



## Poolbeg West Planning Scheme

April 2019



SMITH STREET

# Contents

1	Introduction	04	Appendix 1	SuDS Measures for New Development	94
2	Vision and Key Principles	12	Appendix 2	Public Realm Strategy for Streets and Key Open Spaces	96
3	A New Residential Neighbourhood	16	Appendix 3	Cross Sections	124
4	Community Development	22	Appendix 4	Shadow Diagrams	127
5	Economy and Employment	30	Appendix 5	Development Codes for Blocks A1–A4 and the Neighbourhood Square	131
6	Movement	36			
7	Infrastructure and Utilities	46			
8	Environment, Green Infrastructure and Open Space	54			
9	Land Use and Phasing	62			
10	Public Realm	70			
11	Urban Structure and Design	76			
12	Implementation and Monitoring	88			

# List of Figures

Figure 1.1. SDZ Location	05	Figure 11.11. Street Interface Options	84
Figure 1.2. Local Context	06	Figure 11.12. Urban Grain	86
Figure 1.3. Aerial View	09	Figure 11.13. Architectural Design	87
Figure 2.1. Concept Plan	15		
Figure 3.1. Pembroke East 'A' Location	17	Figure A2.1. Village Green. Extract from Fig.11.3 Block form and layout	109
Figure 4.1. Community Facilities, Existing and Planned (Indicative Locations)	25	Figure A2.2. Integration of green character	110
Figure 4.2. Community Uses	27	Figure A2.3. Views towards the Dublin and Wicklow Mountains	110
Figure 6.1. Public Transport Strategy	39	Figure A2.4. Frontages, minimum area and key dimensions	110
Figure 6.2. Strategic Cycle Network	39	Figure A2.5. Linking with Neighbourhood Square and Sean Moore Park	110
Figure 6.3. South Port Access/Eastern Bypass Corridor	40	Figure A2.6. Hierarchy of routes across the Village Green	111
Figure 7.1 Infrastructure/Utilities	48	Figure A2.7. Pedestrian and cycle routes	111
Figure 8.1. SDZ Open Space in Context	57	Figure A2.8. Designed as one space	111
Figure 8.2. Indicative Sustainable Urban Drainage	59	Figure A2.9. Semi-formal tree planting along edges opening up to views to the mountains beyond	111
Figure 9.1. Land Uses	64	Figure A2.10. Section of typical Stockholm type drainage system with attenuating tree pit	112
Figure 9.2. Phasing Areas	66	Figure A2.11. Example of tree planted in gravel surface	112
Figure 10.1. Making a Legible City; New Key Spaces and Connections	73	Figure A2.12. Examples of flora and fauna that could thrive in the Village Green and link with Sean Moore Park	112
Figure 11.1. Formation of the Urban Structure	78	Figure A2.13. Examples of materials	113
Figure 11.2. Movement Proposals and Land Use	79	Figure A2.14. Examples of contemporary, hard wearing and robust street furn	113
Figure 11.3. Block Form and Layout	80	Figure A2.15. Examples of a range of facilities, referring to the needs of differing ages	114
Figure 11.4. Central Boulevard Photomontage	81	Figure A2.16. Indicative Concept sketch – Village Green	115
Figure 11.5. Neighbourhood Green Photomontage	81	Figure A2.17. Coastal Park. Extract from Figure 11.3 Block form and layout	116
Figure 11.6. Open Space & Buffer Areas	82	Figure A2.18. Two important green links are connecting the city centre of Dublin with Dublin Bay by the site	117
Figure 11.7. Coastal Park Cross Section	82	Figure A2.19. Integrating the coastal landscape into the development	117
Figure 11.8. Coastal Park Photomontage	83	Figure A2.20. Views towards Dublin Bay	117
Figure 11.9. 3D Perspective	83	Figure A2.21. Active frontages along promenade	118
Figure 11.10. Sean Moore Road Photomontage	84		

Figure A2.22. Green Link from Dublin city centre towards Poolbeg Lighthouse cross the Coastal Park	118	Figure A5.5. Public Realm	134
Figure A2.23. Recreation and cycle and pedestrian movements are concentrated along the promenade	119	Figure A5.6. Artists Impression	135
Figure A2.24. Pedestrian and cycle routes	119	Figure A5.7. Land Use	136
Figure A2.25. Design creates a urban upper and a natural lower coastal park	119	Figure A5.8. Urban Form and Height	136
Figure A2.26. Informal tree planting creating openings for views towards sea	119	Figure A5.9. Public Realm	137
Figure A2.27. Hard surfacing draining directly into adjacent attenuating planting beds	120	Figure A5.10. Artists Impression	138
Figure A2.28. Section of typical Stockholm type drainage system with attenuating tree pit	120	Figure A5.11. Land Use	139
Figure A2.29. Examples of flora and fauna that could thrive in the Coastal Park	120	Figure A5.12. Urban Form and Height	139
Figure A2.30. Examples of materials	121	Figure A5.13. Public Realm	140
Figure A2.31. Examples of contemporary, hard wearing and robust street furniture.	121	Figure A5.14. Artists Impression	141
Figure A2.32. Examples of a range of facilities, referring to the needs of differing ages	122	Figure A5.15. Land Use	142
Figure A2.33. Indicative concept sketch – Coastal Park	123	Figure A5.16. Urban Form and Height	142
Figure A3.1. Site Cross Sections	124	Figure A5.17. Public Realm	143
Figure A3.2. Cross Sections 1–3	125	Figure A5.18. Layout of the Square, illustrating zone for locating the Landmark Building	144
Figure A3.3. Cross Sections 4–5	126	Figure A5.19. Some comparable Squares within Dublin	145
Figure A4.1. Shadows: June 21st 9am	127	Figure A5.20. Typical Retail Space with spill out	146
Figure A4.2. Shadows: June 21st 12pm	128	Figure A5.21. Typical ground floor uses, frontages & potential access	146
Figure A4.3. Shadows: June 21st 3pm	128	Figure A5.22. Building lines on the eastern side of the Square are flexible and the Landmark Building may be pushed back to enable creation of a larger gathering space on the northern side of the Square, provided the Key views are framed	147
Figure A4.4. Shadows: March–September 21st 9am	129	Figure A5.23. The square will be designed to ensure spatial continuity across the northern and southern sides and to the Village Green	148
Figure A4.5. Shadows: March–September 21st 12pm	129	Figure A5.24. Indicative tree planting leading into and within the square, paving areas and indicative dimensions for the two major gathering areas	149
Figure A4.6. Shadows: June 21st 3pm	130	Figure A5.25. Movement through the square by user type	150
Figure A5.1. Urban Blocks A1–A4 and the location of the Neighbourhood Square	131		
Figure A5.2. Artists Impression	132		
Figure A5.3. Land Use	133		
Figure A5.4. Urban Form and Height	133		

01

## Introduction



## 1.1 Introduction & Background

Poolbeg West is situated in the peninsula which extends into Dublin Bay just south of the mouth of the River Liffey, and is only 2 km east of O'Connell Bridge in Dublin City Centre. It offers an outstanding opportunity to develop a mixed living and working community which will help to meet the growth needs of the city in terms of housing, employment and the continued growth of Dublin Port. Poolbeg West comprises some 34 ha of the 520 ha Dublin Docklands area.

Poolbeg West is located only c.1.2 km directly east of Grand Canal Dock. Despite this close proximity, and progress on other Dockland sites, the vacant lands at this location have not been redeveloped to date. There is now a significant opportunity to build upon the success of the existing North Lotts and Grand Canal Dock SDZ by developing the lands at Poolbeg West as set out in the SDZ Order.

The regeneration of Poolbeg West is the next logical step in transforming the Docklands. Sequentially, it is the next location with a sufficient scale of vacant land requiring a robust planning mechanism to co-ordinate stakeholders in the delivery of infrastructure (physical and social) and development having regard to the following considerations:

- The extent of vacant brownfield land available (34 ha), approximately half of which is owned by Dublin Port Company.

- The strategic location east of Grand Canal Dock and close proximity to important bridge connections to Dublin Port and North Lotts.
- The potential of the location to support a vibrant mixed-use urban quarter, attract inward investment, and provide significant levels of mixed-tenure housing, employment, schools, community, and recreational facilities.
- The opportunity to extend the existing residential quarter of Ringsend/Irishtown/Sandymount in an integrated and sustainable manner.
- The potential to deliver a mixed-tenure, integrated community, taking into consideration relevant housing needs, to provide a mixture of private, public and affordable housing.
- The potential to provide a critical mass of new development necessary to justify and finance the delivery of new transport infrastructure, including the Dodder Bridge, that will improve east to west connectivity between the city centre, Grand Canal Dock, Ringsend, and Poolbeg.
- The potential for the location to provide significant levels of new uses and services that support the economic clusters emerging in the Docklands (Grand Canal Dock in particular, access to which will be improved via the new Dodder Bridge).
- The potential for the location to provide a significant level of new uses and services that support and benefit the existing urban neighbourhoods of Ringsend, Irishtown, and Sandymount adjoining.



Figure 1.1. SDZ Location

## 1.2 SDZ Description & Context

Poolbeg West SDZ consists of an area between Pigeon House Road, Sean Moore Road, and Sean Moore Park, and extends in an easterly direction along Sandymount Strand as far as Irishtown Nature Park. Fig 1.2 illustrates the local context.

The southern portion of the SDZ lands contains the former Irish Glass Bottle (IGB) land and the adjacent Fabrizia land. The IGB land comprises 10.1 hectares of land bounded by Sean Moore Road along its north-western edge. It occupies a gateway location to the remainder of the Poolbeg peninsula to the east. The Fabrizia land is a brownfield site of 4.6 ha in private ownership. Both sites are closely related in character and position, but the Fabrizia site is closer to Dublin Bay and further from existing residential areas and from the main road network.

The eastern portion of the SDZ lands comprises a 10.7 ha site which is the last area owned by Dublin Port yet to be developed for port-related purposes. The majority of this site is open, with the western third occupied by concrete production facilities and smaller miscellaneous industrial uses, including an engineering facility. The southern edge is adjacent to Dublin Bay and the northern edge is bounded by the major utilities installations located in the centre of the peninsula.

The northern portion of the SDZ lands comprises a 7.5 ha site owned by Dublin Port, and is in active use as a storage, maintenance and refurbishment of shipping containers area to serve the Dublin

Port Load-on Load-off (LoLo) shipping facility. White Bank Road runs south west to north east through this portion of SDZ lands.

The individual sites when combined have an area of 32.9 ha, with the overall SDZ including roads etc having an area of approximately 34 ha.

The road network around Poolbeg peninsula comprises strategic and local roads. The strategic network includes the R131 Sean Moore Road and the R131 East Link Road from the Sean Moore Roundabout to the Tom Clarke (East-Link) Bridge. Ringsend Road, Irishtown Road and Bath Street act as major east-west links and are busy traffic routes connecting the city centre, Ringsend and the Poolbeg peninsula, as well as the southern suburbs. Traffic flows on all strategic and local roads around the Poolbeg area are generally higher in the morning than the evening and the heaviest traffic flow is on East Link Road (eastbound), Sean Moore Road (southbound) and Beach Road (northbound, south of the junction with Church Road). Reasonably heavy traffic flows also occur on Beach Road (southbound), East Link Road (westbound) and Irishtown Road (westbound).

