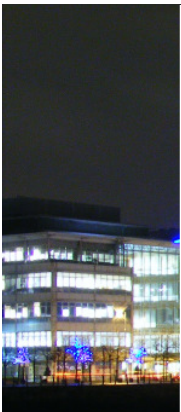


North Lotts and Grand Canal Dock Planning Scheme 2014



North Lotts and Grand Canal Dock

Planning Scheme 2014





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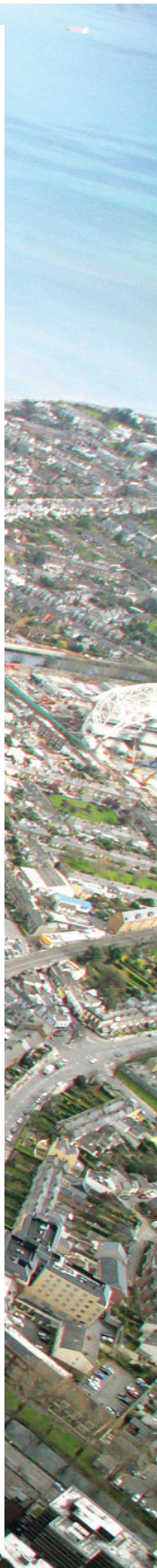
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The North Lotts & Grand Canal Dock SDZ Planning Scheme was approved by Dublin City Council on 5th November 2013 and by An Bord Pleanála on 16th May 2014, subject to minor amendments, which are incorporated into this publication.



1.1 The Challenge and the Opportunity

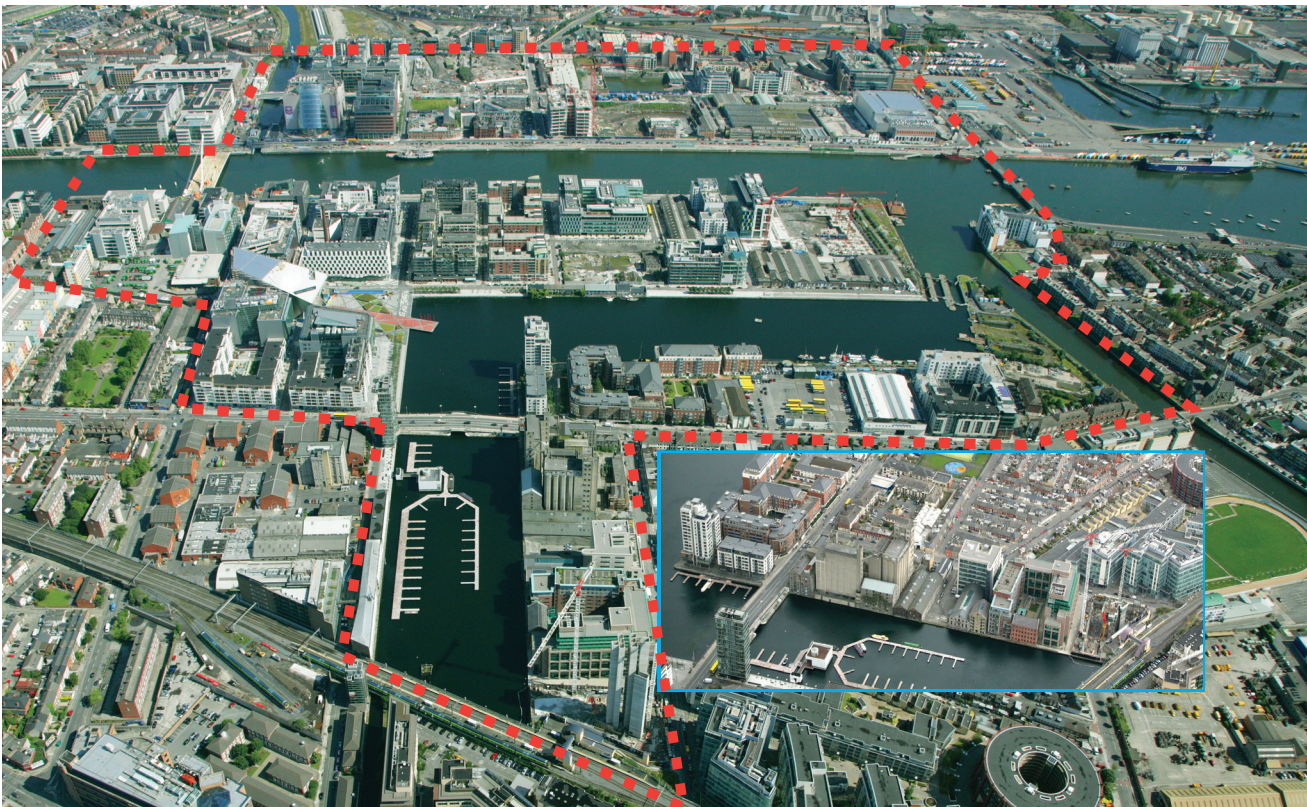
The urban regeneration of Dublin's docklands and redundant Port areas, over the last two decades, compares positively with the best international examples globally. While the Master Plan prepared by the Dublin Docklands Development Authority (DDDA) covered an area of approximately 520 hectares, the centre of gravity of redevelopment focused on the areas in the North Lotts, extending eastwards from the Custom House Docks [phase 1 & 2], and on the Grand Canal Dock

area south of the river. During this period, a fledgling financial services sector has consolidated and expanded and has been supplemented by legal and digital services sectors. A critical mass of knowledge economy jobs has created a new business quarter which is redefining the role of the inner city at the heart of the Dublin City Region and is a key player in the national economy.

The economic development has been paralleled by integrated urban planning which has sought to achieve high quality in urban design and architecture. A series of new character

areas incorporating a grid pattern of streets and new public space has included a substantial ratio of quality residential uses to complement the business sector accommodation. The emphasis on neighbourhood has included a diverse programme of social initiatives aimed at delivering community infrastructure and gain and tackling social disadvantage.

While the positive achievements of the DDDA over the past 20 years must be acknowledged, there are also major difficulties associated with the current context.



The collapse of the banking sector, combined with a major downturn in the Irish economy, has had a profound impact on the development sector and on the regeneration programme within Docklands. Most major property developers are now linked with NAMA - there is paralysis in the construction sector, and investor confidence has dried up. While this current position of development inactivity is temporary, there is a need to reflect on a complex new context and build consensus about how the situation can be moved forward. The SDZ Planning Scheme is geared to unlock the current set of difficulties and provide a blueprint for the years ahead. In renewing the vision, the SDZ process has drawn on a wide set of new perspectives, aimed at consolidating the platform achieved but also providing a sustainable underpinning for the future.

The SDZ Planning Scheme puts forward a set of high-level themes geared to highlight those areas that are seen to be part of the strategic answer. The economic platform is central but it must be counterpointed by success in the area of social regeneration. A vision of sustainability must drive a framework that can ensure gaps in infrastructure are addressed and that implementation delivers a building fabric that is of high quality, conserves energy, and responds well to operational management over a long life-cycle.

