will be to stimulate tourist demand and encourage people to visit in greater numbers and for longer durations. In order to successfully position the wider Docklands and the SDZ area in the marketplace, it will have a unique and clear brand that is consistent with the overall Dublin region tourism branding.

#### 4.9.4.6 Taking advantage of the cruise traffic from Dublin Port

Cruise tourism is one of the fastest growing sectors of world travel and Dublin as a destination has increased

significantly in the last decade with record cruise vessels numbers in 2010. Despite the current challenges to the economy, the number of cruise vessels visiting Dublin City continues to grow. An estimated 1.7million ferry and cruise passengers pass through Dublin Port every year. The SDZ area is at the door-step of this traffic and should position itself so as to provide a variety of tourism offerings for visitors.

#### 4.9.4.7 Leisure

The SDZ area continues to evolve as contemporary urban quarter, shaped in part by the urban setting of the Docklands. The Docklands possesses a broad selection of sporting, recreational and leisure amenities. At its heart is the River Liffey, which is a very valuable amenity for the Docklands and which is used by many clubs. Adjacent to the river is the Irishtown Stadium, boasting a modern athletic track, all-weather



playing pitches and training room facilities. Nearby is Ringsend Park with its football pitches, basketball and tennis courts.

Leisure in its widest sense is about quality of life and choice; people all have different hobbies and activities in which they choose to participate when they have free time. The amenity value of the public realm in the SDZ provides an opportunity for leisure and recreational activities. The linear form of the campshires provides an ideal space for outdoor leisure activities. Art programmes can take advantage of the campshires to create temporary installations and stage live performance. In favourable weather conditions, the campshires can be converted into an urban beach engaging in variety of sporting, cultural and social activities. These forms of activities would further enliven and animate the SDZ area.

The Planning Scheme will seek to enhance existing facilities and, where possible, to encourage the local community to use new leisure, recreation and sports facilities which may be developed as part of the tourism and cultural infrastructure so as to enable all of the community to participate in activities during their leisure time. These include active recreation (dance and exercise), organised sport (football, hockey, netball, cricket, etc.), active transport (cycling) and active living (walking, gardening).



**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

- TL1** To promote the water bodies as part of Docklands' identity and ensure water-based leisure, business, tourist and sporting activities are encouraged and supported in a sustainable manner
- TL2** To promote the SDZ area as a destination for cultural tourism and encourage the use of Grand and Royal Canals for leisure and recreational purposes
- TL3** Promote and support the Convention Centre Dublin and encourage the location of business tourism support services in the vicinity at Spencer Dock
- TL4** To investigate the opportunities to extend the existing tourism offering and explore the development of new tourist attractions which will encourage larger numbers of tourists visiting the area such as a maritime quarter
- TL5** To facilitate the cruise traffic coming into Dublin and encourage the timing of planned events and festivals to coincide with cruise ship calls at Dublin Port
- TL6** To support retention of existing leisure and sports activities in the area and encourage new facilities for the Docklands community and visitors to the area, and that they meet the needs of all members of the existing and future communities
- TL7** To encourage community involvement and local integration in recreation and entertainment opportunities, including events and festivals, using indoor and outdoor venues
- TL8** To maintain programmes of cultural events in the SDZ Area and include new events such as a Viking Festival
- TL9** To promote the recreational use of the water including the rowing, paddling and boating club activities in the area and to seek to ensure that any new infrastructure is provided in a manner which safeguards and protects these recreational resources.



#### 4.10.1. Achievements to date

##### 4.10.1.1 IFSC1 & IFSC2

The planning and implementation of the IFSC and Section 25 Planning Schemes to date have largely employed an orthogonal layout, consolidating and refining the legacy of the original city grid laid out in Georgian times. Within this grid, the street becomes the main element in building urban structure. A legible hierarchy is possible as the role of some streets is more important than others. While the primary grid is dominant, it is flexible enough to respond to and integrate major water bodies, urban squares and historical complexes (see Fig 23).

The build-out of construction to date has generally moved from west to

east. IFSC1 represents a recognisable and new urban model of integrated planning for its time. It includes a concentrated cluster of large office floor-plates focused on a well-designed and constructed public domain, organised around the retained water bodies of George's Dock. Urban street character is generated by linked buildings containing the space of the street to a height of 4/5 storeys, though there is occasional height above this. IFSC1 also lays down a strong relationship to the river by defining a generous campshire, though it is less successful in producing a successful relationship to the City. Mayor Street, however, becomes a major east–west spine, gaining status as the masterplan moves eastwards.

IFSC2 is generally regarded as being

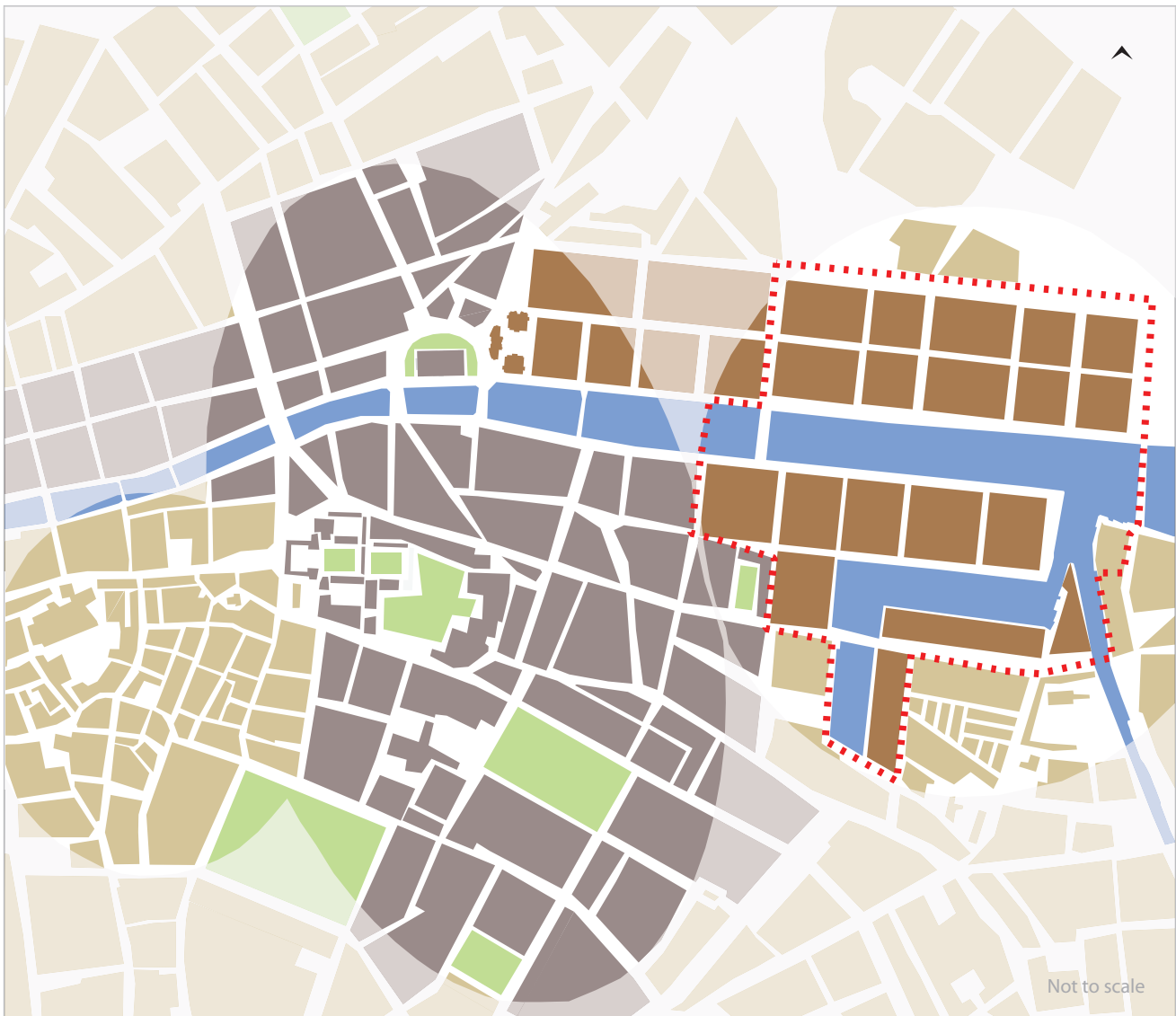
more successful and urban than IFSC1. It has a much better mix of uses, incorporating a diverse range of hotels, shops restaurants and residential development both private and social. The big office floor-plate is still there but it feels more integrated, though offices are still very dominant to the river. Mayor Square is a major presence at the heart of IFSC2 and is enlivened by multiple uses including the National College of Ireland [NCI]. Excise Walk is a bold intervention, a new street, connecting Mayor Square to the campshires and the river. The maintenance of the building line to the campshires, from IFSC1 continues to build the civic dimension to the river.

##### 4.10.1.2 North Lotts area

The opening of the Convention Centre Dublin, the re-engineering of the Point Depot as an internal venue meeting world standards [The O2], and the construction of the new Beckett Bridge, represent significant infrastructure that will underpin success in Docklands in the decades ahead. However significant these projects, they have not been complemented by the expected roll-out of office and residential development planned for under the North Lotts Planning Scheme. While there have been some significant development pockets, overall there is a visual fragmentation which is strangely emphasised by the continuous line of the Luas.

In Spencer Dock, the development blocks, clustered around the Convention Centre Dublin, are





**Fig. 23** Urban Structure of Dublin City Centre

**KEY**

OLD CITY



18TH. CENTURY GRID



PROPOSED STRUCTURE



SDZ BOUNDARY



introverted and fail to animate or contain the public domain, which is windswept and sterile. The provision of DART Underground envisaged a major business district at Spencer Dock, constituting a well connected hub at the heart of Docklands. This is still a valid objective but it must be complemented by a commitment to create an attractive street experience and animation in the public domain.

At The Point Village, a range of infrastructure awaits a community of users. Major facilities including a shopping centre [20,000m<sup>2</sup>], hotel, cinema complex, and The O2, represent district centre status but are not currently viable as such, due to a lack of local population and access from a hinterland. The scale of buildings has the potential to successfully contain the large central public space [The Point Square] but an eastern boundary

is required and the public square itself requires a high quality design solution. The cruise tourism facilities being considered by the Port need to interface with The Point Village and support its viability.

#### 4.10.1.3 Grand Canal Dock

The implementation of Section 25 Planning Schemes, south of the river, has taken on a somewhat different character, where a more cohesive urban fabric has emerged, spreading out from the centre of gravity represented by Grand Canal Square. A legible orthogonal pattern of streets and public space shape the building blocks which are up to 8 storeys, those onto public space frequently contain mixed use. The most successful area of the South Lotts is the land developed on the old Gasworks site, which was directly controlled and developed by

the DDDA. The development of the campshire link from Pearse Street to Grand Canal Square is particularly successful and the quality of the public realm on the campshires in general is very high. (See Fig. 23).

As one moves eastwards towards Britain Quay, there is an increasing experience of fragmentation, and of isolation and dereliction, towards the tip of what is currently an urban peninsula. Beacons of contemporary development and employment do exist and demonstrate what can be achieved. The U2 tower proposed for Britain Quay may not now be viable and needs to be reconsidered.