Current public transport services to the Poolbeg peninsula are limited. The most frequent local bus service serves the neighbouring Ringsend and Sandymount area, and for the majority of its route it is not routed along a Quality Bus Corridor (QBC). The principal bus priority corridors are a distance away on the Pearse

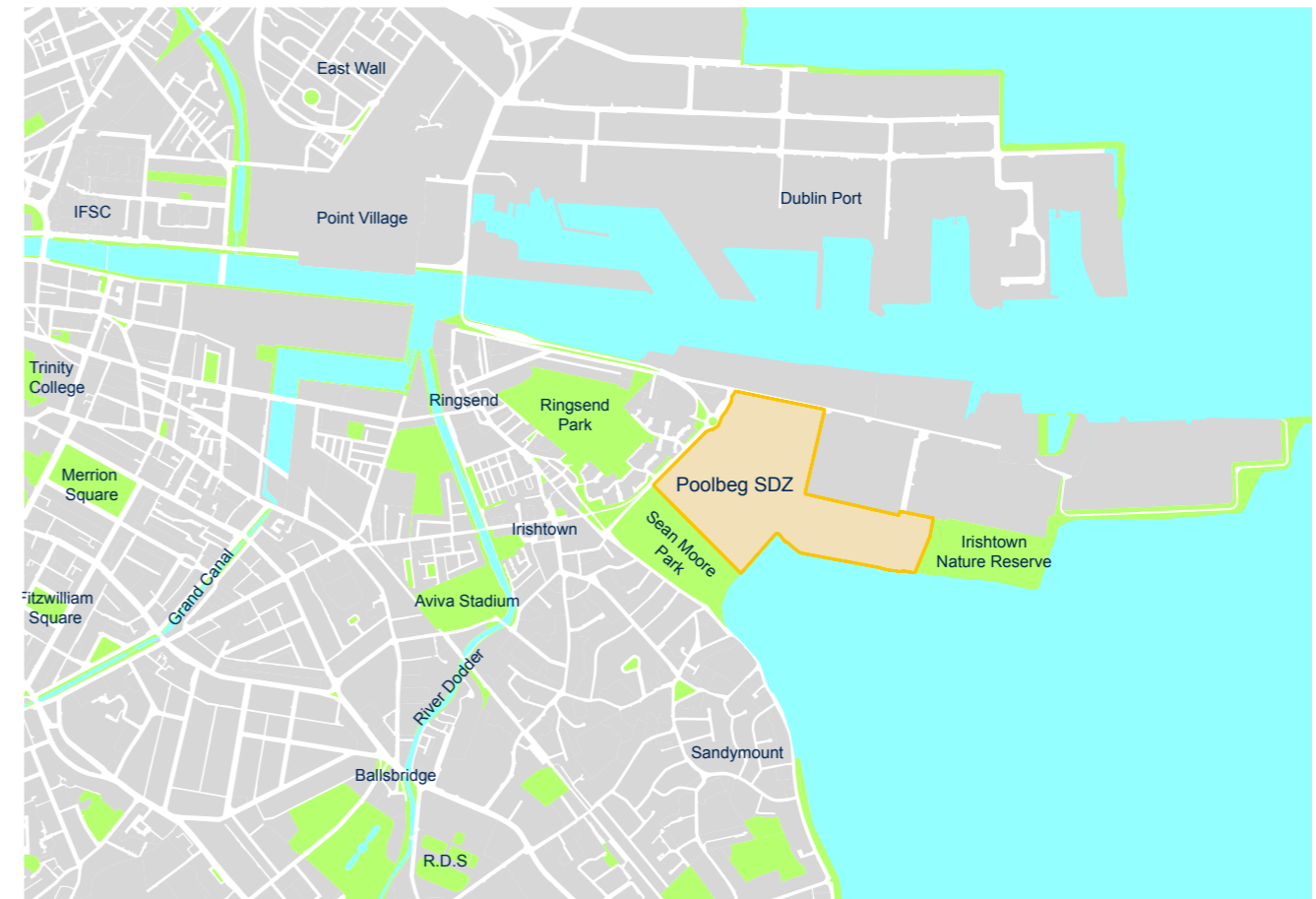


Figure 1.2. Local Context

Street and the Blackrock QBCs. The closest DART station is Lansdowne Road Station, which is approximately 1.5 km (a 20 minute walk) from the Poolbeg peninsula.

One item which is of importance for the long-term strategic movement to and from this area is a new bridge crossing (Dodder Bridge), which is designated a short distance to the west of the lands at the confluence of the River Dodder, Grand

Canal and River Liffey. This bridge will extend the Liffey Corridor spine by connecting Britain Quay with York Road, and thus connect Grand Canal Dock directly with Ringsend and Poolbeg. Although the bridge location is outside the SDZ boundary, it is a critical piece of infrastructure to the success of this new neighbourhood. Objective MTO31 of the Dublin City Development Plan 2016–2022 identifies this bridge to be delivered within a six year period.



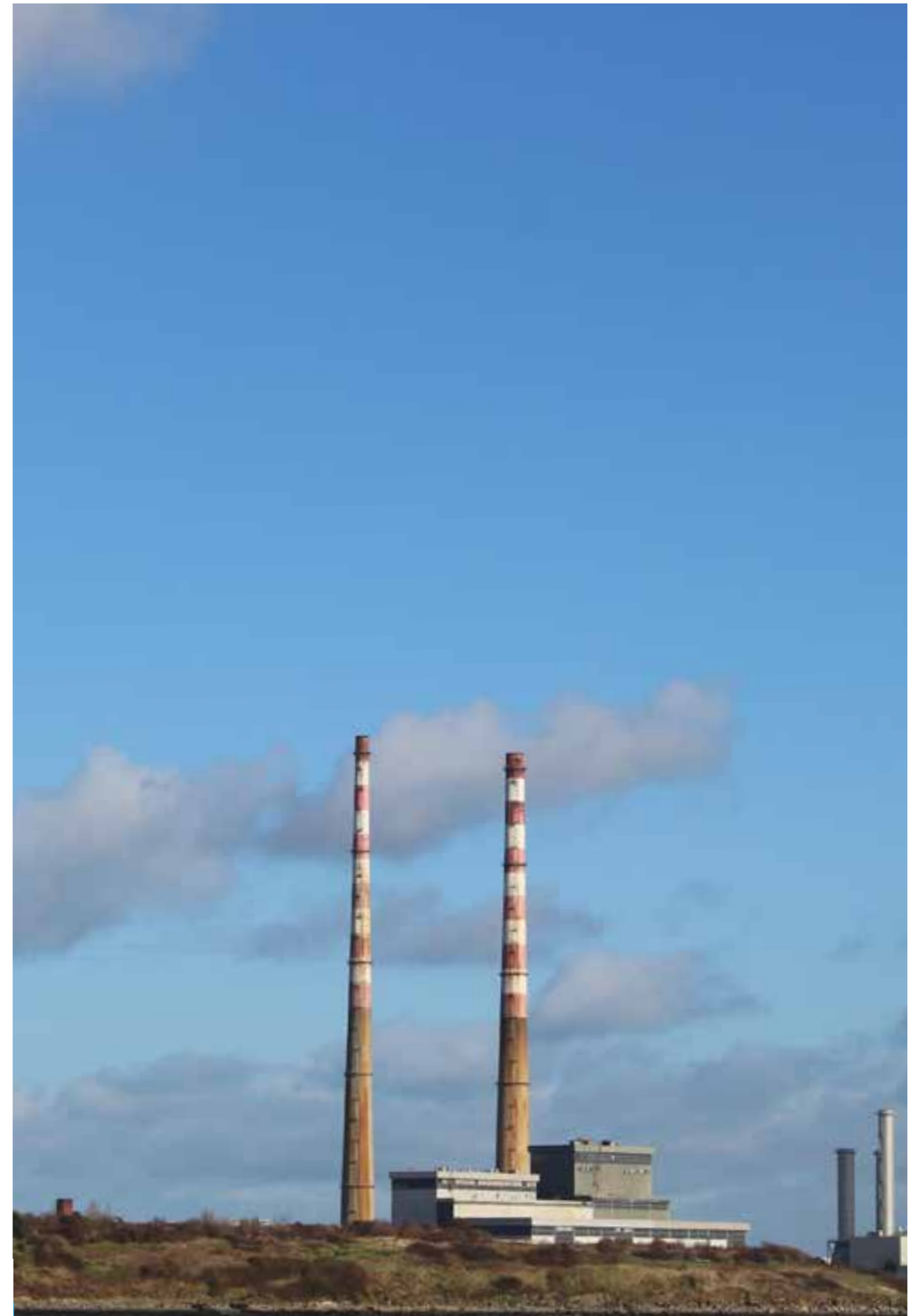
### 1.3 SDZ Development Capacity

The lands to the south of South Bank Road shall be developed at an approximate ratio of 80-85% residential and 15-20% commercial, complemented by community, recreational, retail and service uses at an appropriate scale to support a sustainable residential and working community with minimal commuting. The residential potential within the 34 ha of available lands, on the basis of the ratio used in the North Lotts and Grand Canal Dock SDZ, is for between 3,000 and 3,500 additional residential units at a gross residential density of up to 238 units per ha (uph) on lands to the south of South Bank Road. This estimated housing yield equates to a residential population of circa 8,000. Strategically, this provision would make a significant contribution to the city's housing needs (between 4,215 and 7,000 units per annum required under the housing strategy of the Dublin City Development Plan 2016-2022).

Within the 34 ha of the Poolbeg West SDZ, there is potential for significant development for major economic and community expansion, a substantial scale in the context of city-centre regeneration. The North Lotts and Grand Canal Dock SDZ (22 ha) identified 305,000m<sup>2</sup> of commercial floorspace equating to c.23,000 workers. The Poolbeg West SDZ can accommodate 80,000-100,000m<sup>2</sup> of commercial floorspace, providing employment for up to 8,000 workers.

The c.17 ha port lands at the north and east of the SDZ are necessary to provide additional port capacity as part of Dublin Port Company's anticipated growth from a throughput of 30 million tonnes to 77 million tonnes per annum by 2040.

*Within the 34 ha of the Poolbeg West SDZ, there is potential for significant development for major economic and community expansion, a substantial scale in the context of city-centre regeneration.*



## 1.4 Statutory Context

### 1.4.1 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.

On 17th May 2016, the Government designated Poolbeg West as a Strategic Development Zone (SDZ). These lands are deemed to be of economic and social importance to the State. The designated area in the Order is for a mixed-use development which principally includes residential development, commercial, and employment activities, including office, hotel, leisure and retail facilities, port-related activities, and the provision of educational facilities, transport infrastructure, emergency services, and community facilities as referred to in Part III of the First Schedule to the Act, (including health and childcare services), as appropriate. A copy of the Official Order designating the area an SDZ, and which includes a map illustrating the SDZ boundary, is available at [www.irishstatutebook.ie/eli/2016/si/279/made/en/pdf](http://www.irishstatutebook.ie/eli/2016/si/279/made/en/pdf). Dublin City Council, as the SDZ Development Agency, has responsibility for the preparation of this Planning Scheme.

### 1.4.2 Reasons for a Strategic Development Zone

The SDZ, as a holistic plan-led designation with fast-track planning procedures, is an appropriate mechanism to sustain the good work and significant achievements of Dublin Docklands in terms of regenerating a city quarter, successful urban-place-making, employment creation, community engagement and marketing the Docklands internationally.

All developments must be consistent with the objectives of the SDZ Planning Scheme and where policies, objectives, principles, or standards are not specifically addressed in the SDZ Planning Scheme, those in the Dublin City Development Plan shall apply.

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 SDZ lands contain three major sites. These are as follows:

1. Irish Glass Bottle (IGB) Site and Fabrizia Lands, which have areas of 10.1 and 4.6 ha respectively. This site is located between South Bank Road and Sean Moore Park.
2. Dublin Port Lands, which have an area of 10.7 ha. This site is located to the south east of the proposed SDZ lands adjacent to Irishtown Nature Park.
3. Dublin Port Lands, which have an area of 7.5 ha. This site comprises the northern portion of the study area, to the north of the Irish Glass Bottle Site and Fabrizia Lands.