Social sustainability also needs a radical new vision to persuade Government of the need for positive discrimination, to address chronic embedded social disadvantage, and step outside current

criteria for investment and assistance. The SDZ Planning Scheme points to the need for a new public discourse on the social challenge in the inner city and docklands and for an alliance of new energy drawn from well-disposed partners such as Trinity College and Dublin Port. The notion of 'smart city' and collaborative citizenship, assisted by technology and social media, suggests there is a major potential to forge an energetic community of thinkers and actors capable of developing new understanding and powerful arguments for the right interventions.

While buildings accommodating economic and residential uses constitute the vast majority of land-use, the making of successful 'Place' and the building of a unique identity must draw on many elements. The extensive consultation during the pre-draft period has emphasised the importance of heritage and the contribution of protected structures and industrial archaeology to the making of streets and spaces. Likewise, there emerged a consensus that the maritime character should be optimised and again this is strongly reflected in the design approach of the SDZ Planning Scheme.

The urban structure and urban design of the SDZ is where the thrust of high-level themes and core objectives find expression. The spatial layout is also informed by key structuring principles which articulate the role of major elements such as the river, the line of Luas, the hubs, the north-south streets and the strategic urban squares. Protected structures and view corridors

have also a critical influence.

The SDZ, of course, is not a greenfield site; it is a work in progress that is now set to move forward in a somewhat different direction and under new stewardship. There is a complex legacy of regulation, in terms of planning consent that has to be acknowledged as part of the current context. It is important, however, that historical non-implemented permissions do not stymie the creation of a coherent and high quality urban layout. NAMA has a key role to play in facilitating a consensus in relation to a large number of sites in which the Agency has an interest. The methodology used to drive the urban design on the major urban blocks is three-fold [a] Identify the important existing constraints [b] Articulate the core objectives for the block [c] Draw up the preferred solution.

It is important to keep in mind that the SDZ is not an island. It is a critical component of the original 520 hectares constituting the designated spatial area of the Docklands Master Plan [2008], an area containing long-established communities and extensive under-used brownfield sites.

The SDZ also sits close to the city centre but suffers from a degree of disconnection and isolation in terms of public mind-set. The regeneration of Docklands is in the process of building a powerful eastern flank to Dublin's inner city and is strategically and spatially placed to repair and re-establish the Capital's relationship to the sea. The SDZ Planning Scheme outlines how these strategic connections can be strengthened.

1.2 Statutory Context

1.2.1 Introduction & Context

Part IX of the Planning and Development Act 2000-2011 provides for the designation of a Strategic Development Zone (SDZ) to facilitate development which, in the opinion of the Government, is of economic or social importance to the State.

The Government designated lands at North Lotts and Grand Canal Docks in the Dublin Docklands as a site for an SDZ on 18 December 2012 and specified Dublin City Council as the Development Agency (S.I. No. 530/2012). Where land is designated as an SDZ by Government Order, a Planning Scheme must be prepared by the Development Agency before any development can be permitted in the SDZ Area, under SDZ legislation.

1.2.2 Why an SDZ for Docklands

The SDZ designation, as proposed by Dublin City Council, follows the Government's decision in May 2012, to wind up the Dublin Docklands Development Authority (DDDA), but with a simultaneous commitment to ensure the continued regeneration of the Docklands Area. The SDZ designation provides for a continued fast-track planning mechanism so as to maintain the focus on the social and economic regeneration of the area.

The SDZ, as a holistic plan-led approach with fast-track planning procedures, is an appropriate

mechanism to sustain the good work and significant achievements of the DDDA in terms of regenerating a city quarter, successful urban-place-making, employment creation, community engagement and marketing the Docklands internationally.

The SDZ offers a coherent spatial and urban planning approach and is considered the most appropriate and effective mechanism to deliver the remaining parts of this area of economic and social importance to the city and State. The area represents a strategic land bank with economic, cultural, community and recreational assets in the city context and in the national context, a major employment hub and driver of the economy.

One of the major advantages of the SDZ process is the wide-ranging consultation measures built in to the preparation of the SDZ Planning Scheme, enabling an inclusive involvement and input from the full range of stakeholders in the area. The SDZ Planning Scheme process can facilitate residents, businesses, potential investors and other interested parties to help shape the future planning and build-out of this strategic city-centre location. In this context, significant pre-consultation with the key stakeholders was undertaken, including community representatives, business representatives, landowners, urban designers and statutory agencies, as part of the pre-draft preparation stage.

Dublin City Council is also undertaking a separate assessment of the

existing Docklands Masterplan vis-à-vis the provisions of the Dublin City Development Plan to ensure that most appropriate instruments are put in place to deliver on the broader objectives and to facilitate the socio-economic regeneration of the entire Docklands Area. This assessment will involve close engagement with communities, business and other key stakeholders in the area.

1.2.3 Designation of North Lotts and Grand Canal Docks SDZ

The Minister for the Environment, Community & Local Government designated the North Lotts and Grand Canal Dock SDZ as an SDZ for the following reasons:

- The potential and need for comprehensive planning and development of the site due to its economic and social importance to the State
- The efficient use of public investment in infrastructural facilities, and
- The giving of effect to the policies contained in the development plan made by Dublin City Council in accordance with section 9 of the Act of 2000.

1.2.4 SDZ Description & Context

The vast majority of the Docklands Area has either been successfully redeveloped over the past two decades or relates to long-established

residential communities in the vicinity of the development sites, save for the Poolbeg Peninsula. However, there are a number of strategic sites and vacant lands at the core of the regeneration area at North Lotts and Grand Canal Dock which need to be developed to consolidate the achievements to date and to help sustain a critical mass necessary to support a vibrant mixed-use urban quarter and to attract inward investment. The SDZ incorporates these sites and this is where the greatest focus and pressure for redevelopment is likely to occur in the short to medium term.

The SDZ Area comprises some 66ha of the overall 520ha Dublin Docklands Area as set out in the Dublin Docklands Masterplan 2008 and relates to the extent of the DDDA's North Lotts and Grand Canal Dock Section 25 Planning Schemes. The SDZ Area is illustrated on Fig. 1. The developed and undeveloped lands in the SDZ are shown in Fig. 2.

The SDZ lands extend north and south of the river at a strategic location; North Lotts immediately adjoins the IFSC and Grand Canal Dock is in close proximity to the city's central business district and south city retail core area. The SDZ will support an eastward extension of the city and is well-served by high quality public transport including Luas, DART and mainline rail commuter services, whilst the more long-term proposals for a DART Underground Station at Spencer Dock will potentially result in the lands becoming the most accessible and connected part of the city and State.

The area also encompasses a number of strategic assets such as the Convention Centre Dublin at Spencer Dock, The O2 at The Point Village and the Bord Gáis Energy Theatre at Grand Canal Dock and has the potential to become a major magnet for cultural and leisure uses of national importance consolidating the economic role of this new urban quarter. The presence of nationally significant theatres along with small independent galleries and high-profile public art means that this area is also emerging as a new cultural destination in the city.

The Samuel Beckett Bridge provides a vital link between the two locations north and south of the Liffey and it is important from a city and international perspective that they be considered as a single entity in the one SDZ, so that the eastward extension of the city can be considered in one coherent development framework.