#### 4.10.2 Challenges

The primary challenge is to translate high-level themes and core functional objectives into a spatial layout and





three dimensional plan that is legible, cohesive, inspiring, and can respond to multiple contextual constraints. The plan must also have clarity on fixed non-negotiable elements and guidance on those elements that are flexible. There must also be clarity on implementation. The main test of the urban plan will be the extent to which it is effective in integrating the quantum of accommodation and typology range for both residential and office. While the grid pattern provides a legible order and structure, there is an opportunity to consider, how the urban layout can best respond to this need for a varied scale of office floor-plate and diversity in residential accommodation, especially in situations where the two uses will exist close together.

Excise Walk in IFSC1 is full of light and integrates multiple uses. This suggests there is an opportunity to refine the existing coarse grid on the North Lotts by introducing more north-south streets. Selecting the appropriate scale of development block is also challenging. Delivering a desired use-ratio over a larger development block may provide more flexibility on development plots within it, as was the case in the Gasworks site. The larger blocks may also help deal with legacy and ownership aspects and give more scope to deliver open space and other amenities including parking.

The east-west linear routes of Mayor Street, Sheriff Street, and the campshires need a specific response in terms of urban design and land-use. Mayor Street is the internal street of the

North Lotts and its busy commercial atmosphere through IFSC1 & IFSC2, combined with the status bestowed by Luas, suggests it should reflect a live-work character. Sheriff Street is the interface of North Lotts with East Wall and has not received much attention in previous plans. It has a critical role to play in relating North Lotts to future development on brownfield lands to the north.

Grand Canal Square and the mixed-use blocks in the immediate surrounds, constitutes a successful hub which is much enhanced by the quality of public space and the Grand Canal Theatre itself. Grand Canal Square is an example of how a hub can operate as a centre of gravity and incorporate a specific focus. Spencer Dock and The Point Village are also potential hubs but need further consideration and intervention. In order to counter isolation, generate a legible unity and create a dynamic focus in areas that have the capacity to grow economic clusters, it is considered that Britain Quay and Boland's Mills should also be defined as hubs in the urban structure.

#### 4.10.3 The Way Forward

The Urban Form and Structure will be driven by [a] a number of High-Level Themes and [b] Key Structuring Principles. Both the high-level themes and the key structuring principles will assist distillation into [c] Key Building Blocks. Finally, individual Development Blocks ['City Blocks'] will include the development plots, and will lay down the fixed elements of building line,

public open space, height, quantum and ratio of uses.

#### 4.10.3.1 [A] High-Level Themes

The high-level themes summarise those areas that feed into the vision and are considered critical to the strategic solution. They are there as key influences on the direction and content of the plan.

They include:

- Sustainability
- Economic Renewal and Innovation
- Quality of Living/Social Regeneration
- Maritime Identity, Culture and Heritage
- Physical and Social Infrastructure
- Movement & Connectivity

#### 4.10.3.2 [B] Key Structuring Principles

The key structuring principles prioritise existing physical elements or concepts which will underpin a legible order and inform the content of the urban structure. They include:

- Campshires
- Water bodies
- Orthogonal layout

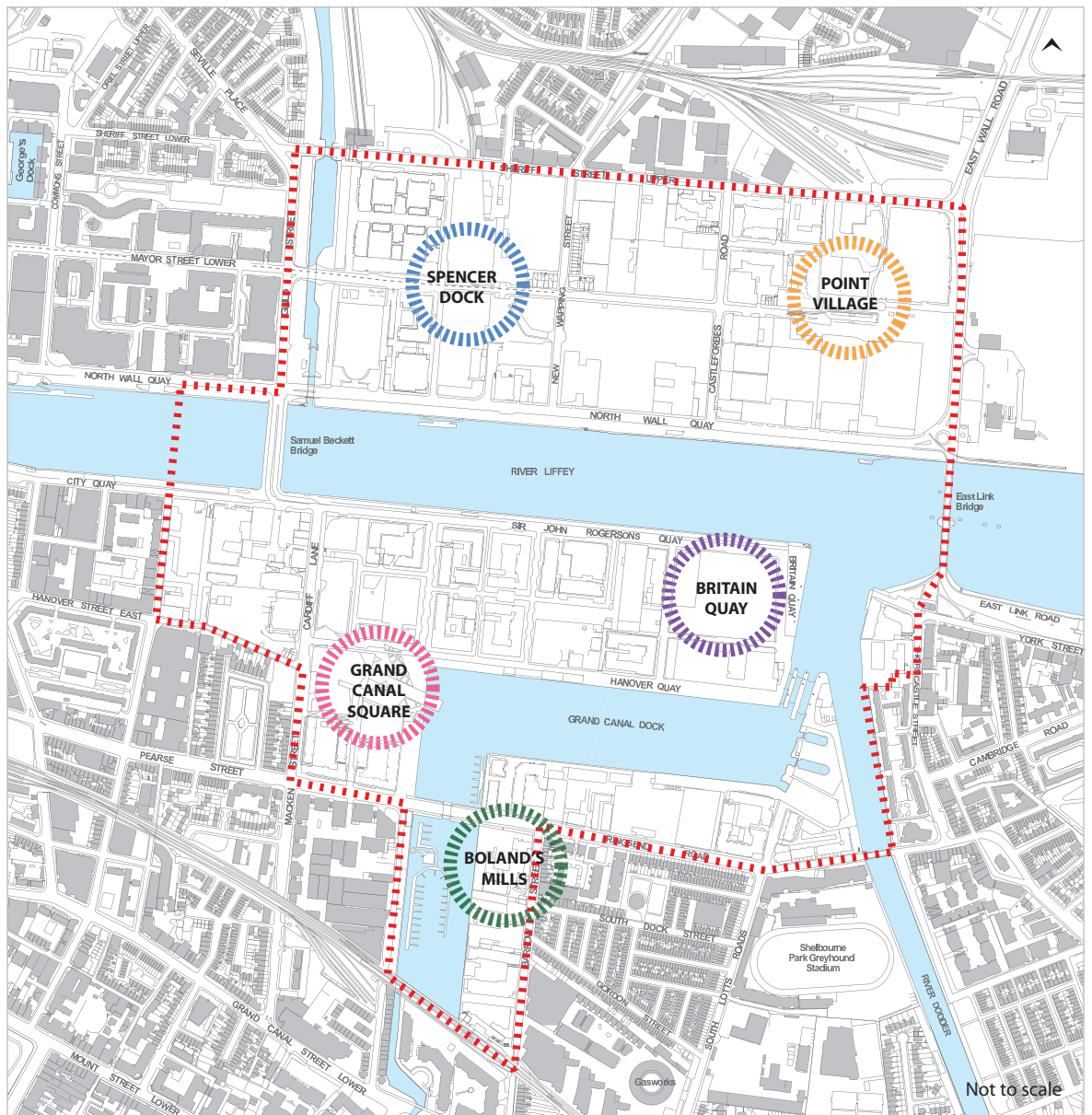


Fig. 24 The 5 Hubs

- East-West links e.g. Sheriff Street
- North-South streets
- Luas line
- Hubs
- A major public space at the heart of each hub
- View Corridors
- Protected Structures

#### 4.10.3.3 [C] Key Building Blocks

A & B above can be distilled down into a small number of key building blocks which form the framework and the spatial skeleton of the SDZ; they include:

- The 5 hubs
- The linear catchments of both river and canal
- Mayor Street [Luas] and Sheriff Street
- Orthogonal Frame, containing 5 layers
- Historic grid
- City Blocks
- Secondary streets and spaces
- Urban Blocks and spaces
- Urban Plots

#### 4.10.4 The 5 Hubs

5 Hubs have been identified within the SDZ area, reflecting the existing hubs/ clusters which are a feature of other parts of the City.

The 5 Hubs are (See Fig. 24);

- Spencer Dock
- The Point Village
- Grand Canal Dock
- Britain Quay
- Boland's Mills

The objective for the SDZ Planning Scheme is that all of the hubs achieve their own character through a combination of mixed-use, landmark buildings, significant open space and unique public realm.

##### 4.10.4.1 Spencer Dock Hub (see also 5.6.2, 5.6.7 and 5.6.8)

##### 4.10.4.1.1 Role of Spencer Dock Hub

Even more so than The Point Village Hub, Spencer Dock Hub has a City and Regional role outside of the footprint of the SDZ. The key aspects of this role include:

- Primary economic driver; this is where the big floor-plates could cluster, in a 'Business District'
- Transport role connected to regional network

- The combination of economic role and transport role is likely to be reflected in some element of increased intensification and scale
- Home to Convention Centre Dublin and the synergies that this brings in the future

##### 4.10.4.1.2 Proposed DART Underground

While the Government has deferred the construction of DART Underground, it is a critical piece of public transport infrastructure which the City Region needs. It is essential therefore that the SDZ is drawn up on the basis that DART Underground will be implemented. This means the full scope of Spencer Dock must be addressed, reflecting the potential offered by this infrastructure. However, while the long-term plan must be presented, there is a great risk that interim blight could result. It is proposed therefore to explore temporary building solutions on the site of the train station which could feature a creative focus around economic innovation clusters and promotion of the economic potential of Docklands in general.

##### 4.10.4.1.3 Build-out and constraints

The main built elements include residential blocks and associated offices to Mayor Street and Park Lane, the Convention Centre Dublin, and the adjacent office complex. These uses, because of their monolithic character and their tendency to be introverted, have not managed to generate sufficiently positive urban qualities in the public domain.



There is also a cluster of protected structures at Spencer Dock facing the river. These structures will eventually form part of the experience of entering the new DART Underground Station.

The scale of the small existing residential terrace along the north side of Mayor Street is a challenge in terms of policy response and design integration.

#### 4.10.4.1.4 The Public Square

This space has had a number of configurations since the first drafts in 1999. It is now proposed to fix the public square on the north-east quadrant south of Luas. It is important to aim for a square that is of unique design, is urban, is green and has a magnet attraction. Surrounding uses must also help animate the public space. The square could interface with a smaller, more contained/intimate space formed by the protected structures to the south.

There is a challenge in relating existing small-scale buildings to the probable scale of new proposals. A bridge link is also proposed, aligning with the view corridor from Grand Canal Square and connecting with Spencer Dock Square.

The interface of Spencer Dock with Sheriff Street is difficult due to a level change and design proposals will be required to address this issue.

#### 4.10.4.1.5 Urban Form and Height

There have been some extreme

proposals put forward on height in the Spencer Dock area in the past. The discourse on height during the review of the City Development Plan combined with the economic downturn has reduced expectations for high buildings in the City in general. Nonetheless, Docklands is designated as an area for tall buildings in the City Development Plan. In addition, Spencer Dock will be at the heart of a public transport network with the delivery of DART Underground.

The combination of public transport infrastructure and a Central Business District (CBD) Hub of National significance points to the need to optimise density. Considering the fact that height to date in the Section 25 Planning Scheme areas has frequently been in the 5-8 storey category, it is suggested that a range of 10-12 storeys at the upper end for Spencer Dock is appropriate. Other strategic objectives

for the Spencer Dock Hub are the implementation of DART Underground, the creation of a new pedestrian bridge connection linking Spencer Dock with Grand Canal Square and temporary well-designed structures over the DART Station site, geared to narrate and promote the economic platform and profile of Docklands.

#### 4.10.4.2 The Point Village Hub

##### 4.10.4.2.1 Role of The Point Village Hub

There are major issues with The Point Village in terms of economic and functional viability. There is a bleak windswept character to the main square which is not helped by low footfall despite the fact that there is a performance venue of national importance, a new cinema complex, a high quality hotel and a shopping centre [not operational].