It is evident that these lands are a valuable resource to the city and will provide housing, amenity space and local services in close proximity to more commercially focussed areas of the Docklands and the city. The City Council considers that the best planning route to harness the economic and social significance of these lands and to deliver the continued regeneration of the overall Docklands area is through the fast-track

planning framework of a Strategic Development Zone (SDZ). It is considered that an SDZ is the most appropriate mechanism for the following reasons:

- The SDZ Planning Scheme provides a clear blueprint for development with a certainty of outcome for applicants, which is likely to be a critical factor in attracting potential investors which in turn will facilitate economic recovery and employment creation.
- The SDZ as a fast-track planning mechanism provides an appropriate balance between investor certainty and community involvement.
- The SDZ Planning Scheme is stated as a potential mechanism to co-ordinate delivery of guiding principles for Strategic Development and Regeneration Area 6 ‘Docklands’, and especially those identified under Section 15.1.1.9 ‘Poolbeg West’, of the Dublin City Development Plan 2016–2022.
- The SDZ Planning Scheme will be consistent with the same SDZ mechanism which is successfully delivering progress for the North Lotts and Grand Canal Dock Planning Scheme 2014. Both locations combined are an integral part of the overall Docklands SDRA designation under the Dublin City Development Plan 2016–2022, and both areas share common guiding principles, in particular for housing, economy and employment, education, social, land use and urban design, flood risk, and movement and transport. Promoting a similar successful planning

mechanism will ensure consistency in the implementation of developments across both areas.

- The SDZ Planning Scheme will further contribute towards the implementation of higher level infrastructure, including the Dodder Bridge connecting Britain Quay and York Road.
- The SDZ Planning Scheme will assist delivery of sustainable modes of transport and key sections of the city’s strategic green network by delivering sections of the Sutton to Sandycove Cycling Route through the site.
- The SDZ Planning Scheme provides a comprehensive planning framework to manage flood risk management and environmental assessment as integral parts of the design process in recognition of the unique peninsular geography of the location and proximity to Dublin Bay designated sites.
- There is a need for comprehensive planning and development of these sites to ensure successful integration with the existing development and public realm in the adjoining sites of the Docklands.
- The SDZ provides the platform to ensure that quality urban design and architecture is achieved in the area. It is crucial that the urban design response delivers a distinct Dublin Docklands identity which will also create an iconic profile internationally.
- The SDZ is an appropriate vehicle to ensure the effective implementation and phasing of the continued regeneration of the Docklands.

## 1.5 Policy Context for SDZ and SDZ Planning Scheme

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 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 SDZ lies at the heart of the metropolitan core. Its capacity to provide significant levels of private and public housing, employment, schools, community and recreational facilities, make it a valuable resource to allow for innovation, enterprise and employment in Dublin, and as such it fully accords with the NSS. It is anticipated that the emphasis will be retained in the forthcoming National

Planning Framework. **The National Development Plan 2007–2013 (NDP)** also acknowledges that the wider Docklands regeneration 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)** which will be replaced by the forthcoming Regional Spatial and Economic Strategy translates the national strategy to the regional level with a similar emphasis on Dublin as the driver of national development and 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. In this case, the SDZ would facilitate the consolidated growth of the Metropolitan Area, while at the same time allowing for the provision of infrastructure, employment and new housing (see Paragraph 15.1.1.9 of Dublin City Development Plan 2016–2022).

*The SDZ would facilitate the consolidated growth of the Metropolitan Area, while at the same time allowing for the provision of infrastructure, employment and new housing.*



Figure 1.3. Aerial View



## 1.5 Policy Context for SDZ and SDZ Planning Scheme (continued)

**The Dublin City Development Plan 2016–2022** reinforces 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 proposed SDZ ensures that these policies and objectives of the development plan can be fast-tracked.

In particular, the **Development Plan core strategy** designates the Docklands, including Poolbeg West SDZ, as a Strategic Development Regeneration Area (SDRA). SDRAs relate to important brownfield sites with the potential to deliver a significant quantum of mixed uses. The SDZ exhibits all these characteristics with an opportunity for physical and social regeneration of the Poolbeg West SDZ and the Poolbeg Peninsula, which in turn aids in the emergence of the overall Docklands area as a new and vibrant economic, cultural, and amenity quarter of the city. The City Development Plan also promotes an active land management approach to regeneration. This scheme is part of the policy.

The Dublin Port Masterplan 2012–2040 sets out a vision for the operations of the port and land utilisation. It also acknowledges the importance of the emerging cruise-liner tourism and potential of the natural amenities of Dublin Bay. The SDZ will ensure a synergy is created with the masterplan vision for the port lands as a significant employment hub with emerging tourism potential.

The Docklands Masterplan 2008 set out comprehensive guidance for the physical, economic, and social regeneration of the entire functional area of Docklands, addressing issues such as land use, transportation, infrastructure, urban design, arts, tourism and leisure. It underscored the importance of the regeneration strategy and provides a valuable platform to renew and update the regeneration strategy for the SDZ lands.

## 1.6 Public Consultation

The SDZ Planning Scheme is 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 six months since July 2016, following the designation by the Government.

This consultation has included meetings with the business community, the local residential community, and a range of statutory bodies and service providers. The elected representatives for the area have also been engaged in the preparation of the Planning Scheme by way of regular updates and feedback.

*The development plan core strategy designates the Docklands, including Poolbeg West SDZ, as a Strategic Development Regeneration Area (SDRA).*

# 02

## Vision and Key Principles



## 2.1 Vision for Poolbeg West

Several studies, masterplans and development frameworks have been prepared in the past to guide development within the Poolbeg Peninsula, each outlining a unique vision. More recently, the City Development Plan 2016–2022 (CDP) sets out a series of principles to guide the development of Poolbeg West (see Section 15.1.1.9 of the CDP). The visions for the Poolbeg Peninsula, past and present, have all sought to connect with the transport infrastructure and social and economic fabric of the city, to create a new high quality ‘place’ that is unique, and to protect the surrounding environment and ongoing functions of the port and municipal facilities. A number of these objectives also emerged throughout the pre-draft consultation process, with a particular emphasis on the need for integration with local communities and amenities.

These themes of ‘Connect’, ‘Create’ and ‘Protect’ encompass a holistic set of values that form the basis of a new three-tiered vision for the development of Poolbeg West:

- **CONNECT** with the physical, environmental, economic and social fabric of the city, the bay, and adjoining neighbourhoods.
- **CREATE** a new sustainable urban neighbourhood that responds to the area’s unique location and enhances the enjoyment of local amenities.
- **PROTECT** the special status of Dublin Bay, the intrinsic functions of the port/municipal facilities, and the amenity of existing and future residents.

This vision is expanded below as set of key principles that will shape the development of Poolbeg West. These principles should also be read in conjunction with the Concept Plan (see Figure 2.1. Concept Plan), which will further guide the physical development of Poolbeg West.

## 2.2 Theme I: Connect

### 2.2.1 Connect with the City

**Key Principle:** *Provide strong social, economic, and transportation connections between Poolbeg West and the rest of the city, including the central area.*

The development of the Docklands has seen the expansion of city’s economic core to the east. Poolbeg West will provide much-needed housing and additional commercial space. The focus of new connections to/from the site will be via the development of ‘Sustainable Transport Corridors’ which prioritise pedestrian, cyclist and public transport movements. By ensuring that attractive alternatives to the car are available, car use will be minimised.

### 2.2.2 Connect with the Bay

**Key Principle:** *Enhance the lifestyle opportunities for future residents, existing communities and visitors to the area by providing strong physical, visual and ecological connections to Dublin Bay.*

Dublin Bay and its foreshore areas are popular locations for water based activities, walking and cycling. To cater for access demands from Poolbeg West (and surrounding communities), the Planning Scheme will provide ‘Local Green Connections’ through Poolbeg West to the coastal amenity park and the foreshore area. The connections will be planted with native species so that they are highly legible and serve as ecological corridors.

### 2.2.3 Connect with the Neighbourhoods

**Key Principle:** *Promote the integration of Poolbeg West with the surrounding communities of Irishtown, Ringsend and Sandymount.*

The surrounding communities of Irishtown, Ringsend and Sandymount have strong and very distinct identities. The development of Poolbeg West will add a further piece to this unique mix of neighbourhoods. ‘Local Green Connections’ will provide the physical connections that encourage communities to interact within local villages, parks and community, sporting and leisure facilities (including new facilities within Poolbeg West). A varied design language will also be applied to reflect the diverse range of architecture found in surrounding neighbourhoods.

## 2.3 Theme II: Create

### 2.3.1 Create a Sustainable Neighbourhood

**Key principle:** Establish a new urban neighbourhood, with a mixed tenure, that sustains the future population and workforce of Poolbeg West and complements and enhances the services available in surrounding communities.

A 'Community Hub' and a 'Neighbourhood Hub' will be established within Poolbeg West to provide a range of services for a 'New Residential Neighbourhood', as well as for workers from nearby commercial and industrial uses. Where these needs of the future residential and working populations cannot be met on site, public transport and local connections will ensure that they can be easily reached elsewhere via sustainable modes of transportation. The sustainable development of the site is also promoted via potential connections to development of the Dublin District Heating Project.

### 2.3.2 Create a Quality Place

**Key Principle:** Ensure the highest standards of urban design and place making are applied to Poolbeg West in response to the unique qualities of the peninsula and surrounding neighbourhoods.

Poolbeg peninsula's prominent location at the gateway to the city and its special place within the city's cultural identity requires development to be of the highest quality. This will be underpinned by an urban structure that is underpinned by 'Local Green Connections' that open to Dublin Bay and Sean Moore Park to take advantage of 'Significant Views' and ensure that Poolbeg West is developed in a cohesive manner. A strong sense of place and a 'people friendly' environment will be further promoted by a varied architectural language, a traffic-calmed street environment, and environmentally responsive landscaping.

### 2.3.3 Create a Destination

**Key Principle:** Increase and enhance opportunities for people to enjoy the amenities of the peninsula and surrounding areas.

The attractions of the peninsula and surrounding neighbourhoods bring many visitors to the area. The establishment of a new urban neighbourhood that provides a range of shops, spaces and other facilities will serve to attract further visitors. The Planning Scheme also provides for 'Local Green Links' to a potential 'Cultural Hub' in the Pigeon House Precinct.

## 2.4 Theme III: Protect

### 2.4.1 Protect Dublin Bay

**Key principle:** Ensure that all measures are taken to mitigate against any potential impacts on Dublin Bay and its environs.

The protected status of Dublin Bay requires development within Poolbeg West to undergo a rigorous screening and mitigation process. The SDZ Planning Scheme ensures that development is responsive to areas of sensitivity, including the provision of a 'Foreshore Buffer' that provides an appropriate degree of separation between development of Poolbeg West and Dublin Bay. The development of Poolbeg West also represents an opportunity to remediate post-industrial sites to ensure they are suitable for a living/working environment.

### 2.4.2 Protect the Intrinsic Operations of the Port and Municipal Facilities

**Key principle:** Ensure that the development of Poolbeg West and the ongoing operations of Dublin Port, municipal facilities, and future transport schemes are mutually taken into account and integrated into the urban structure of the city.

The peninsula will have an ongoing industrial function related to port activities, wastewater treatment, and energy generation. To ensure that these essential regional services continue, the SDZ Planning Scheme includes lands for 'port/ industrial compatible uses' to facilitate growth, consolidate activities, and promote alternatives for under-utilised lands, together with 'soft edges' and 'buffer zones'.

### 2.4.3 Protect and Enhance the Amenity of Existing and Future Residents

**Key Principle:** To ensure that the well-being and safety of residents is not adversely affected by any proposed development, nearby industries, and the threats of climate change, and that the amenities of existing and future residents are protected and enhanced.