The extent of the proposed SDZ Planning Scheme reflects a sequential approach to development and the need to ensure the effective consolidation of the IFSC and the mixed-use hub at Grand Canal by building out the remaining brownfield sites and optimising public investment on infrastructure which to date includes strategic transport infrastructure and public realm projects of city-wide importance.

It is acknowledged that, to facilitate the continued socio-economic regeneration of the wider Docklands Area, there is a need to address areas beyond the SDZ boundary and/or to

prepare additional Planning Schemes / Local Area Plans at some future stage, in particular to deal with the remainder of the North Wall Area, the CIÉ lands to the north of Sheriff Street and / or the Poolbeg Peninsula.

1.2.5 SDZ Development Capacity

Within the 66 Hectare of the North Lotts and Grand Canal Dock SDZ, the remaining sites for development equate to circa 22ha, which represents significant development potential for major economic and community expansion, a substantial scale in the context of city-centre regeneration.

The remaining sites are roughly equivalent in scale to the entire Custom House Docks/IFSC Area (24ha). In this context, it is relevant to note that the IFSC area alone generated an employment capacity of circa 24,000 persons at the end of 2010, whilst the figure for the overall Docklands Area is in excess of 40,000 persons.

On the basis of the development capacities set out in this scheme, the 22ha of available lands could accommodate an estimated 2,600 residential units and 305,000m² of commercial floorspace, which equates to a residential population of circa 5,800 and circa 23,000 workers.