The presence of some of these functions suggests a potential city role, or even regional role beyond the local. However, currently the role of the hub is compromised by a number of factors, including a weak retail hinterland, public realm with poor containment, which currently runs up against the heavy traffic on East Wall Road.

#### 4.10.4.2.2 Improving the role of The Point Village Hub

A successful future role for The Point Village Hub will have to exploit the platform and profile of entertainment generated by The O2 and combine this with leisure, recreation, and tourism dimensions. The development of the entertainment role will support the viability of a District Retail Centre, which already has critical floor-plate infrastructure in place. It is also critical that a hinterland emerges to support viability of business in The Point Village and new bridge proposals in the SDZ are geared to promote this.

The increasing importance of Cruise Tourism economically, the strategic fit of this sector with the Marine Services sector, and the interest of the Port in promoting synergy suggests there is an alignment of interest with The Point Village.

There is also an opportunity to develop this area as an epicentre of city cycling routes, and to consider food as a major theme supported by markets and a cluster of restaurants. A permanent fairground and/or exhibition areas on the lines of the RDS could also be

considered for the Port lands as an extension of Cruise facilities.

#### 4.10.4.2.3 Urban Design of The Point Village Hub

The current Section 25 Planning Scheme proposed a landmark building at the east end of The Point Square terminating the long run of Mayor Street, called the Watchtower [100 metres]. It is considered that at this stage the Watchtower is unlikely to be built and that an opportunity exists to consider alternative solutions, which will contain the eastern end of The Point Square and reduce exposure to the harsh traffic environment of East Wall Road.

In proposing the previous landmark, there seemed to be a certain assumption of termination that urban regeneration would not extend further

into the port area. The advent of Cruise Tourism initiatives now suggests that future spatial relationships with Alexandra Dock should be kept in mind. It is proposed therefore that a linear building form the eastern edge of The Point Square, extending southwards parallel to The O2.

#### 4.10.4.3 Grand Canal Hub

The Grand Canal Hub has become established as a major cultural and mixed-use zone based on the 60/40 residential/commercial mixed-use model. There are a number of factors which have contributed to the success of this hub. It lies at the confluence of a number of important routes, which link back to the city centre, south to Pearse Street and north along Forbes Street to Sir John Rogerson's Quay.



The hub has a unique location at the elbow of the Grand Canal Dock and the innovative civic space exploits this aspect.

The civic space, combined with the south-facing frontages along Hanover Quay in conjunction with the presence of dramatic landmark buildings (An Bord Gáis Energy Theatre and the new hotel) and a variety of shops, restaurants and cafés in the vicinity have all contributed to a vibrant hub. Overall, the Grand Canal Hub incorporates the essential features which contribute to the making of a successful city quarter – a critical mass of commercial and residential uses, a character largely conferred by landmark buildings and a unique public realm.

#### 4.10.4.4 Britain Quay Hub

Britain Quay is a peninsula and suffers from a degree of physical and psychological isolation which could also be a strength. The location enjoys a powerful relationship with the three water bodies of the Liffey, Dodder, and Grand Canal Harbour. This relationship is formally emphasised by wide campshires which extend around three sides of the hub. The inspiration and rationale for a hub at Britain Quay arises in part from the unique qualities of the context but also from the need to anchor a centre of gravity in this part of the SDZ. The viability of the Hub would be critically enhanced by new bridge connections.

#### 4.10.4.4.1 Role of Britain Quay Hub

The economic platform of the Britain Quay Hub Area includes an emerging spectrum of financial and legal uses supported by niche sectors in the digital, technology and creative media areas, attracted by the Hub's combination of low-rent warehouses and state-of-the-art accommodation. The design rationale is inspired by the idea of a 'Village' and the notion of intimacy and integration that this image generates. The design intent is to create a major public square, or series of linked squares, exploiting the powerful waterfront views while also achieving protection from the winds and harsh weather. The public space will achieve cohesion between the historic and protected fabric and the scale of new development. It is an objective to link Britain Quay to Poolbeg by a new Dodder bridge and to North Lotts with

a new Liffey pedestrian bridge. It is also an objective to provide a publicly accessible cultural facility in the hub, linking to the community, recreational and cultural uses proposed across the canal locks at City Block 19, which in combination will create a cultural destination point at the end of the peninsula.

#### 4.10.4.5 Boland's Mills Hub

The Boland's Mills site occupies a pivotal waterfront position on the Grand Canal Harbour [inner dock]. Currently, the imposing mass of the concrete silos on the site contrast with the adjacent historic fabric of large warehouse buildings which fall sheer to the dock waters. Despite extensive redevelopment along Barrow Street, major sites have remained introverted and there has been little evidence of a public domain network emerging.





The Boland's Mills site can act as a centre of gravity to an economic hub extending around the footprint of the inner dock. A key feature of redevelopment of the Boland's Mills site itself will be the delivery of legible public space opening up access to the water body and threading in mixed-use to expand on the chemistry of economic activity.

A number of key considerations will guide the urban design rationale. The retention and adaption of existing protected structures offers a range of accommodation for start-up arms and niche economic sectors. The removal of the concrete grain silos, if feasible, creates the potential to generate a critical quantum of development. However it is considered that new building blocks should have an orientation to optimise light penetration

and connect public space to the water. A residential component could be satisfied, however, by a new building containing the space of Barrow Street.

#### 4.10.5 Development Block and Plot

A number of city blocks emerge logically from the orthogonal grid which constitute an appropriate scale for addressing the challenge of land-use ratio and quantum. Each city block is numbered and subdivisions are labelled a, b, c, d, etc. as required. The subdivision of the city block into secondary structure and urban development plots is informed by the High-Level Themes and the Key Structuring Principles.

Each of the city blocks has a critical number of fixed elements which include the following:

- The external building line to the City Blocks
- The extent of the public space/ civic space within the block
- The maximum (and minimum) heights of buildings
- The ratio of main uses over the hub area to achieve 50 residential/50 commercial land area insofar as is practicable, with the ratio of main uses in each City Block to be as specified in Section 5.5 (individual City Blocks) and paragraph 6.1.2 (Infrastructure Roll-out).

#### 4.10.6 Height in SDZ

In the existing Section 25 Planning Schemes and in the build-out to date, there is significant height difference across locations, but generally the variation is between 5 and 8 storeys. Landmark buildings perform a different role and can be categorised as those constructed e.g. Millennium Tower [54m], Monte Vetro [61m], Alto Vetro [60m] and those not yet built e.g. U2 Tower [130m] Watch Tower [100m].

The general run of buildings in IFSC1 is 5 storeys though some office buildings are higher. In IFSC2, the density steps up; hotel and residential buildings at the river end of Excise Walk are 7 and 8 storeys respectively. There is a terminal building of 10 storeys to the northern end of Excise Walk/Mayor Square. In IFSC2, height is well considered in order to impact optimally on the street scene or create an interesting vista.



In the North Lotts, the build-out in Spencer Dock includes the Convention Centre Dublin [44m] and the residential block to the north [STUV-10 storeys]. The small number of office buildings in this area are 8 storeys. The area between Spencer Dock and The Point Village remains largely unbuilt though the proposed Central Bank is 8 storeys.

The Section 25 Planning Scheme ranged from 7 storeys on the river to 4 storeys on internal blocks with heights informed by a shadow analysis.



The Gasworks site with its eleven blocks configured around Grand Canal Square achieves heights around 7-8 storeys, with mixed-use integrated vertically in a number of the blocks. As one moves eastwards along Sir John Rogerson's Quay, the office buildings are generally 8 storeys. This is the case in relation to the State Street Bank which is the most important site developed to date as one approaches Britain Quay.

On the Grand Canal [inner-dock] and Barrow Street there is an historic high context formed by vertical warehouses and the Boland's Mills concrete silos. The residential Millennium Tower and Monte Vetro [office] constitute contemporary bookends framing this authentic Docklands elevational composition.

Applications for high buildings shall be in accordance with Development Plan guidelines set out in section 17.6 of the Dublin City Development Plan 2011 - 2017. In this regard, applications for high buildings where proposed in the SDZ will be subjected to assessment under the development management process, including matters such as a shadowing, amenity, microclimate and Environmental Impact Assessment. (See also Appendix 5 – Assessment Criteria for High Buildings)

#### 4.10.7 Challenges/Way Forward

During the review of the City Development Plan, it became evident that the vast majority of accommodation needs can be met by buildings of fairly

modest height. It is demonstrated above, that the implementation to date within the Section 25 Planning Scheme, employs a general height of 4/5 to 8 storeys, which works well in integrating different uses, and achieving a legible dense urban structure, comparable to the traditions of the European city. It is proposed to continue to operate generally within this height range in the SDZ.

There are a number of locations, however, where a height range above 8 storeys is considered appropriate. The rationale for height elsewhere in the city includes arguments for identification, and visibility of a particular activity/building or character area, and the need for density of a sector tied in with a transport node. Spencer Dock is already an important transport node, and with DART Underground, will be one of the most connected places in the City Region. It is also an important office hub, and is the location for the Convention Centre Dublin. In order to respond to transport infrastructure, and develop its potential for business intensification, including the provision of larger office floorplate, it is considered that Spencer Dock should incorporate additional buildings in the range 10 to 12 storeys.

In The Point Village hub, buildings up to 8 storeys will be effective in containing The Point Square, on the north, west and south boundaries. The existing Section 25 Planning Scheme includes a proposal for a landmark building of 100 metres [the Watchtower] to terminate the vista along Mayor Street.

There is very little prospect that the Watchtower, or the U2 tower at Britain Quay, will ever be viable or be constructed. In this context, alternative proposals need to be put forward. A landmark perimeter building could contain the eastern edge of the square and extend northwards parallel to The O2, and could incorporate a height component. This perimeter building should allow penetration through it to connect with planned cruise tourism facilities.

At Britain Quay, the SDZ also includes alternative proposals to the U2 tower. The proposed hub at Britain Quay is designed both to exploit its unique peninsula character, while creating an economic centre of gravity. An element

of height is required to support and celebrate this objective. It is considered that the height component could best be achieved if it was integrated into the block structure, rather than stand as an isolated landmark on the campshire. In order to meet the height objective, a building height of approximately 33 metres with a tower feature of approximately 88 metres is considered appropriate.

In the Boland's Mills hub, it is important that new development fits comfortably into the complex historic composition along the waterfront. In order to achieve this, new development should not extend above a line linking the top of the Millennium Tower to the Monte Vetro. Also the orientation of any new

high element should be east/west, in order to resonate with the orientation of narrow-grained historic fabric.

The height definition is based on an average floor to ceiling height of approximately three metres for residential schemes and approximately four metres for commercial uses. Ground floors should be commercial height for design, use and adaptability reasons.

In the case of hotels, the average floor to ceiling height of three metres can apply.





#### 4.10.8 Density and Plot Ratio of Development

The Docklands project is predominantly a regeneration of brownfield Port lands which is a major sustainable starting point. The recycling of such lands is costly in terms of infrastructure and it is important that a sustainable density of development is achieved. As outlined above, sustainable densities and a high-quality urban structure can be achieved within a height range of 5-8 storeys.

In accordance with best international city planning practice, the City Development Plan promotes sustainable higher densities, particularly in the City Centre and Key Development Areas such as the Docklands and within the catchment areas of high capacity public transport (see Chapter. 4.4.3 and 17.3 of Development Plan).

Of course, the attainment of higher densities is not a stand-alone objective; higher densities must be delivered in tandem with high-quality living and working environments to ensure the creation of good urban places and, in this case, an attractive maritime district.