A 'commercial buffer' is provided for adjacent to South Bank Road to provide a transition area between port/industrial uses to the north and more sensitive uses to the south. An 'alternative port access route' will also divert heavy good vehicles away from more sensitive areas. Whilst the ground level across much of the peninsula is relatively high, mitigation measures are required to mitigate against any additional impact on flood-prone lands within the vicinity of the Poolbeg West.



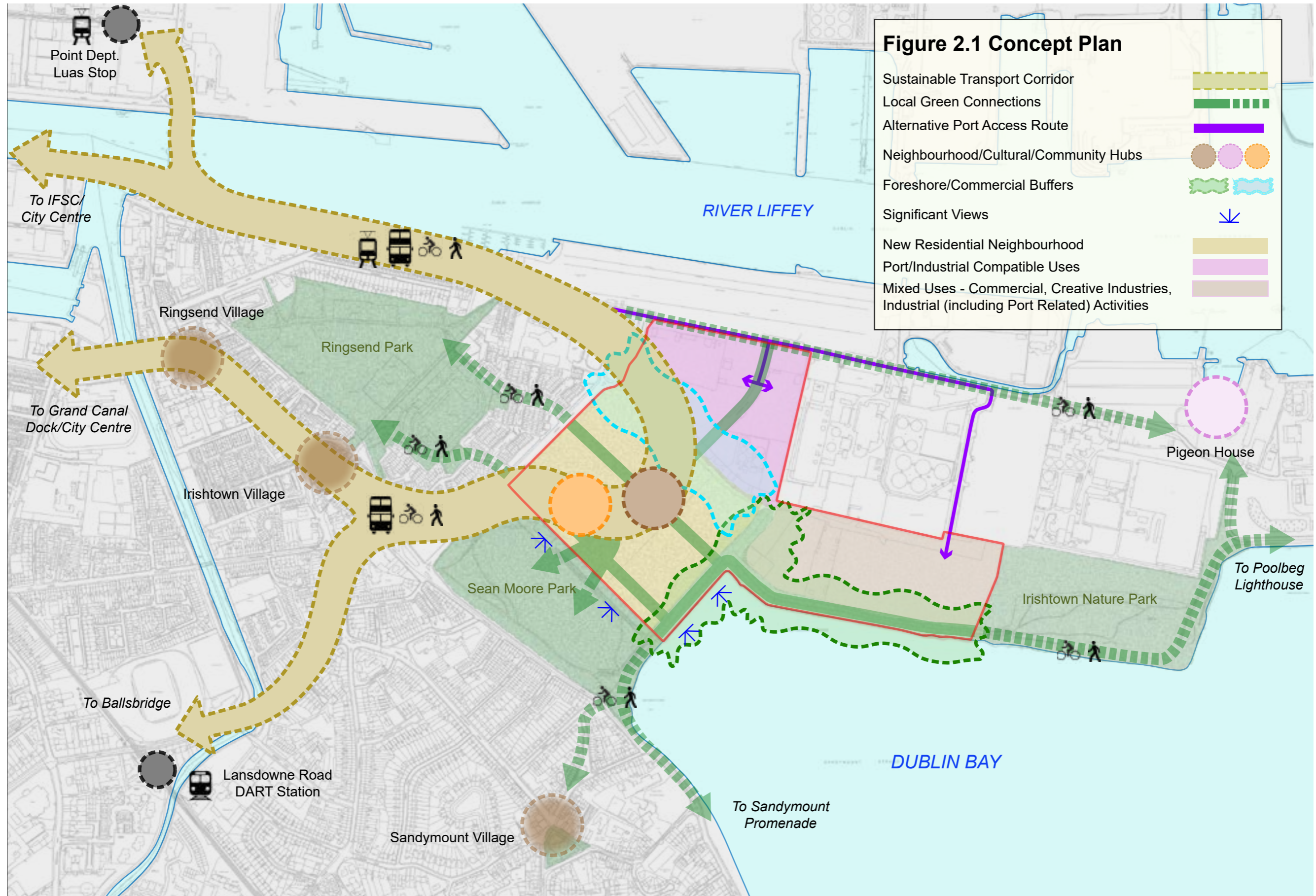


Figure 2.1. Concept Plan

03

A New  
Residential  
Neighbourhood



### 3.1 Introduction

The SDZ Planning Scheme provides an opportunity to create a quality urban living environment with its own character and identity, centred around an urban village core and strengthened by supporting community facilities and modern services and local employment opportunities. The ambition is for this area to develop as a balanced community, well integrated with the established community and the existing neighbourhoods.



Figure 3.1. Pembroke East 'A' Location

### 3.2 Challenges & Opportunities

A primary challenge for the scheme is addressing a city-wide shortfall in housing supply. This site has potential to provide significant amounts of new housing in an area well served by infrastructure and amenities in a reasonably short timeframe and for this reason can play an important part in improving housing supply in the core of Dublin city. Its location, beside the main major areas of employment in the city at Docklands, Ballsbridge and the city centre, means that these lands can provide new housing locations close to people's place of work, improving quality of life and enabling healthy and environmentally friendly modes of commuting.

The development of the SDZ for housing has also to be shaped in the context of the existing housing and housing issues of the adjoining communities. The second key challenge is achieving a balanced residential population, by ensuring the scheme includes a wide range of housing sizes, forms and tenure, providing for a mix of household types and catering for people of all ages. A key local concern is the escalating cost of accommodation which is having an impact on those people who wish to reside longer term in the area. The age profile of the local area is young, with 27% of the local population under the age of 25, and a further 42% in the 25-44 age bracket (Census 2011). In regard to family size, the range of family sizes in

the local area (i.e. 'Pembroke A' Electoral Division) is broadly similar to that of the city as a whole, with approximately half of all families comprising two persons, and a further quarter having three persons (Census 2011). This would suggest a relatively high demand for one- and two-bed units overall.

The third major challenge with regard to housing is that housing density and design needs to be appropriate to the location, reflecting the significance of the SDZ as a resource for the future of the city, and taking cognisance of development plan policy, the Council's housing strategy, and relevant legislation. Creating a desirable living

environment with ease of access to employment and amenities can be achieved through modern sustainable building design and layouts, in conjunction with careful urban design. The size and central location of the SDZ is both a challenge and a great opportunity for appropriate place-making, while maximising the residential potential of the site. As non-residential uses including commercial/retail uses and also community uses are also planned for the area, the integration with and transition to other uses presents urban design challenges that need to be carefully considered.

### 3.3 Planning for an Appropriate Mix of Housing

Research undertaken in preparing this Planning Scheme indicates that there is high demand for one and two-bed units in this area of the city, with approximately half of all families in the local area comprising two-person families and a further 25% being three-person families. Shorter term social housing need figures showing a particularly high requirement (over 50%) for one-bed units.

The City Development Plan (section 16.10.1) sets out that the mix of unit types for apartment developments shall be as follows: a maximum of 25-30% one-bed units, and a minimum of 15% three+-bed units, with the balance being two-bed units. In this context, it is considered that the mix of unit types allowable in the development plan will also be required in this scheme, but with an allowance for some student accommodation given the demographic situation. The overall unit mix for Poolbeg West is as follows:

Apartment Unit type	% of SDZ Scheme
1 bed	25–30% (up to a quarter of which may be studios)
3+ beds	15% minimum
2 beds	Up to 60% (Balance)

Table 3.1. Mix of unit types in SDZ

The above will be sought across the SDZ in order to achieve a balanced, integrated approach across the scheme. The SDZ is located in a central city area where ‘build to rent’ schemes can be provided as part of the variety of typologies and tenures provided in the City Development Plan.

Where proposals are made for ‘build to rent’ schemes, the 2015 Department of Housing, Planning, Community and Local Government Guidelines and the City Development Plan allow for a higher percentage of one bed and studio apartments in areas located close to major centres of employment. Schemes with a significant proportion of studio apartments (subject to an absolute 50% maximum) must demonstrate:

- i) that the design allows for future potential change of use to other forms of residential accommodation (such as through the amalgamation of units) in order to meet the statutory required unit mix under the development plan.
- ii) that the location is such that an overconcentration of similar build to rent projects is avoided.

In accordance circular PL 11/2016, a maximum of 30% of units in a build to rent scheme can be of the ‘shared living’ model. For all build-to-rent schemes, the Poolbeg West Planning Scheme

will seek a diversity of unit types/sizes in order to help achieve a balanced demography/ community. Recent experience indicates that ‘build to rent’ schemes tend to be in the range of 250–300 units.

This scheme is located within an area which could benefit from up to two ‘build to rent’ (BTR) schemes of this scale, or possibly one scheme in each of the four blocks at a smaller scale (up to 150 units) which would provide for studios and allow for some ‘shared living’ model design. Principally for key/mobile workers, such BTR projects must be located in separate urban blocks to avoid over concentration (Table 3.2).

Apartment Unit type	% of SDZ Scheme (by number of units)
Studio apartments/ one bed units/ shared living (30% max)	50% maximum
3+ beds	15% minimum
2 beds	Balance

Table 3.2. Mix of unit types for Build to Rent Schemes with studios and/or shared living accommodation.

The rollout of the Planning Scheme will be kept under review by the development agency to ensure a socially balanced neighbourhood is achieved.

### 3.4 Building Heights and Block Layout

Block layouts are set out in detail in the Urban Structure chapter (Chapter 11). The overall layout is integrated with a hierarchy of routes ensuring access to key destinations and amenities. By seeking diversity in built form and layout, new residential streets can develop character and an individual sense of place, and this has informed the approach to urban design. Residential developments will interact with streets to ensure an appropriate level of activity at street level.

Buildings will be predominantly under 28 metres in height, i.e. 4–7 storey commercial, and up to nine storeys residential. Mid-rise heights of up to 50m can also be accommodated at a limited number of locations. These locations have been specifically selected due to their location addressing a key open space or major access routes or view points, thus creating variation and local landmarks within the scheme and framing larger spaces, whilst also minimising overshadowing. It is recognised that the scheme provides for a substantial difference in massing between existing residential areas to the west and south and the proposed approach in the scheme. This transition will be managed using appropriate separation distances, attractive quality landscaping, and sensitive building design along boundary areas.

The SDZ area is of sufficient scale to define its own character and density, which will be informed largely by the building heights specified, in conjunction with block design and amenity/open space provision. Eventual densities achieved on site will therefore be the outcome of a design-led approach informed by various objectives in this plan.

### 3.5 Creating an Inclusive and Socially-balanced Community

The planned residential element of the scheme should provide for a broad spectrum of residents in recognition of demand and also to encourage the development of a sustainable residential community. This balance needs to be reflected in the house types delivered and also the types of tenure mix planned. This should include opportunities for smaller households, accommodation for older people and people with disabilities, and units suitable as starter homes. Innovative housing models such as approved voluntary and co-operative housing bodies can bring diversity to the new community and will be encouraged. In achieving a balanced approach to housing it is important that each block accommodates a mix of tenure types, including its social housing requirement, and that clustering of particular tenures or forms is avoided.

#### Social Housing Provision

Social housing implementation will be led by Dublin City Council and guided by the content of the housing strategy and current legislation. Housing policy will be implemented by the Council and where appropriate in collaboration with approved voluntary and cooperative housing bodies who perform a key role in the provision and management of social housing in the city.

10% of new residential units provided on the lands included in this Planning Scheme shall be delivered as social housing in accordance with an agreement made with the planning authority pursuant to Section 96 of the Planning and Development Act 2000, as amended.