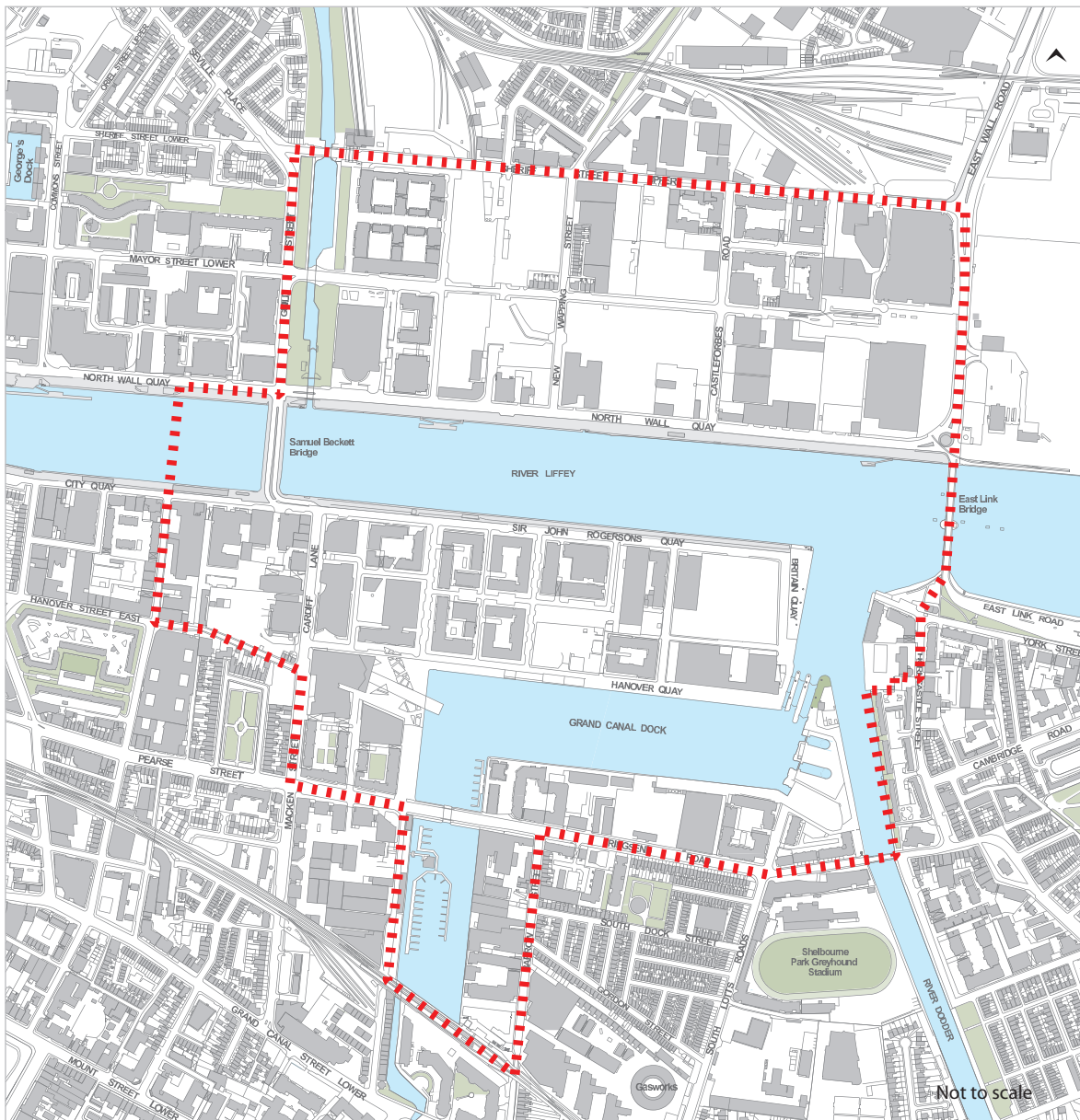


Fig. 1 Docklands SDZ Area

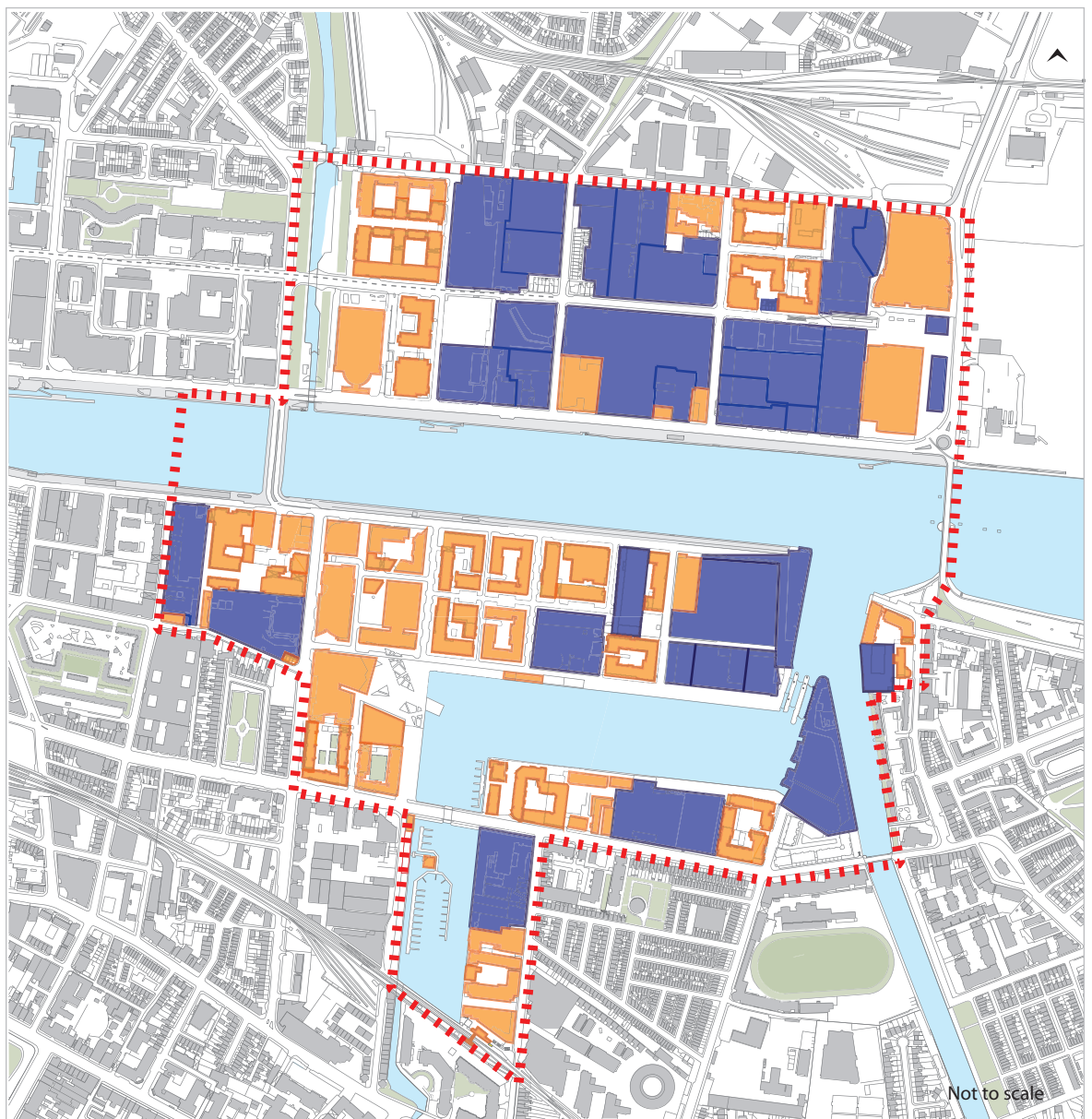


Fig. 2 Developed and Undeveloped Sites

KEY
Developed Sites Undeveloped Sites

1.2.6 Planning Scheme Boundary

For the avoidance of doubt, the Planning Scheme boundary equates to the SDZ Area as designated by the Minister for the Environment, Community & Local Government. This area replaces the two DDDA Section 25 Planning Schemes, namely the North Lotts Planning Scheme and the Grand Canal Dock Planning Scheme. The area as designated is also identified as a Key Developing Area (KDA) and Strategic Development and Regeneration Area (SDRA) under the core strategy of the Dublin City Development Plan 2011 - 2017.

1.2.7 SDZ Process

Where land is designated as an SDZ by Government Order, the planning authority must prepare a draft planning scheme in respect of all or any part of the site within 2 years of the Government Order. This means that the planning scheme for the North Lotts and Grand Canal Dock SDZ must be prepared by 18 December 2014. However, given the substantial preparatory work and extensive stakeholder consultation carried out by the City Council with support from the DDDA, prior to the designation, it is anticipated that the associated SDZ Planning Scheme for Docklands would be in place by the end of November 2013, to coincide with the expiry of the DDDA's Masterplan for the Dublin Docklands Area. This approach allows for the necessary statutory consultation procedures and accords with the Government's commitment to ensure a seamless transition.

Dublin City Council, as the specified development agency, was responsible for the preparation of the Planning Scheme for the North Lotts and Grand Canal Docks SDZ. The City Council has undertaken wide-ranging consultations to inform and shape the preparation of the SDZ Planning Scheme, with input from the Docklands Board, Council and Community Liaison Committee.

The Planning Scheme was subject to a six-week public display period for written submissions or observations, and the City Manager prepared a report on such submissions and observations, including any recommendations, for consideration by the Elected Members of the Council.

The Elected Members of the City Council approved the Planning Scheme on 5th November 2013. Following the Members' decision, and a subsequent Oral Hearing in relation to a number of appeals, the Planning Scheme was approved by An Bord Pleanála on 16th May 2014.

Once the Planning Scheme comes into effect, development within it will require planning permission. Planning permission shall be granted where the development, if carried out in accordance with the application or subject to any conditions which the planning authority may attach to a permission, would be consistent with the Planning Scheme. Planning permission shall not be granted for any development which would not be consistent with such a planning scheme. Third parties will be afforded

the opportunity to make an observation on development proposals during the statutory five-week period. However, no party may appeal to An Bord Pleanála any application for permission in respect of a development within the area of the Planning Scheme, given the nature of an SDZ as a fast-track planning mechanism.

1.2.8 Pre-Draft Consultation

As described in paragraph 1.2.7 above, the SDZ Planning Scheme was the subject of a statutory consultation process. However, in order to inform the preparation of the Scheme, an extensive pre-draft consultation exercise has been carried out over 6 months since September 2012, in anticipation of the designation by the Minister for the Environment, Community & Local Government. This consultation has included meetings with the business community, the local residential community and a range of statutory bodies and service providers. The Docklands Board, Docklands Council and Elected Representatives for the area have also been engaged in the preparation of the Planning Scheme by way of regular updates and feedback. A notable feature of the consultation to date has been the holding of a week-long on-street conversation which yielded over 500 responses which have been taken on-board also.

1.2.9 Strategic Environmental Assessment (SEA) & Appropriate Assessment (AA)

The Planning Scheme has been prepared in accordance with the requirements of the Planning and Development Act, 2000 (as amended), the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and Article 6 of the Habitats Directive 92/43/EEC. The Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes, undertaken in tandem with the preparation of the Draft Planning Scheme, have ensured full integration and consideration of environmental issues throughout each stage of the preparation process.

The SEA Statement and AA Conclusion Statement/Natura Impact Statement demonstrate how the findings of Environmental Report (ER) and Natura Impact Report (NIR) were factored into the Planning Scheme and also indicate the rationale for the strategy as chosen in the Planning Scheme.

The SEA and AA were updated throughout the process and are available for viewing at www.dublincity.ie

1.2.10 Transitional Arrangements - Section 25 Planning Process to SDZ

On designation of the North Lotts and Grand Canal Dock SDZ, the Government emphasised the importance of facilitating continued development activity in the area,

especially where there is scope to attract new businesses, including major multinational firms, who may wish to establish offices in the Docklands or SDZ Area. To this end, the Government is committed to providing a seamless transition from the Section 25 planning process to the new SDZ arrangements to maintain momentum and foster market interest. In this regard, the Minister for the Environment, Community & Local Government has advised that appropriate arrangements will be made to enable a smooth transition, including legislative clarity where necessary, regarding the completion of developments granted certification and under construction. Dublin City Council will proactively liaise with the Government and DDDA to expedite the transition phase.

1.3 Historical Context

The reclamation of large areas of mudflats on the north side and south side of the Liffey to create the Docklands, largely took place between 1717 and 1760.