As stated in the UK Urban Design Compendium 2000, density is only a measure, not a determinant of good urban design. Density is a measure of the relationship between buildings and their surrounding spaces and is typically expressed in units per hectare. As such, it is usually applied to residential schemes, whereas another planning measurement tool, plot ratio,

is often used in relation to commercial developments.

Plot ratio is a tool to control the bulk and mass of buildings, and is expressed as the amount of floor space divided by the site area. It is a useful indicator, but only when used with other standards to achieve sustainable, quality urban places.

The City Development Plan (2011 - 2017) sets out an indicative plot ratio for Z14 regeneration areas in the range of 1:0 to 3:0 (the Docklands Master Plan used a plot ratio of 3:0). In the SDZ, the 3.0 plot ratio relates primarily to the City Block, including the proposed internal streets/lanes, but excluding the existing surrounding streets. It is not intended to be a prescriptive tool to guide development, and flexibility will be permitted, in order to ensure that an appropriate quantum and height of development is achieved.

In certain circumstances, a higher plot ratio may be considered, i.e. adjacent major public transport facilities, to facilitate urban renewal, and to maintain an existing streetscape profile. These situations are only likely to occur in the 5 hubs in the SDZ. It is generally accepted that development with a plot ratio exceeding 3:0 must be very carefully considered with regard to its impact of an urban structure and amenity.

Having said that, the Docklands has been relatively successful in achieving sustainable urban densities to date. A target of 247 units per hectare for

residential densities has been set in the Docklands Master Plan. Charlotte Quay (388 units per hectare), the Millennium Tower (440 units per hectare) and Gallery Quay (223 units per hectare) are examples of high density apartment living in the Docklands.

The main challenges for the SDZ are how to retain quality high density given the residential market downturn; how to ensure the management of residential schemes is reasonable and effective, and how to ensure families and key workers will both remain in the new Docklands quarter. While the Residential Density Guidelines (2008) promote a minimum of 50 units per hectare in urban areas, the Docklands must aspire to a higher minimum to achieve the strategic aims of the SDZ.

The way forward will be to promote an urban design quality-led approach to achieving sustainable urban densities where the focus will be an orderly attractive neighbourhood, with a varied typology of residential units. It is considered that while there should be a land use mix at the City Block level, it is not necessary to mix commercial and residential to the extent that the amenity is detrimentally affected. The test is whether the overall vitality and liveability of the local area is retained and enhanced.

**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

- US1** To ensure that the urban structure employs an orthogonal layout, consolidating and refining the legacy of the historic city grid whilst allowing for variety as per 5.4.3.
- US2** To define a number of hub areas (5) in order to create focus and centres of gravity in the spatial structure, incorporate a unique public square and landmarks to facilitate the clustering of economic sectors and social and cultural activities
- US3** To ensure that the open, civic, and formal character of the campshires, incorporating generous proportions and scale, shall continue to define the relationship of new development to the water bodies of the river and canals
- US4** To ensure the City Block represents the appropriate scale at which to resolve mixed use ratios, configure development plots, achieve permeability and fix crucial aspects of building line, density and height and new public space (or adjacent City Blocks by Agreement as per para 6.1.2)
- US5** To ensure that Mayor Street is developed as an internal street spine of the North Lotts, incorporating the theme of 'live-work'
- US6** To ensure that Sheriff Street develops a dynamic role to connect and relate the SDZ to the communities and brownfield lands to the north, and that a public realm strategy is designed to assist this
- US7** To ensure that new north-south and east-west streets are developed to give the urban grid a finer grain, exploit light gain and connect with the river and water bodies
- US8** To ensure that the public realm as a whole, is legible, cohesive, of high quality, and operates as a connected network. It must be seen as a crucial infrastructure, underpinning economic, social and environmental sustainability
- US9** To ensure that the extensive footprint of water bodies functions as a valuable part of the public realm, and that a water animation strategy is prepared to drive this
- US10** To ensure that principles of Green Infrastructure inform the design of the public realm
- US11** To ensure that the public realm network of the SDZ interfaces effectively with the strategic public realm network of the inner city
- US12** To promote and achieve sustainable higher densities throughout the SDZ area, with an emphasis on higher commercial densities within the identified hubs
- US13** To achieve higher densities, not as a stand-alone objective, but in conjunction with other safeguarding criteria, such as indicative plot ratio, together with other criteria in the City Development Plan, e.g. daylight, open space, amenity space, privacy areas and play space in order to achieve a high-quality living and working environment
- US14** To promote a variety of residential, duplex and apartment types which will create distinctive neighbourhoods, coherent streets and open spaces, and promote whole life-cycle living
- US15** To seek that the design of building footprints, heights and layouts allow for maximum daylight penetration to buildings, minimise overshadowing, as well as allowing for existing wind conditions to be ameliorated
- US16** Applications for medium and high-rise buildings shall be accompanied by a design statement as part of the assessment criteria for high buildings as set out in section 17.6.3 of the Dublin City Development Plan 2011 - 2017. (See also Appendix 5 – Assessment Criteria for High Buildings)

### 4.11.1 Introduction

The planning scheme aims to protect and enhance open space for both biodiversity and recreational use in a way which will allow residents, workers and visitors alike to enjoy a high quality urban environment, and allow nature to flourish.

The most significant areas of public space and amenity within the area are the River Liffey, its associated campshires, Royal Canal Linear Park, Grand Canal Dock, Grand Canal Square and The Point Square. There is a notable lack of green spaces and street trees in the SDZ area. While the River Liffey and associated campshires provide a high-quality west-east amenity link, it can be exposed and sometimes inhospitable due to the lack of landscaping.

Successful open spaces can contribute towards the attractiveness of the SDZ area, provide venues for cultural events and create safe and interesting pedestrian routes. Furthermore, the ecological function of green spaces includes providing flood protection and sustainable drainage systems along with enhancing bio-diversity.

### 4.11.2 Achievements

In recent years, the Dublin Docklands Development Authority has provided a number of high-quality open spaces as part of the overall Docklands redevelopment.

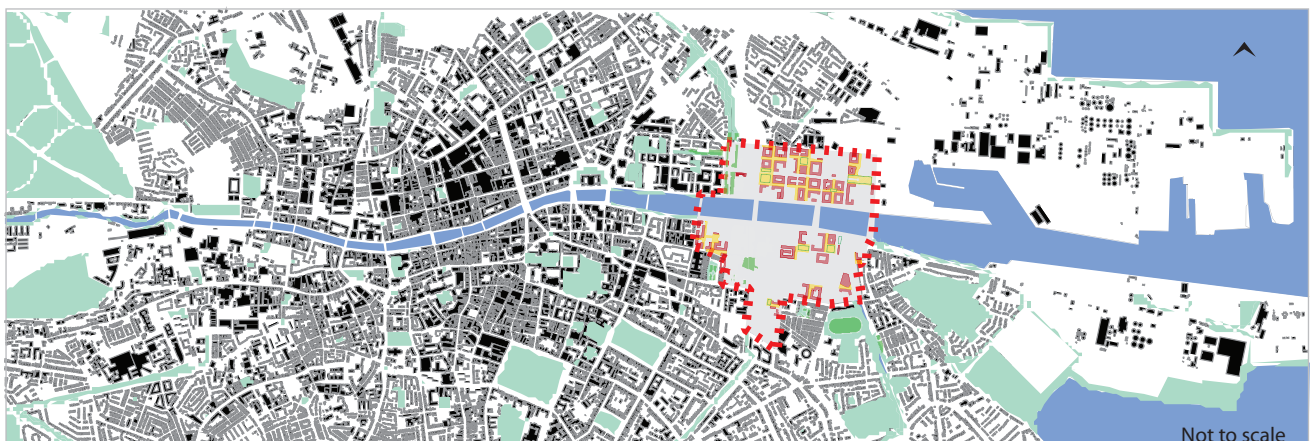
The campshire project is one of the most significant public realm enhancements in the city for many years. The campshires are over 3km in length and along with the provision of cycle paths and public art installations,

allow for a comfortable walking experience for residents, workers and visitors alike.

Grand Canal Square, a new urban space, was opened in June 2007. The 10,000m<sup>2</sup> square is one of the largest paved public spaces in Dublin city and accommodates a diverse range of activities throughout the year.

The Royal Canal Linear Park was completed at the end of 2011 and consists of a 9,000m<sup>2</sup> park running between North Wall Quay and Sheriff Street.

Docklands Chimney Park, an innovative children's playground and new community amenity was opened in 2009. The park incorporates creative features such as a mirror wall, play platforms, water features and palm trees.



**Fig. 25** SDZ Open Spaces in City Context



### 4.11.3 Challenges

Despite the dramatic transformation of the area over the last fifteen years or so, a number of challenges remain with regard to landscape, open space and recreational amenities. Despite the development of the campshires, it can be exposed and sometimes inhospitable due to the lack of greenery.

Given the urban nature of the plan area there isn't an abundance of terrestrial bio-diversity. Although a number of large-scale residential and commercial developments have been constructed in recent years, there are no notable Sustainable Urban Drainage Systems within the plan area.

The abundance of brownfield sites and sites which have had initial development works has created visual and environmental blight within the area.

### 4.11.4 The Way Forward

In order to create an integrated network of green infrastructure and high-quality public and communal open spaces which enables residents, workers and visitors alike to enjoy, the following approach will be pursued:

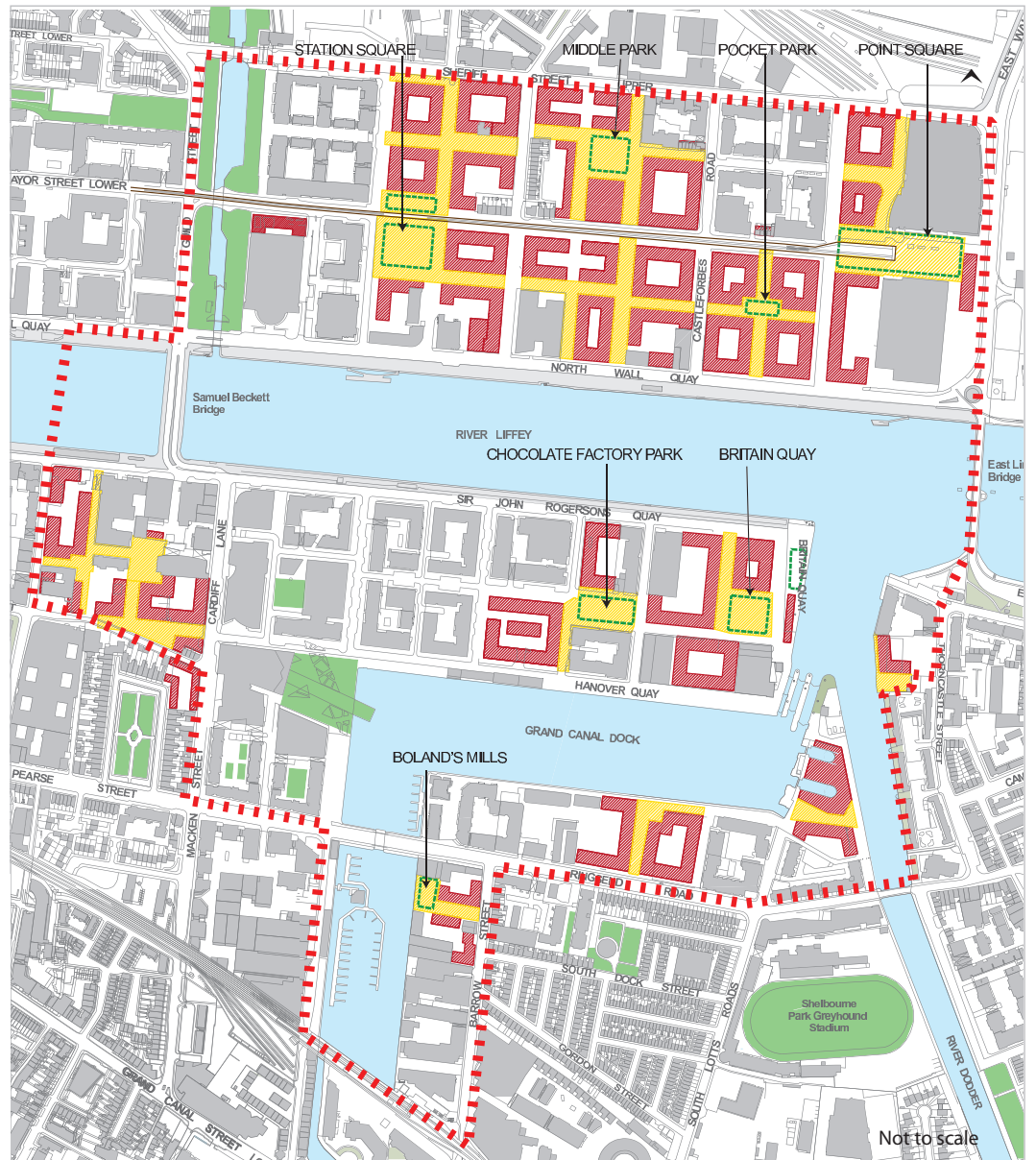
- To create a network of complementing and connecting open spaces which cater for both active and passive recreation and a wide range of age groups
- To promote the greening of the public realm including the campshires and the street network to provide for a more sheltered environment and one where a higher priority is given to pedestrians and cyclists
- To enhance the bio-diversity value of the SDZ area