- Prior to commencement of development, subject to confirmed funding and value for money considerations, a commercial agreement shall be entered into between Dublin City Council, the Department of Housing, Planning and Local Government, and the owners/developers of the residential element of the Planning Scheme for the delivery of 15% of the residential units approved on the lands included in this Planning Scheme for social and affordable housing purposes. These units shall be additional to the housing provided for social housing purposes as required above.

This objective takes account of and implements government policy as set out in the 'Action Plan on Housing and Homelessness Rebuilding Ireland' including Actions 2.4 and 2.8 (delivery of additional social housing over and above Part V through a variety of means), Action 2.16 (housing for older people, including assisted living), Action 3.1 (Local Infrastructure Housing Activation Fund (LIHAF)) and Action 4.6 (affordable rental), together with policies promoting tenure diversity in the City Council's housing strategy. In addition, Dublin City Council will be given an option, as part of the SDZ, to acquire 100 housing units at market rate.

Adaptable homes with a range of unit design types and typologies will also help create balanced provision, alongside a mix of tenure throughout the residential scheme. Whilst a



limited amount of student housing can also be accommodated, this is not a central goal of this plan and therefore any such proposal should be small in relation to the urban block within which it is located and take consideration of the need for overall balance.

Supporting the residential uses will be a variety of services and amenities to include schools, shops, and public open spaces. These services are located within and adjacent to the housing areas and close to open spaces so that they provide attractive local hubs for community interaction and are easily accessed by all ages and abilities.



### 3.6 Sustainable Building Design and Quality Housing

A key principle of this Planning Scheme is the implementation of a sustainable new neighbourhood. In achieving this vision two issues emerge regarding building design, namely (i) energy efficiency and use of renewables and (ii) providing flexible buildings that can adapt to the needs of the residents over time, thus supporting the creation of a stable new community.

Current development plan policy supports energy efficiency, increased use of renewables and improved energy performance. Dublin City Council is also seeking to develop a district heating system for the area, providing a sustainable source of heating and hot water. The provision of this system, and also all necessary enabling infrastructure, is supported.

For this reason, the City Council will encourage proposals that exceed minimum energy standards (BER, BREEM and similar) and support the implementation of measures that aid the creation of a sustainable neighbourhood. Such proposals could include charging points for electric cars,

car pool spaces, plentiful parking for cycles in the public realm and also within housing developments, and opportunities for recycling and composting within the residential blocks.

In relation to adaptable/flexible design, policy QH13 of the City Development Plan states: 'to ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner as set out in the Residential Quality Standards and with regard to the Lifetime Homes guidance contained in section 5.2 of the Department of Environment, Heritage and Local Government 'Quality Housing for Sustainable Communities – Best practice guidelines for Delivering Homes Sustaining Communities' (2007). Applications for housing will be required to demonstrate compliance with this policy, to ensure that the new housing can meet the needs of residents throughout their life.

It is an Objective of Dublin City Council	
<b>H1</b>	To provide high quality, environmentally sustainable, adaptable homes, providing for a range of household types including single occupants, couples, families, students, older persons and those with disabilities.
<b>H2</b>	To ensure that new housing is delivered in tandem with supporting social infrastructure.
<b>H3</b>	To promote sustainable higher densities and high-quality design achieving generous, high-quality internal, communal and public spaces designed around flexible living, good natural light and generous storage.
<b>H4</b>	To ensure that the spaces between and within housing developments is of a high quality, with an attractive public realm, that the courtyards are finished to a high design and durability standard reflective of the maritime location and include play facilities across a range of age groups.
<b>H5</b>	All residential development shall comply with the provisions of Dublin City Council's housing strategy as set out in the City Development Plan. A mix of unit types shall be sought within each urban block (A1–A4 inclusive, see Chapter 11), and in accordance with the housing strategy, in order to help address housing demand and ensure a balanced social mix. Where the scheme is a dedicated build-to-rent, with proposals including studios/shared accommodation, the mix shall comply with Table 3.2. To avoid domination of any particular unit mix or tenure, any such build-to-rent proposal shall be limited to one scheme in the range of 100–150 units within each of the four urban blocks.
<b>H6</b>	To create a socially integrated neighbourhood which encourages tenure diversity and creates a good mix of housing types integrated into the area. All social housing shall be provided or proposed as set out in planning legislation. The required proportion shall be delivered within each large-scale urban block as the scheme is developed to avoid social segregation, and in accordance with the phasing programme.
<b>H7</b>	To support and promote the development of a socially-balanced community by encouraging a variety of housing unit types, tenures, and funding models and encourage the provision of affordable housing within the scheme and collaborations with approved voluntary and co-operative housing bodies as appropriate, to be spread across the housing area.
<b>H8</b>	All residential proposals shall comply with the policies and objectives of the Dublin City Development Plan 2016–2022 in relation to quality, daylight, open space and residential amenity, and particularly Chapter 5: 'Quality Housing', Chapter 12: 'Sustainable Communities and Neighbourhoods', Chapter 16: 'Development Standards', and also the provisions of the Dublin City Council housing strategy as set out in Appendices 2A/2B of the Development Plan.
<b>H9</b>	To promote housing layouts that encourage successful community integration both in terms of large-scale physical planning and also in regard to access to supporting services such as retail, leisure, and community uses.
<b>H10</b>	To create urban blocks/streets with a distinctive and varied architectural character within the overall housing and commercial areas to avoid blandness and promote identity as part of place making.
<b>H11</b>	To promote sustainable building design in accordance with paragraph 3.6 above.
<b>H12</b>	To collaborate with groups such as the Nimble Spaces organisation <a href="http://www.nimblespaces.org">www.nimblespaces.org</a> as an approach to designing for housing for people with special needs on SDZ site.

04

**Community  
Development**





## 4.1 Introduction

Social sustainability is central to the strategy for this Planning Scheme. The regeneration of the Poolbeg West lands is about people and building communities, not just the physical and economic aspects of planning and development. Dublin City Council will actively pursue a community and social development agenda in the SDZ and connect to the wider Docklands communities' range of services and expertise across all sectors. Dublin City Council, through the Department of Community and Social Development, has assumed responsibility for community development, social inclusion, children's services, integration and an age friendly city.

The Planning Scheme aims to create a successful community that can sustain the new residents in the SDZ and also serve wider established neighbourhoods. The scheme will ensure the future growth of a wide range of community services essential to local community life within and adjacent to the SDZ and to promote multi-use, fit-for-purpose community facilities which are suitable for all ages and all abilities.

Within the wider docklands area, there are a wide number of existing social and community facilities including local authority offices, statutory welfare services, libraries and community services which serve the local population and provide a range of opportunities to become involved with the local neighbourhood. The Planning Scheme will therefore seek to improve existing community facilities within the docklands area, and in areas where a deficiency exists Dublin City Council will work with providers of such facilities to locate in the SDZ and ensure access to the local population.

## 4.2 Achievements

Significant progress has been made by Dublin City Council to support the creation of successful neighbourhoods and in particular the provision of community facilities, services and amenities in the docklands area. The City Council's Department of Community and Social Development has responsibility for community development, social inclusion, children's services, integration, local labour market activation, and an age friendly city.

The City Council has recently adopted a Local Economic and Community Plan that will support and promote community and economic development in the city for the next six years. The vision of the plan is to grow and sustain the city based on principles of equality, social justice and environmental sustainability where the needs of thriving, active and engaged local communities are served by a strong local economy.

An audit of social infrastructure in the wider Docklands area, undertaken by Dublin City Council in 2015, and updated in 2017, found a strong concentration of existing social infrastructure facilities, with significant advances made in the last ten years. The audit identified a total of 348 social infrastructure facilities covering sports and

recreation, education and training, community/ social services, health and religious facilities in the docklands area. There is a recorded increase in the number of community services in the area. The audit identified 67 community facilities comprising a mix of government and local authority offices, welfare services, libraries, Garda and fire stations, youth clubs and public and private community support services.

There is a good geographical spread of community and resource centres in the area. The scope of services provided particularly at Ringsend, Irishtown, and St Andrew's Resource Centre and also across the river at the Sean O'Casey Community Centre, is broad and highly valued.

There has been a recorded increase in the usage of library facilities in the area in recent years. Annual visits to Pearse Street Library increased by 22,208 visitors between 2008–2013 and a registered increase of 6,833 annual visitors was users recorded at Ringsend Library over the same period. The model for delivering library services continues to evolve in the city with the aim of developing a network of community and cultural spaces with resources, experiences, programs and projects for all ages.

## 4.3 Challenges

Delivering on a range of community services to meet the needs of all members of the community still remains a challenge. Engaging with landowners and their financiers in providing community infrastructure in the Poolbeg West SDZ Planning Scheme area will be an important task.

While there has been progress in social and community infrastructure in the area, availability of public finance has been a challenge to providing additional community services. It has also been identified that there are operational difficulties, including resource limitations, as a result of funding cuts.

The population of the area is expanding and there is a need to engage young people and provide appropriate support for them. It is necessary to actively engage in social inclusion measures to strengthen the resilience and opportunities for more vulnerable members of society. There is also the challenge of adequately addressing in a local meaningful way the challenges of mental health issues in the area.

## 4.4 The Way Forward

The Council will seek to promote a quality urban village in the Planning Scheme area that is well-designed, safe and suitable for all age groups. The scheme provides for a village centre that is robust, adaptable and well served by community facilities and which contributes to the identity of the area. The Council will also ensure that the goals set out in the city Local Economic and Community Plan 2016-2021 are implemented in Poolbeg West area.

A key aspect in the sustainable provision of social and community infrastructure in the Poolbeg West area is to ensure optimum use of the community facilities in both emerging and existing neighbourhoods. The Planning Scheme will therefore seek to provide a variety of new community infrastructure that complements the range of neighbouring facilities already existing in the vicinity. Community facilities, existing and planned, are set out for the SDZ and wider context area in Figure 4.1. Dublin City Council will continue to monitor delivery of social infrastructure and shall, on completion of Phase 1 of the scheme, review and update the Community Audit, to ensure that there is clear information to the Council and developers of emerging community requirements, new facilities delivered, and also what needs to be targeted and addressed in the second phase.

Dublin City Council through its community, sports, parks and area office departments will actively pursue a community and social development agenda to support and underpin the physical investments made within the SDZ area. The Council shall use its resources to promote its facilities and spaces to all residents and workers within the scheme; work with clubs and groups to

encourage growth and integration; and support new groups in making use of the wide range of facilities within the immediate area and in making good use of newly provided spaces within the scheme. Building communities and supporting new areas to grow into thriving communities needs the resources of people as well as buildings. As the development agency as well as the local authority for the scheme, Dublin City Council is committed to supporting the new residents and workers within the scheme to build a new neighbourhood.

The scheme will support age-friendly services and in particular ensure that the needs of the elderly are appropriately considered in relation to the development of the SDZ. The scheme will also support youth services initiatives that foster social integration, improved mental health and wellness.

### 4.4.1 Social Infrastructure

The planning scheme will pursue a cohesive, integrated and socially inclusive approach to community facilities which will help re-connect people with their neighbourhoods and the wider community. The scheme will support the Social Inclusion and Community Activation Programme (SICAP), which aims to tackle poverty, social exclusion and unemployment through local engagement and partnership between individuals, community organisations and public sector agencies.

Social inclusion is very important in creating a sustainable urban village in the SDZ and the scheme will encourage the maximum use of the established assets through shared use and shared cost, to ensure that quality facilities are available

to all. The planning scheme also recognises that additional facilities are required in the area and will seek that new social infrastructure should respond to needs of providers, make the most of assets, facilitate responses to opportunities and assist with access to funding.