On the north side, the North Lotts and East Wall area was fully reclaimed and the distinctive new grid street pattern, which remains today, was laid out by the 1750s following the construction of the North Wall. During the 1790s, the Custom House, designed by James Gandon, was completed and the adjoining Custom House Docks opened for trade. The Royal Canal, linking the new docks to the Shannon was completed by 1806. However, the new railway era in the mid-19th century

resulted in both the demise of the canal and the expansion of the docks for both freight and passenger trade. From the 1850s onwards, the North Lotts became a busy international port including saw mills, cattle yards, vinegar works and associated industries.

The south Docklands developed in broadly the same manner as the north Docks. Between 1717 and 1760, Sir John Rogerson's Quay was built and an extensive area extending approximately 1km from the City Centre to the River Dodder and southwards to South Lotts Road was largely reclaimed. In 1796, the Grand Canal Dock opened, attracting warehousing, grain stores and flour milling to the immediate locality.

The dry dock on the triangular peninsula between the Grand Canal Dock and the River Dodder was infilled in 1918. The industrial character of the south Docklands expanded during the 19th century to eventually include gas production, bottle making, sugar refining and fertiliser manufacturing.

Shipping activity had ceased in the North Wall and Grand Canal Docks by the 1990s.

In more recent times, the Custom House Docks Development Authority was set up in 1986 in order to secure the regeneration of the Custom House Docks. In 1987, the IFSC was established with Government tax incentives, eventually employing some 22,000 people.

Since 1987, when the first specific regeneration agency was set up to co-ordinate and develop the social, physical and economic regeneration of the Docklands, some 765,000m² of commercial space has been permitted and the population of the Docklands has grown from 17,000 approximately to 27,000 people, and is recognised as a major success. In recent years, major digital, media, legal and financial services employers have relocated to the area. Significant cultural and event

buildings have been constructed, e.g. the Convention Centre Dublin and the Bord Gáis Energy Theatre, thereby extending the mental map of the city. On the north Docklands, a new Luas extension to The Point Village has been built. The challenge now is to create a new maritime city quarter with a strong economic and social base, with both the new communities and the more established communities actively contributing to a shared future.

1.3.1 Background to Docklands Regeneration

The Docklands regeneration process effectively commenced with the Urban Renewal Act, 1986, which established the Custom House Docks Development Authority (CHDDA) whose remit was to secure the physical regeneration of the Custom House Docks. In 1987, the Government established the International Financial Services Centre (IFSC) at this location and the Custom House Docks Planning Scheme, 1988 was prepared by the Authority.

The Dublin Docklands Development Authority (DDDA) was subsequently established under the Dublin Docklands Development Authority Act, 1997, to lead a major programme of physical, social and economic regeneration. The DDDA was responsible for a much more extensive area in excess of circa 520 Hectare which is defined as the 'Docklands Area' under the Act. The Area encompassed the former docklands sites which, at the time, were substantially derelict or low-value industrial land extending to circa 100 Ha at the very core of the area and also included a number of long-established communities, for example at Sheriff Street, East Wall, Pearse Street and Ringsend. Notwithstanding a very strong and active sense of community, there was evidence of severe economic and social challenges in the area with high levels of unemployment and poor educational levels.

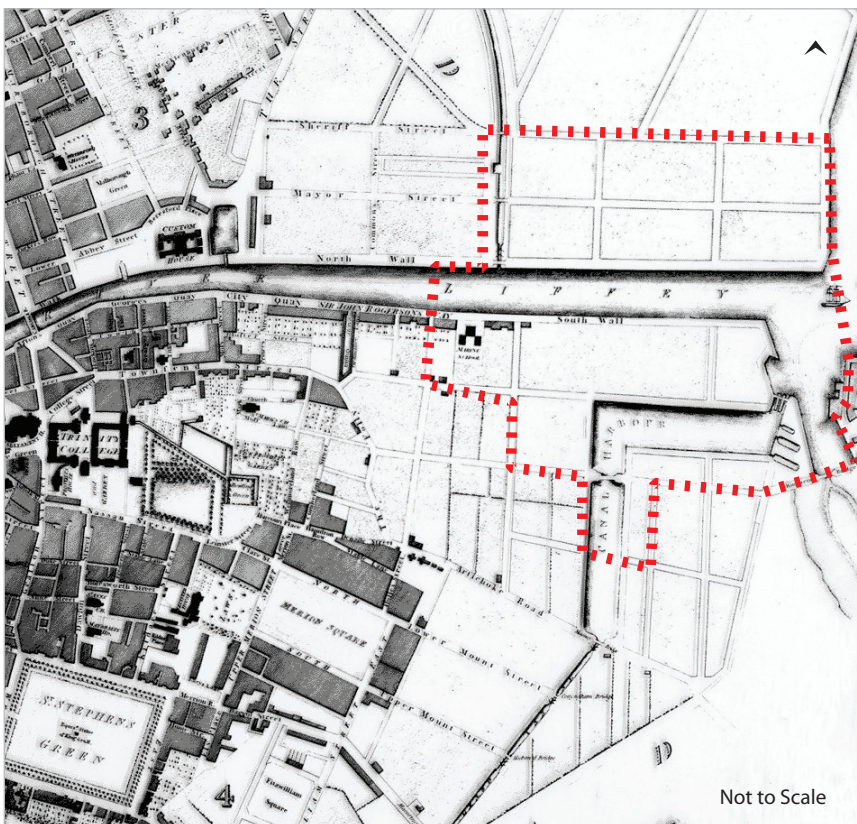


Fig 3 1797 Plan of Dublin Engraved by Samuel John Neele

Accordingly, the 1997 Act broadened the concept of urban regeneration to include social, economic and environmental considerations in addition to physical renewal. The Docklands Authority also subsumed the functions of the CHDDA which included promoting and facilitating the IFSC.

Sections 24 & 25 of the 1997 Act set out the requirement for the DDDA to prepare a Master Plan and Planning Schemes for the Dublin Docklands Area. The Authority prepared three successive Master Plans 1997, 2003 and 2008 and two Planning Schemes for Docklands North Lotts and Grand Canal Docks. Under these plans, the authority has achieved the successful regeneration of the majority of former

industrial and harbour lands in close collaboration with the community, transforming derelict and contaminated disused harbour-front lands into an attractive urban living and working city quarter with waterfront access, along with an effective social regeneration framework with an emphasis on community infrastructure and gain for the surrounding communities of the Docklands Area.