- To create visual and environmental improvements to brownfield sites including the removal of unsightly hoardings and restoring greenery and landscaping on an interim basis prior to re-development
- To ensure that best practice and innovations in SUDs' design form part of both developments in the public and private domain

#### 4.11.4.1 Green Infrastructure

Green Infrastructure provides a mechanism for bringing together the key elements which define the quality of an area in relation to bio-diversity, amenity, movement and water resources. Green Infrastructure is a strategically planned and managed network featuring areas with high-quality bio-diversity and other green spaces that conserve ecosystem values which provide essential services to society.





**Fig. 26** Existing/ Proposed Open Space

**KEY**

EXISTING OPEN SPACE ■ PROPOSED OPEN SPACE  PROPOSED BLOCKS  PUBLIC DOMAIN

Green Infrastructure includes multi-functional green spaces in urban areas as well as ecological connectivity in the wider landscape.” Comhar (2010)

It is planned to optimise opportunities for ‘greening’ and bio-diversity by creating a viable network of open spaces, trees and waterways.

This green infrastructure will enhance the natural heritage of the Docklands, conserve and protect the distinctive character and culture of the Docklands and will be a significant determinant in achieving the desired quality of environment and experience the City Council envisages for the residents, workers and visitors to the area.

#### 4.11.4.2 Open Space & Recreational Amenities

The open space areas developed to date within the SDZ area include

Royal Canal Linear Park, Grand Canal Square and Chimney Park. Both Station Square and The Point Square have been partially developed.

In addition to these new parks, there are important existing public parks in the wider local neighbourhood which have the potential to be more successfully integrated (through walking and cycling routes in particular) with the SDZ area. These parks include Ringsend Park, Fairview Park and Merrion Square. The natural amenities of Dublin Bay including Sandymount Strand and North Bull Island are accessible to the wider community.

A number of open spaces were proposed within the SDZ area but have not been delivered to date, owing to the market downturn and cessation of development works adjacent to the proposed locations of these open spaces. The open space strategy for

the SDZ area seeks the completion of these spaces as part of an integrated network of amenities.

#### 4.11.4.3 Open Space

It is an objective to require the provision of Public and Communal open space within the designated area to provide for resident and employment populations. The provision of open space will be in accordance with the following hierarchy:

- Public Open Space
- Quays
- Pocket Parks
- Streetscape
- Private/Communal Open Space
- Balconies
- Courtyards
- Roof Gardens

The hierarchy of open space for the purposes of this SDZ will seek to utilise





the unique attributes of the plan area which is the confluence for the Liffey, the Dodder and the Grand Canal. The primary public open spaces, therefore, are the quays and dockside which avail of the natural attraction of the water. This is already exhibited by the square at Grand Canal Dock which is the primary focus for events and cultural activities.

The plan will seek to ensure that waterside development facilitates recreational activities in a planned and safe manner for the new community.

Pocket Parks will be provided as an extension of the streetscape to facilitate rest and relaxation. These areas will be highly landscaped with appropriate street furniture. Two Pocket Parks should be designed to accommodate synthetic Multi-Use Games Areas (MUGAs), one each side of the Liffey,

as areas for children, particularly teenagers, to play.

Streets will be designed on a hierarchical basis ensuring that the main avenues have sufficient space allocated to facilitate large canopy trees. The tree-planting plan for the SDZ will reflect the hierarchy of streets and spaces.

The design of all public realm and green infrastructure must be of high quality, creating flexible, multi-functional places which protect and enhance local character and incorporate retained features and important vistas. All open spaces must be inviting places for people to use for informal recreation. They must be well overlooked with clear delineation of the boundaries and transitions between private space, communal space and public space.

It will be an objective to promote the sharing of community and recreational facilities including open space between local schools and the local community.

Completing and connecting open space areas has many benefits. In addition to assisting the implementation of city policy, additional benefits for the local area will include:

- Enhanced opportunities for movement by walking and cycling.
- Creating distinct character areas for identity and orientation
- Creating focal points for community interaction
- Providing visual improvement
- Improving quality of life that encourages long-term residents



## 4.11.4.4 Public Space (see Chapter 5 for more details)

PROPOSED OPEN SPACE (see Chapter 5.3 and 5.4 for more details)					
Open Space	City Block	Classification	Description	Approx Size (m)	Access
Station Square	7	Civic Space	A new urban space above the DART Underground station, framed by historic buildings to the south and Mayor Street to the north. The Square should be adaptable in its layout & design, providing for a wide range of uses including public seating and landscaped areas. Cafés and restaurants will be encouraged on the frontages of the Square with spill-out to create animation. The Square should also be designed to accommodate events.	60 x 55	Public
Middle Park	3	Local Park	The Middle Park will create a green lung between Sheriff Street and the River Liffey. The Park is to be designed as one legible space with a coherent design approach but will accommodate different types of uses including passive recreational facilities and SUDS features.	50 x 40	Public
North Wall	9	Pocket Park	This space will define an important junction within the City Block. Such a space can provide good opportunities to rest and for the community to interact.	35 x 20	Public
Point Square		Civic Space	The Square should provide for a range of activities supporting the retail and entertainment function of the hub including public seating and landscaped areas. Cafés and restaurants will be encouraged on the frontages of the Square.	90 x 50	Public
Point Square	-	Civic Space	The Square should provide for a range of activities supporting the retail and entertainment function of the hub including public seating and landscaped areas. Cafes and restaurants will be encouraged on the frontages of the Square with spill-out to create animation. The Square should also be designed as a destination space and also to accommodate events.	90 x 50	Public
Chocolate Factory Park	14	Neighbourhood Park	The Park should be a focal point for the residential developments in the immediate vicinity. The Park should combine opportunity for both active and passive recreation and should be predominantly of soft landscaping.	67 x 26	Public

PROPOSED OPEN SPACE (see Chapter 5.3 and 5.4 for more details)					
Open Space	City Block	Classification	Description	Approx Size (m)	Access
Britain Quay	15	Civic Space	This civic space at the end of the peninsula will have a multi-functional role serving the Britain Quay Hub and providing a maritime experience with openings to the North and East. The space should be contained by the pavilion building proposed at the mouth of the Dodder River. A key principle will be to link this civic space to City Block 19 via the lock gates.	40 x 40 west of Britain Quay, plus quayside.	Public
Boland's Mill	17	Civic Space	This civic space shall provide an opportunity to exploit Grand Canal Dock as a water amenity. The space shall be accessible from Ringsend Road and Barrow Street.	40 x 20	Public
Charlotte Quay (east)	18	Civic Space	This civic space will open onto Grand Canal Dock.	25 x 20	Public

#### 4.11.4.5 Communal Open Space and Semi-Private Space

A common approach for the provision of semi-private and communal open spaces under previous planning schemes in the area was through the central courtyard spaces of perimeter block development. Where the perimeter block typology is used, this will be one of the preferred methods of delivering on semi-private and communal open space requirements and on the provision of safe and secure areas for children to play.

Communal Open Space requirements will be based on the projected size and density of individual development plots and their proximity to planned

open space. Qualitative provision will comprise balconies, roof gardens and courtyards, incorporating play areas (the Sustainable Urban Housing: Design Standards for New Apartments recommend play space sizes of 85m<sup>2</sup> - 400m<sup>2</sup>), outdoor exercise provision, seating and high-quality landscaping.

#### 4.11.4.6 Private Open Space

Private open space will be required to meet the standards for apartments and houses as set out in the Dublin City Development Plan.

Private Open Space relates to balconies, patios, and winter gardens accessible to individual residents only. Semi-private/Communal Open Space

will be available to residents within the City Block and the public generally during daylight hours. It is intended that these spaces will be maintained by a management company.

Public Open Space is freely accessible to the public with the objective of being taken-in-charge by the local authority.

#### 4.11.4.7 Recreation

Access to good leisure, play and recreation amenities is essential for any community. Insofar as the land-use constraints permit, opportunities for recreation will be provided within the SDZ. An important part of the plan, however, will be to demonstrate how strategic greenways extend beyond the Planning Scheme boundary,



will also link the community to amenities in the flagship and community parks on the periphery of the plan area as well as the beaches, and the Dublin mountains.

#### 4.11.4.8 Greenways and Green Routes

Greenways are “shared-use routes for non-motorised users, (e.g. walkers, cyclists etc.) for pleasure, recreation, tourism and daily journeys” (The Heritage Council) and for the purpose of this report will be considered as the strategic routes outlined in the City Development Plan. Green Routes are local cycle and pedestrian routes which link neighbourhoods to the strategic Greenways. Greenways have a dual green infrastructure role by facilitating ecology and wildlife corridors in addition to their transport role.

#### 4.11.4.9 Trees

A tree survey of existing trees in accordance with tree management best practice is required to establish the baseline tree cover that exists at present and to set targets for tree cover in the plan. This will optimise the recognised benefits of trees as a key element of green infrastructure.

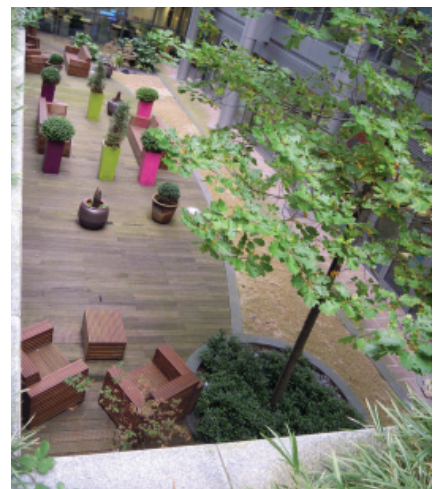
All roads will be required to facilitate tree planting. For this purpose, pavement width should not be less than 2.5m, with trees planted in linear trenches to make use of proprietary planting systems or structural soils which can also form part of the SUDS/drainage network. Tree Root Structural Cell Systems (e.g. Silva Cell) are sub-surface stormwater systems that hold large soil volumes while also supporting pavements and traffic loads. It is proposed that these

will be used throughout the Planning Scheme area to assist with attenuation and ground water recharge.