### 4.4.2 Community Infrastructure & Gain

To create a sustainable community in the SDZ, it is a core objective that opportunities for community infrastructure and gain are maximised through the design of buildings, the public realm provided, and the land uses proposed. All proposals for large-scale residential and/or mixed-use schemes in the SDZ are required to submit community audits in accordance with Section 16.10.4 of the Dublin City Development Plan. Under these requirements, typically schemes of 50 units or 5,000m<sup>2</sup>, depending on local circumstances, must be accompanied by a community infrastructure statement comprising an audit of existing facilities in the area. For applications within this SDZ, applications will be expected to meet this objective by taking into account the 2015 DCC audit, with relevant updates.

The Planning Scheme will seek to ensure that developments in Poolbeg West contribute to the 5% allocation of space in the docklands area to be used for social, community, cultural, creative and artistic purposes. This space shall generally be within the SDZ itself, though some elements can be directed to viable projects within close proximity of the scheme that will benefit and aid the integration of the new and existing communities, subject to agreement with the City Council. Proposals that

combine community and/or arts requirements from more than one block to create viably-scaled spaces will also be favourably considered. Community infrastructure and gain will continue to be promoted as part of development proposals and these opportunities will include:

- Encouraging the shared use of facilities and spaces for the benefit of community meetings and events.
- Developing tourism, culture and arts resources within the SDZ for the benefit of the local community.
- Reinforcing the strong connections with established urban villages and neighbourhoods in the wider area and encouraging shared use of facilities in all locations for all.
- Providing new social facilities as part of development proposals.
- New employment opportunities within commercial and mixed-use developments including requirement for business start-ups and smaller enterprise spaces.
- Employment opportunities aimed at reducing long-term unemployment and youth unemployment.
- New permeable routes and street connections that facilitate ease of local movement and neighbourhood integration.
- A high-quality public realm, and provision of public open space for recreation and socialising.
- New high-quality housing options to expand the population base and vitality of the area.



Figure 4.1. Community Facilities, Existing and Planned (Indicative Locations)

- A vibrant mix of commercial uses that include local shopping, cafés, restaurants and leisure uses to benefit the population.
- Provision of suitable accommodation for private childcare operators to uptake, and where public sector operators have funding, floor space available for public and community-based childcare services.

Dublin City Council will continue to invest in community facilities in the wider community of Ringsend, Irishtown and Sandymount to the

benefit of all residents, supporting local clubs, community spaces, youth café-type facilities and special events and festivals that build and support communities and which will aid the long-term integration of the SDZ into the fabric of this part of the city.

#### 4.4.3 Educational Facilities

Dublin City Council will continue to actively liaise with the Department of Education and Skills (DES) in relation to the provision of school(s) within the SDZ. The Department of Education and Skills was

consulted as part of the SDZ Planning Scheme preparation and it was established that a primary school site be reserved in the SDZ.

Dublin City Council will fully support proposals which are made for new educational facilities by the Department or other providers. The potential for sharing of facilities either between schools, or with public open spaces and sharing of community facilities, will also be pursued by the Council. Design of school grounds should be such that facilities can be accessed outside school hours.

## 4.4 The Way Forward (continued)

It is important that the new residents and the wider community have access to third-level education, training and skills development, to gain access to jobs in the industries locating the docklands and both new and supporting enterprise activities. Dublin City Council, through the establishment of the Docklands Forum, intends to work closely with education and training and local employment services in the area to support and encourage stronger links and opportunities for local people to achieve their potential and have real opportunities for high-quality local employment. The SDZ is located close to a range of opportunities for education beyond second level. It is therefore imperative that the social regeneration of the area supported by the City Council maximises the opportunities provided by the National College of Ireland located in the docklands and the close proximity of Trinity College and other third-level facilities to ensure that the local population achieves access to third level plus skills and education development.

### 4.4.4 Childcare Facilities

With a growing population, there will be a continuing and increasing demand for childcare places and in particular affordable facilities. The vision for the area is to promote the location as a family-friendly neighbourhood and to ensure access to childcare facilities. The Planning Scheme for Poolbeg West will seek the provision of childcare facilities in new residential developments to cater for local demand. The design and location of such facilities should include outdoor playgrounds to an appropriate standard of amenity, safety, and accessibility, and to create safe and accessible places for socialising and informal play; and where practical be located close to public amenities such as parks so that excursions and nature trail type activities can easily take place. The City Council supports initiatives for affordable community based childcare in the wider community, including upgrading of existing facilities at the Ringsend and Irishtown Community Centre and others which can provide viable options for families to return to education and work living in or proximate to the SDZ.

Dublin City Council will continue to support the role of childcare services and co-ordinate with stakeholders and providers of these services to assist existing service providers and support the future provision of private and community-based services as the population expands.

### 4.4.5 Delivery of Community Facilities

Creating a new neighbourhood within an urban context requires a balance between meeting local needs within the scheme, ensuring best use of already established resources, providing choice and variation in what is available, and also creating opportunities for integrating into the wider docklands area. Community facilities have a critical role to play in providing the environment to achieve the vision of integrating Poolbeg West into the wider Ringsend and Irishtown area. Dublin City Council has committed to providing significant community levy funding to the Ringsend and Irishtown Community Centre and St Andrew's Resource Centre for their redevelopment and service expansion to provide a range of important community resources for the wider docklands, Ringsend and Irishtown area, including Poolbeg West. These resource centres provide an important range of specific community resources at a more strategic level.

Within the scheme itself, to aid the development of a sustainable new residential neighbourhood, provision of a high-quality multifunctional community hub will provide the space needed to cater for a range of local community and leisure uses located within the heart of the residential area

and also close to Sean Moore road to encourage use of the space by residents in adjoining neighbourhoods.

This space, at a minimum size of 2,000m<sup>2</sup>, shall comprise one large hall space plus a number of smaller spaces that can cater for a wide mix of social activities. The possibility of working with the Department of Education and Skills in relation to enabling sharing of this facility with a school will be explored prior to any planning application being lodged. In any case, the facility is required to proceed in tandem with housing development, even if the school is not proposed to be progressed in the short or medium term. Where this is the likely outcome, the design of the facility shall provide for the possibility of future integration. This facility will provide a multi-functional hub within the community that will have a mandate to develop and support a range of activities that embrace and deliver local community services from the very young to the more mature members of the local area. Details of the management and proposed programme of uses shall be agreed with Dublin City Council as part of a compliance of permission.

At a local level within the scheme, it is essential that flexible residential service and community

use spaces are provided in tandem with the development of new housing and employment areas. It is envisaged that some of these local spaces will include provision of artist studios. Figure 4.2 below details the proposed locations for community facilities and uses within the scheme. Some flexibility on provision will be considered where the principles and goals of the designated location are preserved and a case for a better location is demonstrated to the satisfaction of the planning authority.

Provision of community facilities and services to serve the SDZ area is planned around a hierarchy of facilities set out in Table 4.1 below. Dublin City Council is committed to supporting high-quality community services at each scale through a mixture of staff resources, funding streams, spaces, and the development management process. The delivery of community and sport facilities and residential services in tandem with development is key to providing a sustainable new urban village right at the first phase. For this reason, the phasing of these facilities is integrated with the delivery of housing. (See Chapter 9 and the Development Code for blocks contained in Appendix 5 for further details.)

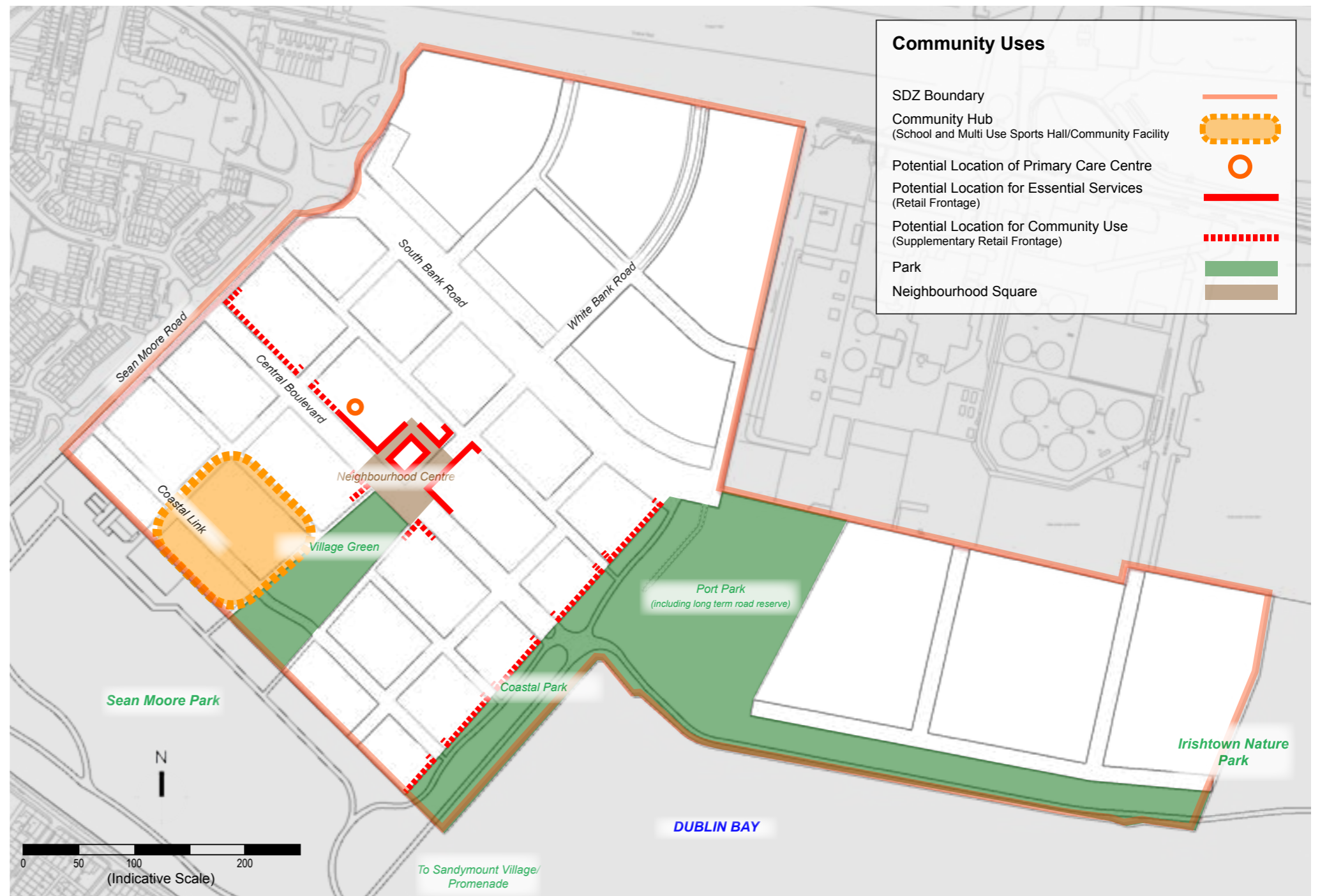


Figure 4.2. Community Uses

## 4.4 The Way Forward (continued)

Type	Facilities	Funding
Community-wide facilities that provide new multi-purpose spaces and specialist services and facilities for new and existing residents across the docklands area	RICC St Andrew's Resource Centre	DCC through capital programme and local sports grants from DCC fund sources including development levies, rates and other resources, Dublin Waste to Energy Community Gain Project Grants Scheme, other Government Departments including Sports, Social Welfare
	Specific sports, dance and activity clubs in docklands area with shared and/or dedicated facilities (water, indoor and outdoor based)	DCC local sports and community grants, Dept of Transport, Tourism and Sport grants schemes, Aviva Stadium Local Community Fund, Dublin Waste to Energy Community Gain Project Grants Scheme, Dublin Port (grants & sponsorship), Corporate
	City Block 19 of North Lotts & Grand Canal Dock SDZ – 30% of the site reserved for community uses	Waterways Ireland
SDZ Wide Facilities	New local community hub providing a multi-purpose sports and arts/ performance hall and supporting rooms, where practical, complementing the primary school. (Minimum size of 2,000m <sup>2</sup> )	<i>Key Source:</i> Developer-led, integrated with DES school hall provision, if feasible. <i>Additional Funding Opportunities:</i> Dublin City Council, Dept of Transport, Tourism & Sport grants schemes
	Health Centre and medical-related services – opticians, dentists, gp practices, chemists	HSE and service provider led
	Main retail facilities and residential/worker services including inter alia class 2 uses, post offices, banks, credit unions, dry cleaners, solicitors' offices, cafés/restaurants/public houses (focussed around Square and Boulevard)	Provided by developer, commercially led
Urban Block Facilities: <ul style="list-style-type: none"> <li>To be detailed from results of Community Audit supplied for applications exceeding 200 units and/or as one report per block area submitted with first housing application within the block (as required by the City Development Plan)</li> <li>A level of flexibility on uses should be built into the design to allow for new initiatives/needs that may emerge during or after completion of the development and to allow for variation between blocks</li> </ul>	A mix of community and residents' meeting rooms and facilities within each block (targeted to reflect the mix and typology of housing being provided), Local crèche, Local residential services – including medical, class 2 uses, cafés/restaurants/local public houses and local retail, Artists Studios	Provided by developer, majority commercially led