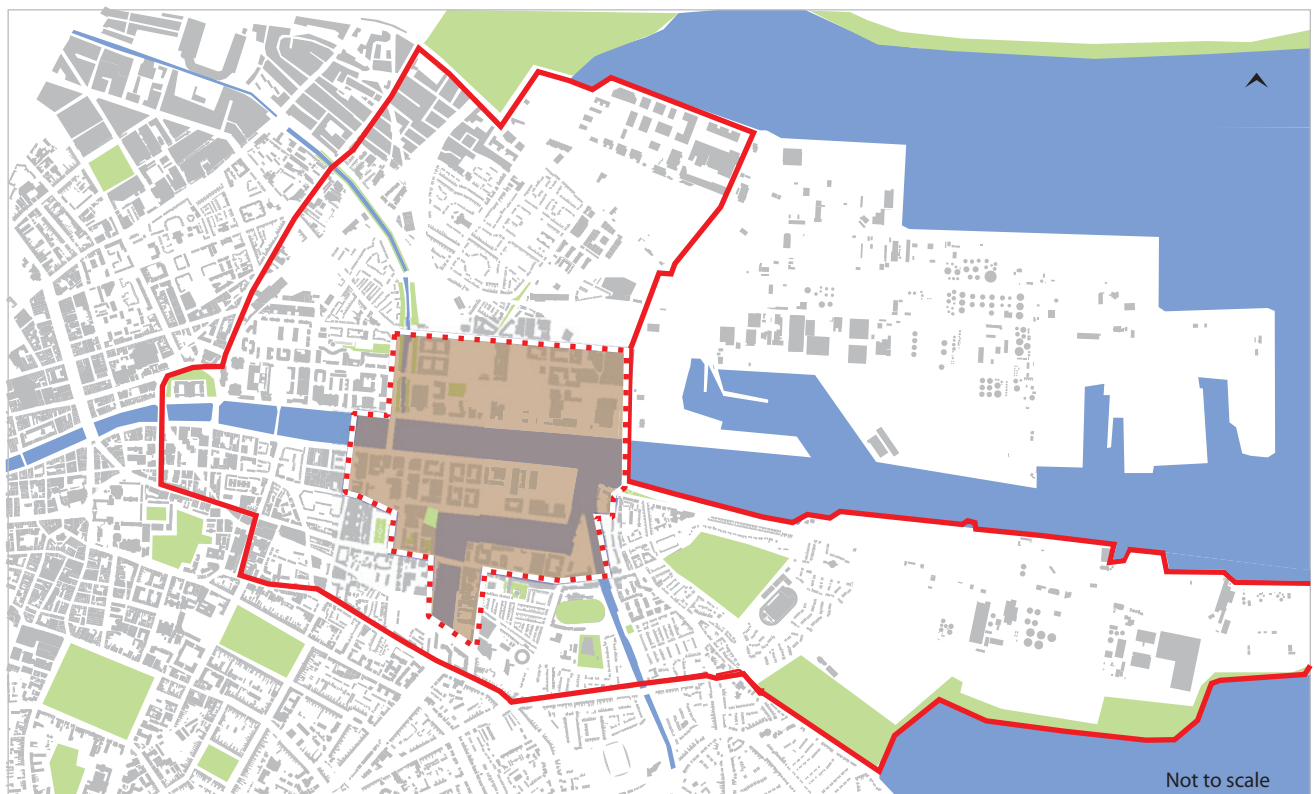


Fig. 4 Map Showing SDZ and Wider Docklands Area as Designated by the DDDA Act 1997

KEY

SDZ AREA BOUNDARY

DUBLIN DOCKLANDS AREA BOUNDARY (DDDA Act 1997)



Notwithstanding the significant achievements over the past fifteen years, there remain a number of strategic sites and vacant lands at the core of the regeneration area at Grand Canal Dock and North Lotts which need to be developed to consolidate the achievements to date and to help sustain a critical mass necessary to support a vibrant mixed-use urban quarter and to attract inward investment. The Docklands SDZ and Planning Scheme focuses on these key strategic sites at the core of the Docklands Area.

1.4 Policy Context for SDZ and SDZ Planning Scheme

The SDZ lies at the heart of Dublin's Docklands in an area which has already experienced massive demographic and economic change. The area has been designated as an SDZ for specific reasons; to actively promote development which is of economic or social importance to the State.

The planning scheme for the SDZ has been prepared to accord with the hierarchy for land-uses and spatial plans and other relevant policies at national, regional and city level. In particular, the SDZ Planning Scheme accords with the following hierarchy of strategies and plans:

The National Spatial Strategy 2002 - 2020 (NSS) recognises that Dublin, as the capital city and national gateway, plays a vital national role and that the performance of its economy is essential to the success

and competitiveness of the national economy. In order to sustain this role as the engine of the economy, it advocates the physical consolidation of Dublin. The Docklands SDZ lies at the heart of the metropolitan core, with its capacity to facilitate a significant supply of modern commercial and office space in tandem with its high levels of accessibility, make it a crucial national resource for innovation, enterprise and employment, and as such it fully accords with the NSS. The premier gateway status is envisaged to remain in any successor to the NSS.

The National Development Plan 2007 - 2013 (NDP) also supports the regeneration of the wider Docklands Area and acknowledges that it has been a factor that has contributed to the success of the Dublin Gateway.

The Regional Planning Guidelines for the Greater Dublin Area 2010 - 2022 (RPGs), translates the national strategy to the regional level with a similar emphasis on Dublin as the driver of national development and on the need to physically consolidate the growth of the Metropolitan Area. The RPGs settlement hierarchy seeks to prioritise and focus investment and growth to achieve integration of infrastructure, employment and new housing. Further consolidation of the Docklands SDZ lands will maximise the use of recently installed physical infrastructure such as the Luas Red Line Extension, the Samuel Beckett Bridge and in the longer term the DART Underground.

Transport 21 and Smarter Travel – A Sustainable Transport Future 2009 - 2010, are the capital investment frameworks under the National Development Plan to deliver the transport system in Ireland. The Docklands Rail Station at Sheriff Street which caters for mainline commuter services and the extension of the Luas Red Line from Connolly Station to The Point Village have been delivered under Transport 21. The longer term proposals for DART Underground with a station at Spencer Dock will facilitate interchange with the Luas, DART and mainline commuter services, making the proposed SDZ lands highly accessible on a city and national level. The Government's transport policy recognises the vital importance of continued investment in transport to ensure a competitive economy, but also sets out the necessary steps to ensure the use of more sustainable transport modes such as walking, cycling and public transport.

Dublin City Development Plan 2011 - 2017, reinforces and distils these higher level plans with the promotion of the intensification and consolidation of the city. It seeks to achieve this by way of regeneration and renewal of the inner city and redevelopment of brownfield areas. It also emphasises the city's role as the national gateway and key economic driver of growth for the region and State as a whole, with the need for the city to develop sufficient critical mass to compete at an international level.

The Development Plan's Core Strategy designates the Docklands, including the Docklands SDZ, as a Key Developing Area (KDA) and a Strategic Development Regeneration Area (SDRA). KDAs are those areas of the city with substantial development capacity and the potential to support economic or cultural specialisms essential for the growth and diversification of the city. SDRAs relate to important brownfield sites with the potential to deliver a significant quantum of mixed uses. The Docklands SDZ exhibits all these characteristics with an opportunity for continued physical and social regeneration of the Docklands, supporting the emergence of the area as a new and vibrant economic, cultural and amenity quarter of the city.

The Development Plan sets out a series of Guiding Principles in Chapter 16 for the North Lotts and Grand Canal Dock SDRAs. These principles promote the creation of a new urban neighbourhood with a socially cohesive community and high quality physical environment. A number of principles stress the need to forge spatial connections with the wider Docklands area, the city centre and surrounding neighbourhoods as well as linkages with the IFSC. Optimising the potential of key brownfield sites to contribute to the city in employment and economic terms and fostering the area's role as an emerging cultural destination are also key governing principles relevant for the Docklands SDZ Area. The Plan also identifies the Docklands Area as one of the very limited locations in the city that has the potential to accommodate landmark buildings for economic and identity reasons appropriate for a capital city.