The species of tree chosen shall relate to the hierarchical importance of the road and the width of pavement. To achieve this, a street plan will be required setting out the location of utilities, street furniture and the tree pit/trench. Particular regard shall be had to tree planting along the Quays which shall incorporate large canopy trees. Tree planting provision must be agreed at application stage with management programmes for retained and newly planted trees.

#### 4.11.4.10 Play Space

The development of child-friendly facilities within the plan area will encourage and stimulate children and



young people to play and move around safely and comfortably. Well-designed play space is crucial so that children's and young people's physical and social needs are supported and they have an opportunity to experience both outdoor and indoor play facilities.

In order to provide successful play spaces, the following principles shall be applied:

- When deciding on the location of play space, regard should be had to the needs of all age groups and comply with the minimum recommended proximity thresholds. Play spaces for small children should be provided close to residential units i.e. within one minute walk of each front door, safe from traffic and other hazards, overlooked informally by residential units. The space should have sunny and shady parts and be equipped with natural play elements and with apparatus for swinging, rocking and climbing
- Provide for a wide range of play experiences
- Be accessible to both disabled and able-bodied children
- Meet the needs of the community
- Allow children of different ages to play together
- Build in opportunities to experience risk and challenge

- Be sustainable and appropriately maintained
- Allow for change and evolution
- Play facilities for older children should be available either within residential schemes or close by, such as in an urban square or green space where good linkages with residential development can be created
- Regard to the Dublin City Play Plan 2012 - 2017

#### 4.11.4.11 Biodiversity

The SDZ Planning Scheme area does not contain an abundance of biodiversity. However, the designated sites of North Bull Island and North and South Dublin Bay constitute part of the Irish and European network

of protected areas and are in close proximity to the draft planning scheme area.





The River Liffey and Grand Canal Dock are significant marine bio-diversity features within the SDZ Planning Scheme area. The River Liffey, in particular, supports a significant wildlife resource including migratory eels, salmon, mullet and the occasional feeding otter. The River Liffey is also a commuting route for birds moving to and from Dublin Bay. Of interest is the presence of coastal birds (Black Guillemots and Cormorant). Black Guillemots have started to nest on the river walls in this part of the estuary and are regularly seen perching on the floating jetties on the river. Otters are known to occur along the River Dodder and River Liffey and along stretches of both canals. Seals and larger cetaceans have been known to use the area.

Various species of bats are also known to utilise the SDZ area for commuting, feeding with suspected roosting locations in old buildings, including those along the Grand Canal Basin. It will be required that any public lighting is minimised in areas within 30m of treelines and watercourses, specifically in areas that are important for bats such as foraging and roosting locations. At these locations, lighting shall be installed only where necessary for public safety, with directional illumination and to the minimum lux level consistent with this need.

In terms of terrestrial bio-diversity, the draft planning scheme area contains very few formal parks, most notably Royal Canal Linear Park, Chimney Park and open space at Spencer Dock.

Larger more established parks such as Ringsend Park and Fairview Park, while situated outside the area, are important in creating linkages to the wider Green Infrastructure network. There are many private and semi-private spaces mostly within residential developments which can support a wide range of wildlife habitats and species of local, or even national, conservation interest.

#### 4.11.4.12 Biodiversity and brown-field sites

Brownfield sites can provide valuable opportunities for people to have access to wildlife and recreational space and if managed properly can be a powerful driver of sustainable regeneration. It is a priority of the planning scheme to create visual and environmental





improvements on vacant sites including the removal of unsightly hoarding and restoring greenery and landscaping on sites which have a current “brownfield” character due to initial development works.

Such works would be of a temporary nature as the sites in question are zoned and serviced future development sites, many with existing planning permissions in place. However, in addition to the interim use and benefits for the community in improving the condition of these sites, there is an opportunity through these works to establish elements of the long-term strategy and open routes that are intended as part of the long-term street pattern.

It should be noted that not all sites may be suitable for such temporary measures. Sites where no contamination is present would be more suitable to such measures, as opposed to those which have had a long and diverse history of industrial activities.

#### 4.11.4.13 Designated Areas for Nature Conservation

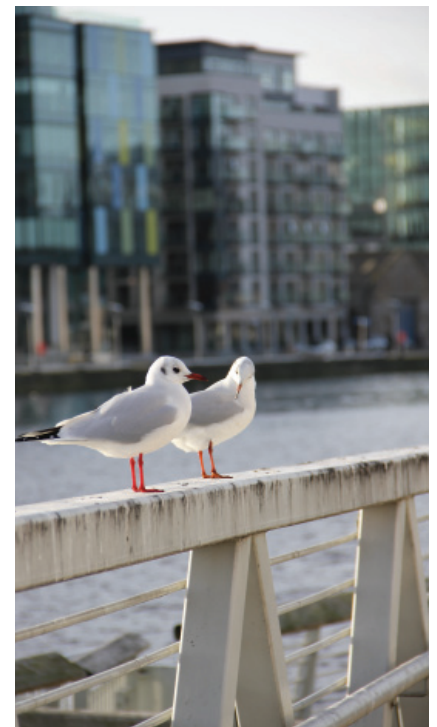
The SDZ area is set within an entirely urban setting built on reclaimed or in-filled land, and is located at the entrance to Dublin Bay. Dublin Bay is a natural harbour at the confluence of several river basins, and which contains a variety of ecosystems which are biologically diverse and of international and national importance for the species which inhabit them.

Natura 2000 sites are protected habitats for flora and fauna of European importance. They are termed candidate Special Areas of Conservation (cSAC) as per the EU Habitats Directive and Special Protection Areas (SPA) as per the EU Birds Directive. These two EU Directives are transposed in Ireland primarily by the Planning and Development Act 2010 and the European Communities (Birds and Natural Habitats) Regulations, 2011 (S.I. 477). The Irish Government and local planning authorities have a legal obligation to protect these European sites. The Appropriate Assessment which accompanies the planning scheme assessed the impact of the plan against the conservation objectives of the European designated sites to ascertain if any significant adverse effects from the plan will affect the integrity of any of the sites.

There are no Natura 2000 sites in the Planning Scheme area itself but there are Natura 2000 sites within its zone of influence (i.e. 15km radius). The closest Natura 2000 sites to the area, South Dublin Bay SAC and South Dublin Bay and Tolka Valley Estuary SPA, are approximately 2km to the north-east and south-east. There are 16 Natura 2000 sites within a 15km radius of the Planning Scheme boundary.

In addition to the European sites within the Bay (Zone of Influence), there are five Natural Heritage Areas (NHAs) or Proposed Natural Heritage Areas (pNHAs) in and adjoining the Planning Scheme area. These are areas considered important for the

habitats present or which hold species of plants and animals whose habitat needs protection. Although NHAs/pNHAs do not form part of the Natura 2000 network, they have been included here for the potential support that they may provide to the Natura 2000 network. Two designated areas for nature conservation are located within the plan area; these are the Royal and Grand Canals (site code 002103, and 002104 respectively). There are three others in close proximity, North Dublin Bay pNHA (000206), South Dublin Bay pNHA (000210) and Dolphins, Dublin Docks (000201).



**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

- GI1** To develop a hierarchy of inter-connected open spaces, recreation areas and green landscaped areas, via walking and cycling priority routes, through the SDZ area as green routes
- GI2** Timely delivery of a number of attractive, high-quality urban parks/open spaces that will become focal points in the Docklands area and will help define the character of various precincts in the Strategic Development Zone area. This will be achieved through specific design briefs for each of the major squares proposed, including Station Square, Point Square, Britain Quay (see section 5.5.22 for details). Design briefs will also be drawn up by the Development Agency for Middle Park (Block 3), the Pocket Park in Block 9 and for Chocolate Park (Block 14). High-quality design, materials, and planting scheme will be required at all such locations
- GI3** To promote connections between existing amenity areas in the SDZ, proposed amenity areas and the wider strategic green network of the Docklands, Dublin Bay and the city including connections to the S2S route and the proposed Dodder Greenway
- GI4** To seek the provision of a wide range of facilities within public open space to provide for both active and passive recreation for various disciplines, age groups and abilities
- GI5** To increase the provision of green landscaping including tree planting on streets within the SDZ area and to improve amenity, increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation
- GI6** To create visual and environmental improvements on vacant/brownfield sites not likely to be completed for development or infrastructure projects over the medium and long term. Initiatives such as the removal of unsightly hoardings, temporary uses and recreational opportunities will be promoted, where appropriate
- GI7** To require a clear delineation between public space, private space and communal space within the SDZ area
- GI8** The size and animation of open spaces shall be related to the height of the adjoining buildings, in order to achieve satisfactory levels of sunlight and daylight
- GI9** To pilot and test new green infrastructure installations in the public realm to boost bio-diversity and improve surface water management within the SDZ area, including the use of permeable materials for surfaces, planted roofs, and provision of stormwater tree trenches
- GI10** To support the development of soft landscaping in public open spaces, where feasible in accordance with the principles of Sustainable Urban Drainage Systems (SUDS)
- GI11** Prior to the redevelopment and operation of any sites, developer(s) shall ascertain the extent, if any, of invasive species, and shall set out measures for their control/removal
- GI12** To enhance the bio-diversity value of the local area by protecting habitats, in particular along water bodies, and to create opportunities for new habitats through appropriate native species landscaping schemes, to integrate the natural environment with high-quality urban development
- GI13** Any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an appropriate assessment in accordance with Article (3) of the Habitats Directive

In circumstances not addressed by the above objectives, the objectives set out in the Dublin City Development plan shall be complied with.

### 4.12.1 Introduction

The Public Realm refers generally to the public space of the city, the streets squares and parks, and in the case of Docklands the water bodies. Public space is there primarily to facilitate a rich public life and to provide opportunities for citizens and visitors to enjoy the city in a multitude of ways. While an understanding of the public realm can sometimes be limited to a formal network of public squares and parks, a broader understanding can embrace the kind of experiences a walker may encounter as he/she traverses a city quarter and absorbs the atmosphere of uses, architecture and the culture of the city. The most notable feature of the public realm in Docklands is the nature of its maritime character and

how potentially accessible it is. The configuration of the former port area in terms of rivers and canals has created interesting possibilities for urban regeneration and for public space in particular.

### 4.12.2 Achievements

The Liffey quays and campshires were built originally for very functional reasons; the containment of the river and to facilitate port trading activities. They are, of course, recognised as exceptional feats of engineering and are highly valued as an important aspect of Dublin's maritime industrial archaeology. The Docklands Master Plans and Section 25 Planning Schemes to date have recognised the central importance of the campshires

in the urban structure of the area, by requiring new building lines to be at a consistent and generous set-back from the water-bodies. In addition, considerable investment has been made in the creation of a high-quality public realm along the linear tracts of campshires bordering both river and canal.