Table 4.1

It is an Objective of Dublin City Council	
<b>CD1</b>	To promote the development of local community, cultural and recreational spaces within the SDZ, with a particular focus on the community hub and village area of the scheme as an attraction and benefit to the residents in the area.
<b>CD2</b>	To support and promote the continued role of the Ringsend and Irishtown Community Centre as the primary community resource centre that will serve the Planning Scheme area and also St Andrew's Resource Centre as a provider of significant community facilities and supporting resources accessible to the SDZ and integrated with the wider community.
<b>CD3</b>	To support the expansion and growth of existing sports (consistent with nature conservation policy), libraries and leisure facilities, in particular water-based sports, in recognition of the waterside context of the SDZ, and the strong maritime traditions of the Ringsend/Irishtown area for the benefit of the local community and in particular programmes that encourage engagement by younger people.
<b>CD4</b>	To promote commercial facilities such as local supermarkets, restaurants, cafés and leisure facilities that provide opportunities for local employment and also to promote locations for the community to interact, meet and socialise (to assist community development).
<b>CD5</b>	To reserve a site within the Planning Scheme to accommodate a new educational facility to serve the SDZ, and to work with the Department of Education and Skills where the decision is made to proceed with a new school. The design of any new educational facility shall ensure that facilities such as pitches and/or halls can be used out of hours, and the Council will work with the Department to maximise opportunities for high-quality shared facilities.
<b>CD6</b>	To improve the quality of life for older people in the area by implementing the actions of the Dublin Age Friendly City Strategy 2014–2019.
<b>CD7</b>	To co-ordinate, with other agencies, on the continued support for and enhancement of youth and senior citizen services in the local area for inclusive and integrated communities.
<b>CD8</b>	<p>i) To require all developments over 200 residential units/10,000m<sup>2</sup> to provide 5% social, community, cultural, creative and artistic space(s) in the SDZ as identified in an updated 2015 Cultural and Community Audit, to be completed within 6 months. This space can be provided in tandem with needs identified through the cultural and community audits to achieve viable economies of scale. Each application must demonstrate how this is to be provided for as part of the implementation of the SDZ Scheme set out in Chapter 12. The scheme shall aim to provide for artists' studios comprising 10-20 studios in one or more clusters, delivering a minimum of 40 artist studios of varying size.</p> <p>ii) Developers to consult with the Arts Office of Dublin City Council, the Arts Council, the Department of Arts, Heritage and the Gaeltacht, local communities and residents in developing the social, cultural, creative and artistic needs of the SDZ.</p>
<b>CD9</b>	All large proposals (as defined by the City Development Plan, Section 16.10.4) shall undertake an updated community audit, drawing from and in accordance with the 2015 Dublin City Council Community Audit, and as part of the planning application process address how the development will contribute to the range of supporting community infrastructure, including childcare facilities.
<b>CD10</b>	To improve the quality of life for residents in the area and surrounding communities by implementing the relevant actions of the Local Economic Community Plan.

# 05

## Economy and Employment





## 5.1 Introduction

Dublin, in its role as the engine of the economy, needs to develop a sufficient critical mass to compete at an international level. Poolbeg West, given its location close to the core of the city region, its capacity to deliver a significant supply of modern housing and a reasonable quantum of commercial space, and its high levels of accessibility, will assist the city in fulfilling its potential.

Dublin is one of the most attractive global locations for new business, entrepreneurship and international companies, and is ranked as the best location globally for availability of skilled workforce, investment incentives and openness. It is an open and connected hub in the global economy, particularly through its advanced services economy as a world leader in IT and financial services. Dublin, as the capital

city, generates almost half the national gross domestic product (GDP) and so its performance is essential to the success and competitiveness of the national economy.

Sustainable development has economic, social and environmental components. The economic objectives proposed within this Planning Scheme are also closely interlinked and mutually dependent on all the other policies within the scheme such as housing, land use, movement, infrastructure and recreation. The new City Development Plan core strategy is framed around three pillars, one of which is economic development and employment generation. This Planning Scheme supports the delivery of this core strategy.

*Poolbeg West, given its location close to the core of the city region, its capacity to deliver a significant supply of modern housing and a reasonable quantum of commercial space, and its high levels of accessibility, will assist the city in fulfilling its potential.*

## 5.2 Achievements

The national and city economy has returned to growth. Development has re-commenced in the city, including new and refurbished offices and apartments.

The city continues to attract significant foreign direct investment (FDI) and existing FDI firms continue to increase their workforces.

There is increasing recognition nationally on Dublin's pivotal role in driving national growth and prosperity; that Dublin is competing directly with other cities internationally to attract FDI, tourists and international students; and so the need to enhance Dublin's attractiveness as a location to do business in, and to live and work.

Docklands is now considered a prime office location comparable with the traditional office core or central business district of the city, attracting quality development and high-value economic activity. This is apparent from the strong presence of multi-national enterprises, as well as a significant headquarters presence of indigenous corporate entities. The residential and commercial yield provided as part of this Planning Scheme will complement the existing North Lotts and Grand Canal Dock Planning Scheme and in turn help to further reinforce the city's economy.

## 5.3 Challenges

Ensuring a sustainable supply of housing provision alongside new commercial floor-space to meet growing demand in the city, and to keep property prices and rents at an affordable and competitive level, is the most significant challenge, and one that this Planning Scheme seeks to directly address.

Dublin Port as an extensive industrial area within and surrounding the SDZ and presents both a challenge and a tremendous opportunity. The port is the most important route for trade for the entire country, and has a landbank and strategic assets of national and international importance, located on the 'doorstep' of the city. Growth in trade has seen the port embark on a significant expansion and development plan on the north port lands, and its 2012 masterplan sets out their long-term strategy to maximise this vital state asset. The northern and eastern portions of the SDZ lands are owned by Dublin Port. The challenge is to provide commercial and residential uses with a good level of amenity, while at the same time allowing Dublin Port to continue to operate and perform its vital trade route function for the State.

The key growth sectors also relevant to a sustainable city quarter are information and communication technology (ICT), financial services, consumer and business services, and content industry. These sectors have a significant presence in Docklands, save for the latter where there is a small but growing presence of the industry subsectors such as media, music, film, digital and games industry. It is considered that

## 5.3 Challenges (continued)

Poolbeg West can assist in ensuring that the Docklands and the city continue to attract high value economic activity in key growth sectors across a range of corporate entities from start-up to large mature organisations, indigenous and multinational enterprises. A core part of this challenge is ensuring that a range of employment options and skills needs become available, creating opportunities for the local community. Dublin City Council, through the Docklands Forum, intends to work closely with education, training and other agencies to ensure maximum opportunity and benefit from employment opportunities for residents of the wider area.

## 5.4 The Way Forward

### 5.4.1 Commercial Uses

The commercial uses proposed within this Planning Scheme has two main elements (i) neighbourhood district level retailing (having regard to the Retail Strategy of the City Development Plan) and (ii) office and enterprise/start-up uses. It is considered that the commercial and retail units anticipated to be delivered as part of this Planning Scheme will provide a comprehensive range of commercial and employment uses. In regard to retailing, this will be maintained at neighbourhood level of provision in order to ensure that there are no negative impacts on the nearby local centres

which serve local catchments (see 'retail' heading below). It is anticipated that the commercial hub of Poolbeg West will serve the new population of the SDZ's workers and residents, as well as providing additional services to the area to the benefit of the wider docklands community. It will be well-served by public transport, and within an easy and legible route to walk or cycle to. The number of new dwellings proposed in this scheme will result in a self-sustaining urban village, providing the critical mass (customers and workers) to serve the commercial area, while at the same time reducing trip generation.

The commercial area proposed can provide a focal point for the delivery of integrated services and will have the capacity to deliver on a range of requirements, the most important of which are:

- A density of commercial development that can protect the residential area from the port and utility uses to the north.
- A viable retail and commercial core providing a range of local services and new employment locations.
- A distinctive spatial identity with a high-quality physical environment where the retail uses address the street and frame the northern boundary of the village green open space area, creating an attractive village hub.

### Retailing

Poolbeg is defined as a District Centre in the City Development Plan. Taking into account the scale of existing retail in the adjoining villages, and the proposed scale of development in the Planning Scheme and surrounding areas, it is considered that this district centre is of the smaller scale; catering primarily for local convenience needs and some additional services as well as restaurant and café uses. This will ensure the ongoing viability of surrounding local retail centres. Planning applications that would provide for an overall volume of retail development over 5,000m<sup>2</sup> will require a detailed retail impact assessment addressing any possible impact on the surrounding villages.



The retail area should accommodate 1–2 supermarkets and a range of supporting retail and retail services up to a maximum of 5,000m<sup>2</sup>, unless a justifiable case is made. To supplement the above, the provision of small-scale retailing is supported along the northern side of the Central Boulevard Green Link to the junction of Sean Moore Road and along the eastern edge of the Coastal Park provided it can be demonstrated that it would not detract from the successful delivery of village centre retailing. This has potential to provide a service for those accessing the future LUAS, drawing people into the site and animating the foreshore area.

#### 5.4.2 Office Typologies

Poolbeg West must facilitate a range of office typologies to reflect the key growth sectors and to meet business life-cycle needs from start-up to growth phase to maturity and consolidation. To this end, the SDZ Planning Scheme will promote flexible floorspace provision to allow for a range of office accommodation types within the commercial hub. This approach is also desirable from an urban design perspective to ensure an appropriate diversity of scale and a richness of finer-grain development, both of which underpin a quality urban environment so critical for the attraction of investment and talent.

Factors such as a good external profile, prominent reception, floorspace flexibility, energy efficiency and a safe vibrant location are all important factors for potential end users.

Typical office occupiers have an average floor area requirement of between 2,000–4,000m<sup>2</sup>, which are often accommodated within larger buildings,

hence the importance of flexible floorspace solutions. The availability of mid-range space caters for growing companies, which is particularly relevant to the rapid pace of growth in the technology sector. Start-ups typically seek office space that is affordable and flexible in terms of lease arrangements, often in the form of incubator units or larger multi-tenanted spaces with shared services. There is a strong enterprise culture in the adjoining Docklands area with Poolbeg West well-positioned to take advantage of this. This is especially relevant for supporting economic activities which may have no need to be in a premium office location.