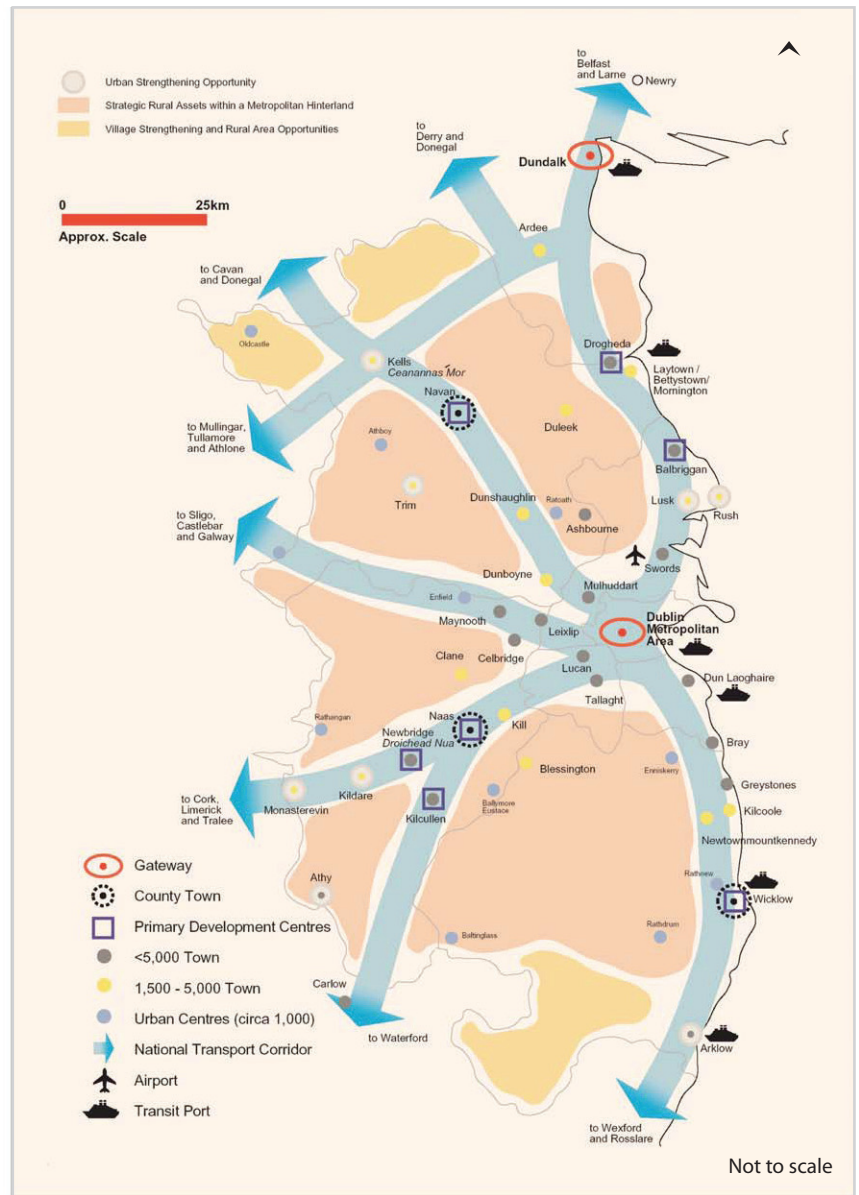


Fig. 5 National Spatial Strategy

Dublin Docklands Area 2008-2013 Master Plan set out a 5-year framework for the regeneration of the Docklands Area as defined by the Dublin Docklands Development Authority Act, 1997. The area extends to circa 520 Ha and consists of both established communities and new areas that have been subsequently developed with newly emerging employment and residential neighbourhoods.

The Master Plan reflects the statutory objectives as set out under the 1997 Act, namely, the social and economic regeneration of the Dublin Docklands Area on a sustainable basis; improvements in the physical environment of the Dublin Docklands Area; and the continued development in the Docklands of services of, for and in support of, or ancillary to, the financial sector of the economy.

The Master Plan in turn is driven by five strategic objectives: accelerating physical roll-out of development; achieving genuine architectural legacy; fulfilling the potential of the Docklands; realising quality of life; and creating a sense of place.

It provided a framework to guide the development of the Docklands Area over the five-year period and beyond,

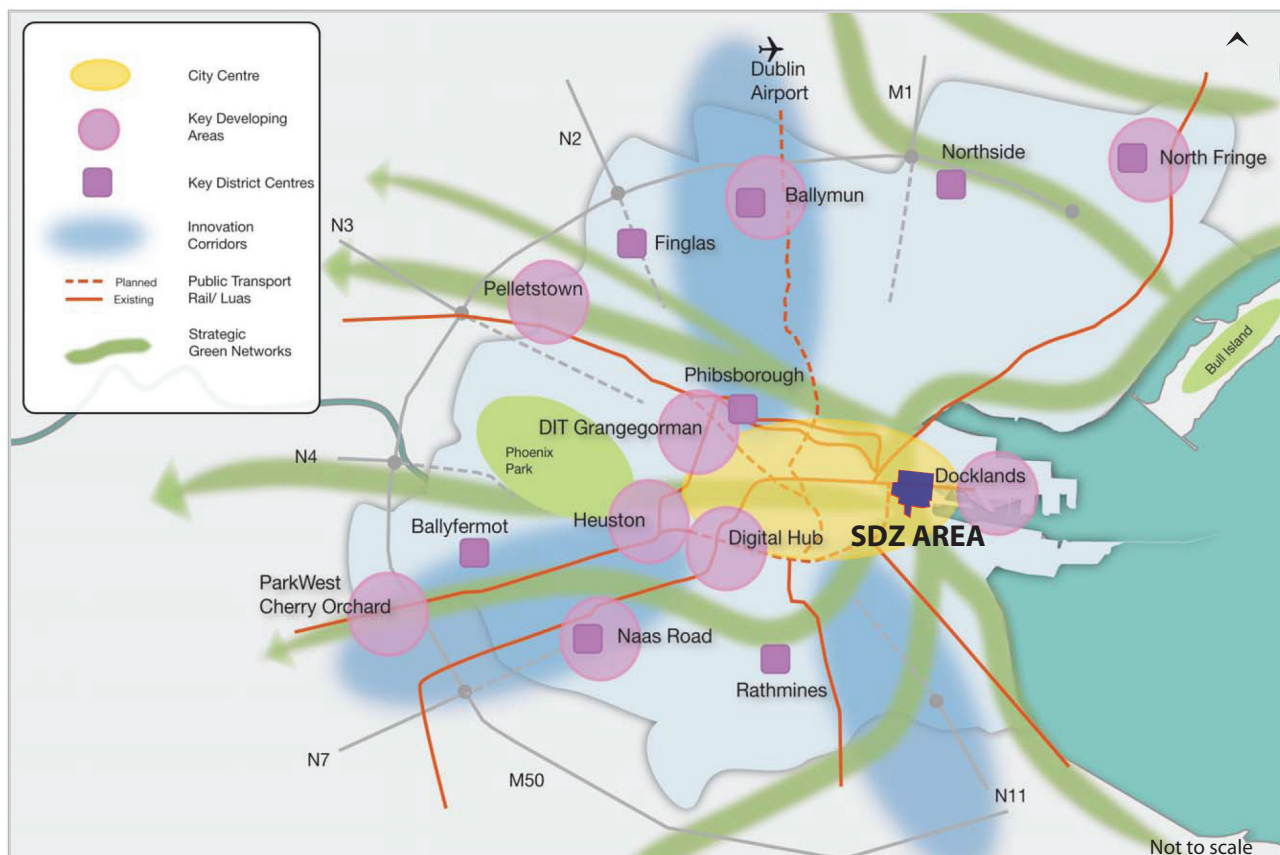


Fig. 6 City Development Plan 2011-2017 - Core Strategy

embracing social regeneration, economic development, land use, transportation, infrastructure, urban design, arts, tourism, culture, leisure and implementation. The five-year life of the current Docklands Master Plan expired in November 2013.