Investment in a high-quality public domain has also been a feature of IFSC1 & IFSC2 where new public space has complemented the conservation of significant industrial archaeology, including the George's Dock water-bodies, Scherzer bridges and Stack A [CHQ]. IFSC2 created Mayor Square as a focal point, which is linked to the river and campshires by a successful new pedestrian street, Excise Walk.





One of the most successful new city spaces is the public square at Grand Canal Plaza. The square embodies wonderful design qualities and incorporates important long views to Grand Canal Dock. The new theatre is a focal point and a source of footfall, but the square is also contained by well designed buildings with mixed use.

Linked to the square is a network of streets, lanes, campshire areas, and a pocket park [Chimney Park] created out of the 19th century Gasworks site.

Elsewhere in the SDZ area, the public realm is a work in progress. Considerable investment has been made at The Point Village and Spencer Dock but the initiatives in these areas have suffered from fragmented implementation and from poor footfall. It is worth acknowledging that new

bridge connections, including the Sean O'Casey, Beckett, and Royal Canal [Luas Bridge] have improved the sense of inter-connection and network in the public domain. Despite this, the North and South Lotts still remain on the fringe, and in the public mind are perceived to be somewhat detached from the city centre.

#### 4.12.3 Challenges

Creating an attractive and high-quality public domain is at the heart of making successful urban places. Docklands contains some new public spaces of very high quality, which has laid the foundation for a future network. The SDZ has the opportunity to build and expand on these achievements. It is logical that the high-level themes, and the key structuring principles, which inform the urban structure, will also

underpin the public space network. Not all space can have the same status, and there is a risk of spreading activities too thinly. It is, therefore, important to consider role and hierarchy and how the various land-uses can best support the public domain in interesting and creative ways.

#### 4.12.4 The Way Forward

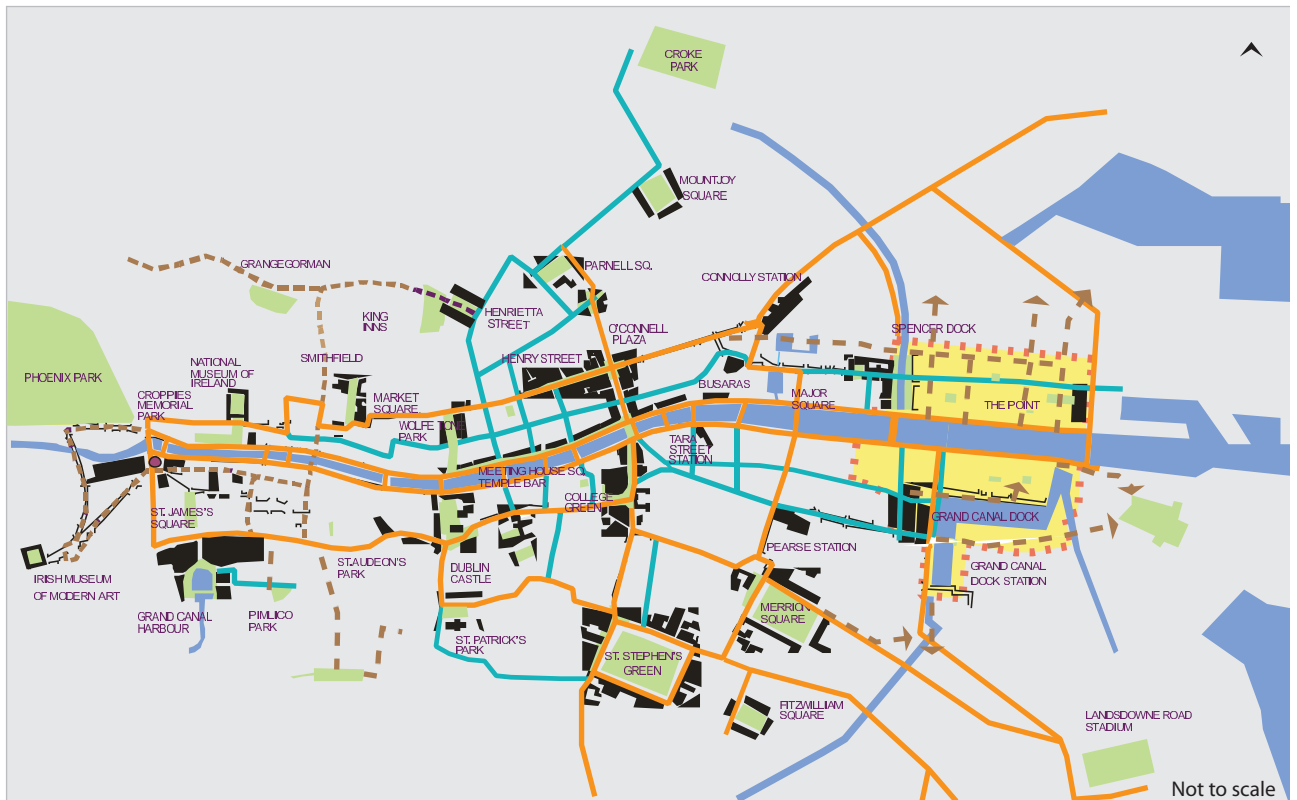
##### 4.12.4.1 The 5 Hubs

The proposal for the 5 hub areas provides a basic and legible spatial structure which can integrate the linear elements of campshires, Luas line, and connect strongly with the water bodies. It is proposed that each hub will incorporate a major public square, animated and supported by the sectoral economies that will colonise the hub. The main square will connect to subsidiary spaces and streets. It will be important to develop a brief for the squares, and to consider how a unique design can be realised, funded and implemented (See Fig. 27).

##### 4.12.4.2 Linear Elements

The character of the campshires will continue to be central to how both resident and visitor experience Docklands and the SDZ. They are very formal in terms of layout, have a strong civic dimension, and contain features which help to communicate the layers of maritime history. The quality of upgrading and re-paving to date is of high standard, though the overall impact is somewhat austere, and there is opportunity for appropriate animation.





**Fig. 27** Making a Legible City: New Key Spaces and Connections

**KEY**

MAJOR STRATEGIC PEDESTRIAN ROUTES



KEY SPACES (EXISTING AND PROPOSED)



SECONDARY STRATEGIC PEDESTRIAN ROUTES



SDZ AREA



PROPOSED STRATEGIC PEDESTRIAN ROUTES



Mayor Street and the Luas line are challenging from a public domain perspective. Mayor Street is the main internal street of the North Lotts, linking Amiens Street with The Point Square. It is anticipated that the 'live-work' theme will engender a robust architectural and urban design response in terms of supporting the status of the street. This needs to be complemented by an integrated design response for the public domain.

Likewise Sheriff Street, as stated already, constitutes an important interface with urban areas outside the SDZ to the north. Despite the logic of its historic spatial connection to Seville Place, Sheriff Street exhibits an 'edge condition'. There is an opportunity to consider public realm initiatives around

the theme of connection (See Fig. 28).

#### 4.12.4.3 Landscaping / Planting / Greenery

While the Section 25 Planning Schemes have been successful in implementing significant hard public space areas, there is less evidence of landscaping and planting. It has been observed about Dublin's inner-city, that it is less visually green than comparable European cities. It is important that the SDZ integrates an ambitious landscaping strategy into public realm proposals. Many vacant sites in the area communicate an image of semi-dereliction. These sites offer an opportunity for a temporary greening/planting strategy.

#### 4.12.4.4 Water Bodies

The broad shape of the river-port of Dublin, combined with the infrastructure of the canals, is part of the Georgian legacy of the city. The capital was always intimately connected with the sea, and the river was the interface. Historic paintings of a busy port show dozens of sailing ships berthed along the quays, the intensity of activity on the water matched by the industry on the campshires. Today the water-body is quiet by comparison, though it explodes from time to time with great festival gatherings like the Tall Ships. Events like these should provoke and inspire ideas about the potential of the amazing marine resource of the River Liffey (See Fig. 29).



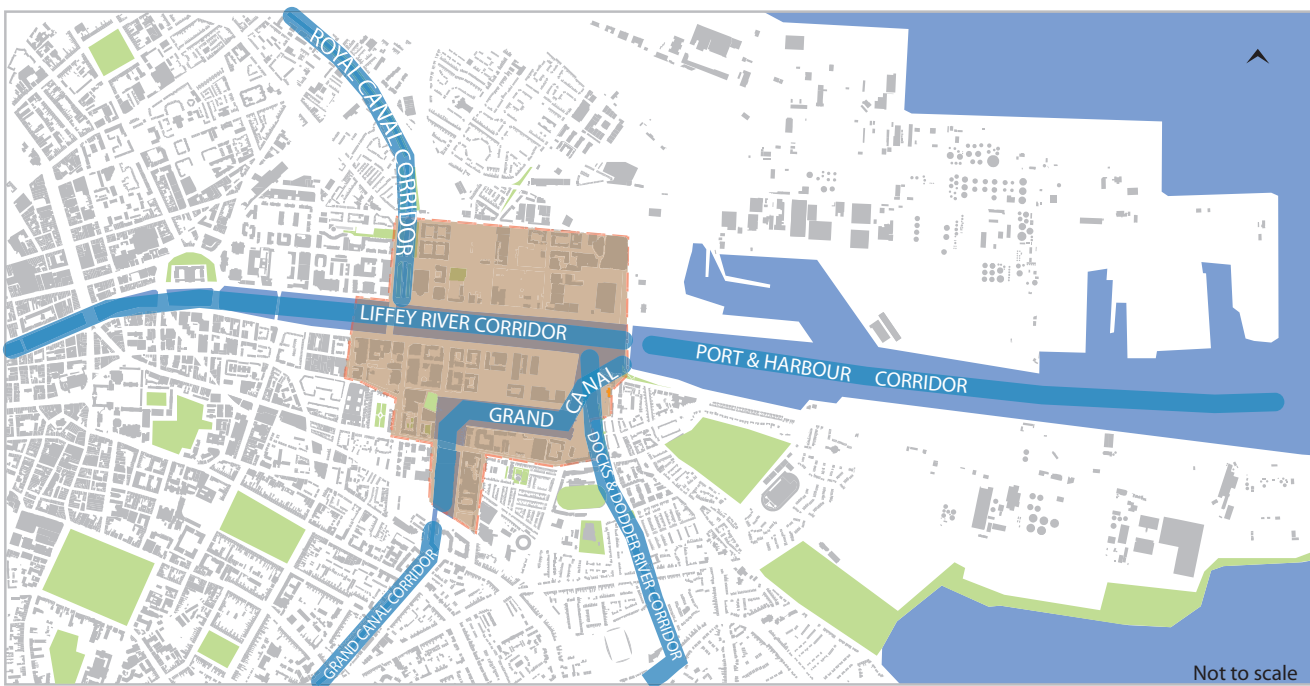




Fig 28 - Existing and Proposed Public Realm

#### 4.12.4.5 Strategic Spatial Connections

The integration of the North and South Lotts with the surrounding city is one of the core objectives of the SDZ. This is particularly relevant to the dimension of the public domain. In the 'Public Realm Strategy' of Dublin City Council, the strategic network of key routes and spaces is the backbone of the public space structure of the city, and it is logical to expand this network to include the spatial area of the SDZ.