The Grand Canal Dock and North Lotts Section 25 Planning Schemes essentially cover the same 90Ha area as the new SDZ area (including water-bodies). They provide a local planning framework under the Docklands Masterplan, setting out area-specific guidance in relation to

land-use mix, urban design, amenities and transportation. The schemes are primarily physical in nature but reflect the social and economic policies of the Docklands Area Master Plan. In this regard, the Grand Canal Dock and North Lotts Schemes were important elements in the implementation of the broader strategy for Docklands during the first ten-year framework of the Master Plan under the 1998 and 2007 Master Plans.

The Grand Canal Dock Planning Scheme 2000 (Amended 2006) has produced a successful new urban

quarter around the Grand Canal Dock, including An Bord Gáis Theatre Hub, a vibrant residential/commercial mixed-use zone, and the attraction of digital media industry to the area (e.g. Google).

The Docklands North Lotts Planning Scheme 2002 (Amended 2006) follows a set of principles to extend the successful IFSC, Mayor Street areas eastwards to The Point Village. Major achievements include the Convention Centre Dublin (CCD) and the new Luas line.

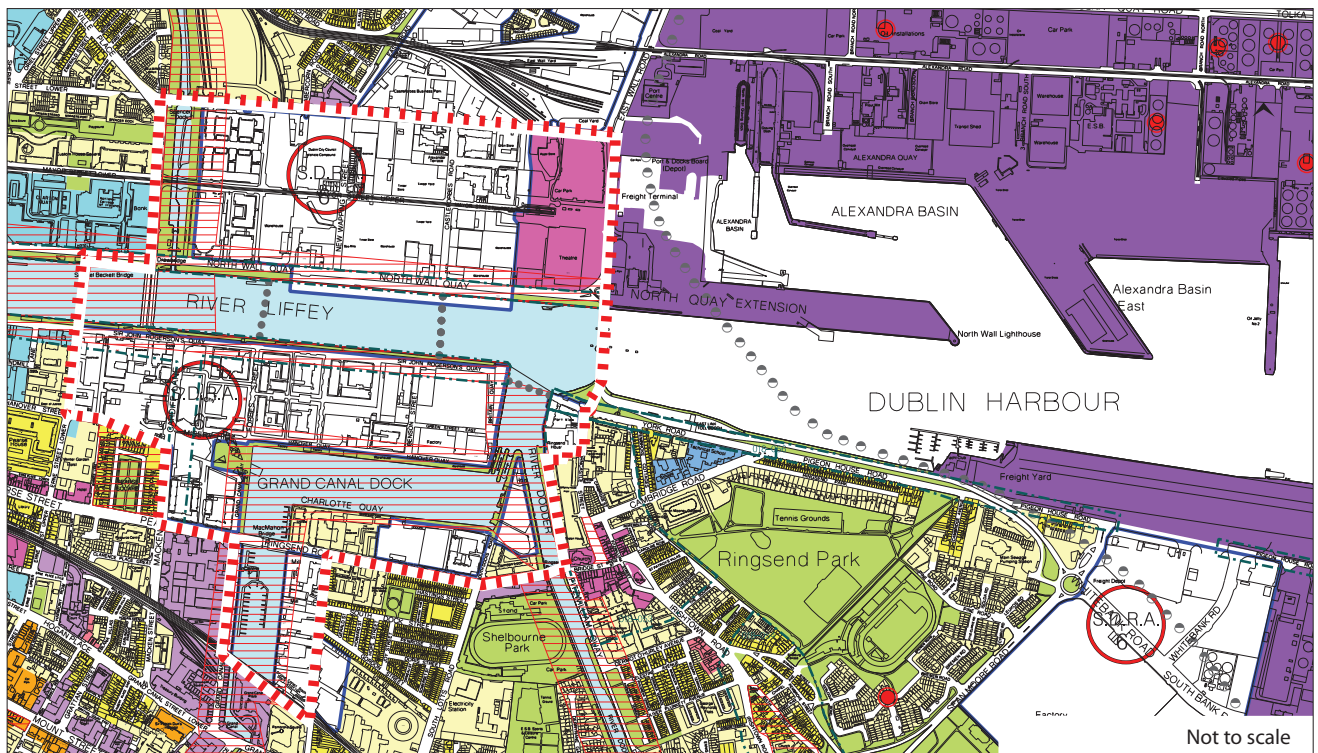


Fig. 7 City Development Plan Map 2011-2017 - Zoning

In addition to the above, there are a number of non-statutory local level plans which the SDZ Planning Scheme has had regard to including:

Dublin Port Masterplan 2012-2040 is a non-statutory plan which sets out a vision for the operations of the port. It acknowledges the importance of the emerging cruise liner tourism and potential of the natural amenities of Dublin Bay. The Masterplan seeks to ensure that there is harmony and synergy between the plan for the Port, Dublin Docklands Area and Dublin City, whilst the integration of the Port with the City and its people is a core aim of the Masterplan.

The River Regeneration Strategy, 2001 aims to maximise the amenity potential of the River Liffey with a series of initiatives for river-based projects, a number of which have been successfully implemented including the upgrading of the Dublin City Moorings and the Docklands Maritime Festival.

The Campshire Vision, 2007 looks at how the Liffey with its water, waterfront and docks has the potential to become a new centre for employment, leisure, culture and the arts and assesses how connections from the city centre and surrounding areas can make the campshires more accessible and inviting. The strategy is based on three pillars: 'Making Connections, Creating Destinations and Animating the Water'.

The City Canals Plan, 2010 was prepared on a partnership basis between Dublin City Council,

Docklands Authority and Waterways Ireland. The plan relates to the canals and associated docks within the city boundary area. It identifies the recreational and tourism potential for specific sections of the canals, including the Royal Canal and Grand Canal at Docklands.

The Cruise Traffic & Urban Regeneration of City-Port Heritage - Local Action Plan for Dublin, 2011 sets out a strategy for the development of cruise tourism and urban regeneration of the port area to create an urban quarter that facilitates sustainable and consolidated growth in the city and to articulate a new relationship between the city and port through the development of the cruise tourism sector. This represents a joint strategy prepared by Dublin City Council, Dublin Port and the Docklands Authority.