**Fig. 29** Water Bodies





**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

- PR1** To integrate the public realm, streets and routes with the surrounding city
- PR2** To promote water-based recreation and events
- PR3** To facilitate and retain pedestrian access to water body frontages
- PR4** To promote maritime character with streets, especially north-south streets leading to the water bodies
- PR5** To take in charge the public realm
- PR6** To prepare within 12 months of publication of this Planning Scheme, a design brief for the public realm, based on DCC's public realm strategy, to form a Strategic Development Zone Public Realm Strategy. The SDZ Public Realm Strategy will address the design standards to be applied in general across the scheme area. It will not replicate design briefs that will more specifically address City Blocks 21 to 23. It will inform the CBRA process. The scheme will include a particular emphasis on enhancing the character of the main east-west streets (Mayor Street, Sheriff Street, Misery Hill and Ringsend Road) as well as Barrow Street.
- PR7** To ensure that the existing and proposed public open spaces/civic spaces form a coherent part of the public realm with at least one 'viewpoint' within the urban block through public spaces.
- PR8** All bridges to be capable of 'opening' to facilitate sailing ships.
- PR9** To seek the development of attractive uses on the waterways as set out in the Vision for the Waterways, Waterways Regeneration Strategy, 2008 and the City Canals Plan 2010; review the membership of the Operational Liaison Group to include Dublin Port Authority and the OPW as appropriate; and that its remit be expanded to include the lower reaches of the Dodder and Liffey rivers.
- PR10** To support the development of flexible and moveable publicly accessible leisure facilities on the water space and the campshires to facilitate changes in demand
- PR11** To facilitate boat movement between the two canals as the canals are regenerated for leisure and tourism purposes
- PR12** To support the provision of a suitable terminal for cruise liners and other passenger vessels with Dublin Port
- PR13** To encourage the provision of additional public and private moorings and associated facilities for boats of various sizes according to future requirements

## 4.13 Land Use & Mix

### 4.13.1 Introduction

Recent City Development Plans and Dockland Master Plans have promoted the mixed-use approach to urban place making, reflecting best European practice. The mixed-use model has largely worked well and forms a central tenet of the current city development plan (2011-2017) in that it helps to produce a more compact, lively city, where people are more likely to live and work close together, which in turn will reduce unsustainable travel patterns, increase the use of local services and public infrastructure, make better use of urban land, and help reduce urban sprawl.



### 4.13.2 Achievements to date

In order to achieve a mixed-use target of an increase in population from 17,000 in 1996 to 42,000 for the wider Docklands area by 2012 (later reduced to c 34,600), the Docklands Masterplan 1997 had a key objective that 60% of the site area of new development should be residential and 40% commercial.

The 60 Residential:40 Commercial mix has continued as policy and practice in both subsequent Master plans (2003 and 2008) and Planning Schemes (Grand Canal Dock 2000 and North Lotts 2002). It is generally acknowledged that the 60:40 mixed-use approach has been a success, particularly in areas around Mayor

Square and Grand Canal Square where the commercial component has been further leavened by educational, entertainment, retail, cultural and hotel uses.

Since 1997, the Docklands has become an established employment quarter, employing over 40,000 people and home to a population of 26,703 (up 53% since 1997). According to the DDDA, over 620,000m<sup>2</sup> of commercial development has been delivered in the Docklands, many in the banking, legal and digital media sectors.

Part of the success of the 60 Residential/40 Commercial site area split is that there was some flexibility permitted under the overall management of the DDDA, often as landowner.





Policy 4.12 of the Grand Canal Dock Planning Scheme 2000 indicated that the 60:40 split is to be achieved overall in the area on all sites above 0.2ha. Variations on the ratio could be considered subject to an absolute minimum of 40% residential and 30% commercial (i.e. a 30% variable), where a development:

- (i) Provides open space
- (ii) Provides social and affordable housing above the minimum requirement,
- or
- (iii) Provides significant other elements to advance social, physical and economic policies of the master plan.

#### 4.13.3 Challenges in relation to Land Use and Mix

One of the main challenges for the SDZ scheme is how to achieve a sustainable land-use mix which accords with both the urban mixed-use philosophy and the SDZ strategic objective to actively promote development of economic and social importance to the State.

To this end, five hubs have been identified for the SDZ, each with its own commercial character, with more residential, interstitial areas.

The 5 Hubs are:

- Spencer Dock





- The Point Village
- Grand Canal Square
- Britain Quay
- Boland's Mills

One of the main challenges is to promote a strong commercial yet vibrant character to 3 of these hubs (Station Square, The Point Square, Barrow Street) whilst ensuring a residential character predominates in the interstitial areas. The question also arises on how the desired mix can be achieved given the market cycles which have been particularly pronounced in the Irish economy to date. Currently, office development is more likely to occur than residential, which could result in an undesirable mono-use “office park” environment being concentrated in parts of the SDZ. It is also recognised that clusters of commercial/cultural uses can kick-start other land-uses.

Other challenges include where to concentrate ground floor commercial uses, such as shops and restaurants, to retain vitality in the right areas, and the need to provide for “large floor-plate” offices in the 10-25,000m<sup>2</sup> range.

#### 4.13.4 Way Forward

The Docklands experience is that a mixed-land use approach has produced a new quarter of the city, which although



temporarily arrested by the recession, is recognised as generally successful.

While the policy approach in the Docklands to date has been based on the 60 residential:40 commercial land area ratio on all sites over 0.2ha, there was some flexibility in practice, particularly when there was overall management of combined City Blocks by the DDDA. For example, the three City Blocks at the Grand Canal Dock area have a ratio ranging from 60:40 to 40:60. When taken together with the emphasis on employment creation on the new SDZ, it is considered that the appropriate way forward is to provide for a 50 residential/50 commercial use mix-based land area. Uses which are

normally associated with a residential neighbourhood, such as local shops, cafés, crèches, health centres, community facilities and those which have a residential character such as student accommodation shall be considered as part of the residential land-use ratio. In the interest of clarity, all future developments of hotels will not be considered as residential for the purpose of land-use mix calculations. It is considered that this approach will provide the right balance between the sustainability benefits of the mixed-use approach, and the need to provide an employment zone of strategic importance.

The SDZ comprises 20 City Blocks,

within which the hubs and associated City Blocks are located. The appropriate way forward, given the SDZ overall objective is to provide for a 50/50 split over the SDZ area, is for up to 30 Residential/70 Commercial in the commercial hubs, counter-balanced by up to 70 Residential/30 Commercial in the areas away from the hubs in residential neighbourhoods. The land-use mix for each City Block (or adjacent blocks) must be set out in the City Block Roll-out Agreement or planning application (See Chapter 6.1.2 below) and if necessary, the undeveloped components shall be landscaped pending redevelopment (or other agreed interim measures provided).





In exceptional circumstances, variations to the 30/70 to 70/30 range of ratios may be considered, where precise adherence to the specified ratios may not achieve the best planning outcome, such as where a proposal can be demonstrated to significantly advance the social, economic, physical policies of the SDZ scheme; where the appropriate mix of uses to achieve the restoration of a protected structure or group of protected structures with minimum intervention is necessary; or where it can be demonstrated that the inclusion of adjacent buildings significantly contribute to the mixed-use objective of the locality.

The Roll-out Agreement or planning

application must demonstrate how the specified land-use ratio for each City Block is to be achieved either within that City Block or in combination with adjacent City Blocks. It is a policy objective to achieve a 50:50 land-use ratio in the overall SDZ and to provide a ratio as close as possible to this mix in each of the constituent hub areas, (including existing built-out blocks) to support the overall SDZ land-use mix. However, it is recognised that the 50:50 equilibrium over a hub area may in some cases not be achievable due to specific circumstances, e.g. around The Point Village concert venue. Variations on the 50:50 ratio and the ratios set out in the City Block Objectives (Sections 5.51 to 5.5.22

below) may be considered, subject to a minimum of 30% residential or 30% commercial within each City Block, in order to maintain the overall benefits of a mixed-use approach.

In the absence of a City or Joint City Block Roll-Out Agreement and/or where the proposed use ratios over a number of City Blocks fail to achieve the above mixed-use approach, the Planning Authority shall determine planning applications in accordance with the objectives of the SDZ Scheme, including the application to the site of the specified use mix ratio under the City Block objectives (See also the CBRA or Joint CBRA Requirements under Section 6.1.2)





**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

- LU1** To provide land-use mix overall of 50 residential/50 commercial up to 30 residential/70 commercial in the commercial hubs and up to 70 residential/30 commercial in more residential neighbourhoods
- LU2** The land-use mix requirement does not apply on sites under 0.2ha, although a ground floor active use may be required as per objective LU3
- LU3** Active and commercial ground floor uses to be provided in the hubs and streets indicated on Fig. 22
- LU4** Social and affordable housing in accordance with the Council's housing strategy to be provided in all residential schemes. (See Appendix 3 of the City Development Plan 2011 - 2017)
- LU5** To encourage 'own front doors' in the SDZ, together with defensible open space for both existing and future development, as part of the active neighbourhood objective
- LU6** To promote a variety of commercial uses, including hotels and start-up units throughout the area

#### 4.14 Building Quality and Sustainable Design

The focus of this section is on architectural quality and sustainable design and on how architectural quality can be delivered through the implementation process of the SDZ. Most observers give credit to the DDDA on achieving a good standard of architectural design in the build-out of the Section 25 Planning Schemes to date, though a higher standard is more evident in those areas where the DDDA retained direct control. A particular example is Grand Canal Square where the designs of individual blocks surrounding the square were commissioned directly by the DDDA. Building quality to date has not always been synonymous with sustainable design. Big floor-plates, often with deep sections, are often associated with higher energy use, and there is still little evidence of green roofs visible across the landscape of docklands.

The City Development Plan has considered the issue of quality in architecture and rather than lay down architectural principles, has articulated 5 qualities which should be consistently found in good architecture.

These are;

- Clarity
- Generosity
- Order
- Fit
- Craft

These qualities, discussed more fully in Chapter 16.1.10 of the City

Development Plan, will form a primary reference in the assessment of architectural quality in the SDZ.

This section on architectural design quality needs to consider two main scales:

- [A] The first is the design response to the broader urban context of the site that is to the street, neighbourhood or square. In Dublin, the street is the basic building block and its positive qualities are evident and appreciated; fine-grain, multiple linked buildings forming a terrace to contain the public realm, multiple entrances contributing animation.
- [B] The second scale is the focus on the building itself and how aspects of function, flexibility, comfort, sustainability, legibility and detail are resolved.

##### 4.14.1 [A] Design Response to the Urban Context

- Does the building make a contribution to the street or public square and integrate appropriately into it?
- Do the proposed uses contribute to the life of the street?
- Is there a positive interface with the adjacent public domain?
- Does the building meet the core urban structure objectives of the City Block?

- Does the building exploit the maritime context and relate well to historic fabric and/or protected structures?

##### 4.14.2 [B] Design of the Building

Building design will be required to comply with criteria in the following key areas:

- Function and flexibility
- The use of ecologically-friendly building materials
- Thermal energy and integration into a District Heating Scheme
- The incorporation of Green Infrastructure
- Operational life of the building - sustainability in terms of building facility
- Management over a long life-cycle
- Mobility management. Comfort, health and well-being of workers
- Elevational composition including choice of materials, glazing design, colour and detailing.

To ensure that architectural quality and sustainable design translate through the implementation process, a 'Compliance Matrix' will be developed to ensure planning applications demonstrate compliance with a clear set of criteria which will include performance criteria where appropriate.



**IT IS AN OBJECTIVE OF DUBLIN CITY COUNCIL:**

**SD1**

To achieve quality building design in accordance with:

- The qualities of good architecture as set out in the Dublin City Development Plan 2011-2017 (section 16.1.10)
- The criteria set out in paragraph 4.14.2 [B] of the scheme
- The requirements of section 5.4.8 of this scheme.