There is strong evidence to suggest a demand across the economic spectrum for a mix of large and small office floorspace in close proximity, on the basis that there is growing awareness of synergies, spin-offs and the potential for an exchange of talent between companies of different sizes across different sectors. Multinational enterprises (MNEs) or large corporate entities can benefit from such an alliance with fresh ideas and technological innovations or a partner for non-core business activities, whilst small and medium enterprises (SMEs) can benefit from business development.

In relation to the volume of office-type development within the Planning Scheme, an analysis of the size and depth of blocks required to act as an adequate buffer between South Bank Road and the residential area, the scale of office development appropriate is in the range 80,000–100,000m<sup>2</sup> (based on an 80–85/15–20 split). In the long term, the



## 5.4 The Way Forward (Continued)

possibility of adding 30,000-50,000m<sup>2</sup> north of South Bank Road on the lands framing the road could be accommodated where the space is available, taking into account the final layouts of the Eastern Bypass and Southern Port Access Route. This additional commercial space will aid the framing of South Bank Road to create a more attractive urban environment and increase the buffer where there is a possibility of increased noise from the road or intensified port activity. It should be noted that all of the above floorspace caps refer to net and not gross retail floorspace as defined in this Planning Scheme.

Dublin City Council supports uses associated with media/digital media and film production, and will actively engage with all the relevant stakeholders to explore the opportunity for a Film Studio and associated uses to locate within the SDZ commensurate with the need to first and foremost maximise housing delivery and secure the strategic development of Dublin Port as Ireland's most strategic and largest port.

### 5.4.3 Dublin Port

Dublin City Council fully supports and recognises the important national and regional role of Dublin Port in the economic life of the region and the consequent need in economic competitiveness and employment terms to facilitate port activities. Dublin Port will have a significant role to play in the future development and growth of the Poolbeg West area as well as the wider city. With this in mind, this Planning Scheme recognises the importance of retaining port uses and port-related activities on site.

As can be seen in the land use chapter, port uses and port-related activities will be retained in the northern and eastern portions of the SDZ lands.

There is also potential for synergies between port activities and the commercial area of the Planning Scheme. The Council is supportive of and will encourage the location of port and shipping service companies in the commercial area, with the potential to create, over time, a new type of hub in the Planning Scheme.

### 5.4.4 Locally-Focussed Employment & Training

As the planning and later the development of the scheme progresses, there may be opportunities for both employment of local residents and provision of training. This can greatly benefit the community. The council will facilitate agencies and organisations, particularly those engaged in employment and training initiatives in Poolbeg, to work together with a view to maximising employment, volunteer and training opportunities for residents of Poolbeg and the surrounding area. Dublin City Council will also liaise with agencies and organisations working in the Poolbeg/Ringsend area to maximise educational opportunities, and support access to employment for residents of Poolbeg and the surroundings. Dublin City Council will assist, through the Local Community Development Committee, in the co-ordination of training, education and provision of employment aimed at tackling long-term unemployment and youth unemployment.



## It is an Objective of Dublin City Council

- EC1** To provide for between 80,000 and 100,000m<sup>2</sup> of new commercial office/enterprise space in the Planning Scheme, in a mix of office types and scales, incorporating flexible building formats and adaptable to range of uses including incubator spaces, enterprise, media and port/international shipping offices, and hotel uses. Up to 50,000m<sup>2</sup> of commercial is also provided for north of South Bank Road in the long term, when the final routing of the Eastern Bypass is finalised, to allow for a more urban character to South Bank Road.
- EC2** Development of a new commercial area within the Planning Scheme, to meet two key principles of the scheme of protecting and creating quality new places by (i) provision of a buffer of development between the residential and port uses; and (ii) providing local employment within the scheme that will reduce trip generation, and provide for two-directional commuting on public transport between the city core and the scheme, and also bring vitality and trade to the area.
- EC3** To protect the role of Dublin Port as a nationally important strategic asset of the State, and to provide for future sustainable growth of the port within the SDZ in line with economic recovery, and in tandem with investment in transport infrastructure as needed.
- EC4** To provide for the development of a new neighbourhood retail centre in the Planning Scheme, to take place in tandem with new housing development so that the area is well served with local services and shopping facilities, easily accessible and focussed in the heart of the scheme to create a vibrant new village centre.
- EC5** To ensure that the new retail/commercial hubs address and animate the streets of the Planning Scheme, encouraging connectivity between the retail area and the Village Square, with a quality public realm where people can meet and interact.
- EC6** To create a vibrant retail and commercial core with animated streetscapes and active street frontages around the Village Square.
- EC7** To encourage the provision of mixed-use developments incorporating retail, office, residential and live-work units in appropriate locations, and the creation of small start-up units.
- EC8** To investigate the potential to create linkages between Poolbeg West and the emerging economic clusters in the Docklands and clusters in the rest of city, as well as fostering collaborative network synergies between the clusters on a city-wide basis.
- EC9** To encourage and facilitate a range of office and enterprise typologies to cater for the key growth areas and to meet business life-cycle needs from start-up to growth phase and maturity, and to provide for a range of employment opportunities in the SDZ.
- EC10** To promote the provision of incubator space and start-up facilities as part of conventional office development to foster synergies between companies of different sizes and across different sectors.
- EC11** To liaise with agencies and organisations working in the Poolbeg/Ringsend area to maximise educational opportunities and support access to employment for local residents of Poolbeg and the surrounding area.
- EC12** To facilitate agencies and organisations, in particular those engaged in employment and training initiatives in Poolbeg, to work together in a co-ordinated manner in order to maximise employment, volunteer and training opportunities for residents of all ages in Poolbeg and the surrounding area.
- EC13** To seek to deliver a range of outdoor cafés, pedestrian spaces, cultural activities and municipal wi-fi zones to create a vibrant urban working and living environment.
- EC14** To require social labour clauses in any City Council projects, and to encourage them in other projects.

06

Movement



## 6.1 Introduction

Movement is concerned with how people get to and from, and move through, the SDZ. This includes transport by foot, bicycle, public transport and private vehicle. Connecting with the physical, environmental, economic and social fabric of the city, the bay and adjoining neighbourhoods, is a key theme for Poolbeg West as set out in the vision for the SDZ. Given the advantageous location of the site close to the city centre, it is important that sustainable transport modes are supported and encouraged, thereby reducing the need for private transport, and in turn reducing negative environmental impacts. This will ensure the creation of a quality and sustainable living/working environment.

The existing transport network provides a challenging context within which to create a sustainable living and working environment, and Dublin City Council has therefore co-ordinated its policy approach with national agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to ensure a comprehensive response. Consideration has also been given to existing land uses in the vicinity, to ensure that new development will not have an undue negative impact on the movement of commercial/industrial traffic through the wider Poolbeg peninsula area. Policies and objectives in this chapter have been informed by (inter alia) a Transport Assessment conducted by the National Transport Authority, and also matters raised during the public consultation process.

*The existing transport network provides a challenging context within which to create a sustainable living and working environment, and Dublin City Council has therefore co-ordinated its policy approach with national agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to ensure a comprehensive response.*

## 6.2 Challenges

The challenge is essentially to create a successful environment in which to live and work, one which is well connected and convenient to the city centre and key destinations. Achieving this will involve the resolution of the following challenges:

- The existing public transport network serving the SDZ is limited but new and extended services are planned and provided for as part of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016–2035. Key challenges include reducing dependency on private transport. A new cycle network is also required, with connections to the city, East Coast Trail, and coastal amenities.
- To facilitate the full build-out of the SDZ, a new bridge (already planned and provided for as part of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016–2035, Dublin City Development Plan and the Planning Scheme for Grand Canal Dock and North Lotts) over the River Dodder at the point where it merges with the River Liffey, will facilitate improved public transport, cycling and walking connections. A key challenge is for a suitable design which ensures the continued functioning of long-established boat/rowing clubs.
- The Eastern Bypass reservation corridor needs to be accommodated within the SDZ to comply with the NTA Transport Strategy for the Greater Dublin Area 2016–2035. The section of the Bypass route extending from the southern end of the Port Tunnel to the South Port area (i.e. SPAR, now referred to as M50 Dublin Port South Access) is to be delivered within the lifetime of the NTA Transport Strategy for the Greater Dublin Area. This will have an impact on potential land uses within the SDZ; however, it should not impact on lands to the south of South Bank Road, and development can proceed in this area in advance of any further route selection studies. The development of the Planning Scheme is not contingent on the construction of the Eastern Bypass from the east end of South Bank Road southwards.
- The existing road network in the immediate vicinity is not conducive to safe pedestrian and cycle access. Upgrades are needed to adjoining junctions and roads to improve efficiency and cater appropriately for active travel.
- The area attracts considerable levels of through traffic and HGV movements, some of which are associated with essential services on the peninsula. In designing the road network, there is a need to distinguish between routes for heavy industrial traffic and HGVs, and traffic associated with new uses within the SDZ.

## 6.3 Policy Context

A range of national and regional policies inform the movement strategy for the SDZ (see following table). These all place emphasis on improving the network for sustainable travel, including public transport and active modes. This approach aligns

with climate change objectives which aim to reduce the burning of fossil-fuels and associated damaging emissions. Development Plan policies and objectives are also relevant and should be referred to.

Organisation	Strategy Document
National Transport Authority (NTA)	Transport Strategy for the Greater Dublin Area 2016–2035
	Greater Dublin Area Cycle Network Plan (2013)
	National Cycle Manual (2011)
	Permeability, A Best Practice Guide (2015)
	Integrated Implementation Plan 2013–2018
	Workplace Travel Plans – A Guide for Implementers (2014)
	Achieving Effective Workplace Travel Plans – Guidance for Local Authorities (2014)
Dept of Transport Tourism & Sport (DTTAS)	Toolkit for School Travel (2013)
	Smarter Travel – A Sustainable Transport Future 2009–2020
	Strategic Investment Framework for Land Transport (2014)
	Integrated Implementation Plan 2013–2018
DTTAS & Department of Environment, Community and Local Government (DECLG)	National Cycle Policy Framework (2009)
	Design Manual for Urban Roads and Streets (2013)
DECLG	Spatial Planning and National Roads (2012)
Department of Public Expenditure and Reform	Infrastructure and Capital Investment 2016–2021

## 6.4 Public Transport

### Rail & Light Rail

The Dublin–Rosslare Rail Line is situated approximately 1–1.5 km from the Poolbeg SDZ, with the Sandymount and Lansdowne Road DART Stations being the closest stations to the site. ‘The Point’ Luas (light rail) terminus on the Red Line is approximately 20 minutes walk from the SDZ boundary. The National Transport Authority Strategy 2016–2035 includes a proposal to extend this Luas line to Poolbeg and to also increase the frequency of DART services at nearby stations. Wider network improvements are also proposed. Dublin City Council is supportive of these objectives, and notwithstanding the fact that the final route of the Luas extension has not been determined, it will nevertheless include a stop on Sean Moore Road. Because this route will not be delivered in the short/medium term, it is policy in this plan to promote a range of new/extended/higher frequency bus services that can meet anticipated demand.

### Bus services

There is limited bus service provision to the SDZ at present. The nearby Irishtown Road and Sandymount Road cater for Dublin Bus routes 1 (Santry to Sandymount), 47 (Poolbeg to Belarmine), and 84N (D’Olier Street to Greystones). Route 18 connects nearby Sandymount to Palmerstown serving an orbital route.

Dublin City Council supports NTA plans to provide new and extended/improved services as follows:

- A Quality Bus Corridor providing a high-frequency bus service, approximately 10 minute frequency in the peak hours, from Poolbeg to the city centre along the south quays;
- Provision of an east-west bus service connecting the SDZ area to the south city centre area;
- Provision of a north-south bus service, potentially running between Poolbeg and Clontarf Road DART stations; and
- Possible extensions of other existing bus routes to serve the SDZ area, including potential increased service frequencies.

The exact detail and extent of bus service improvements may vary and will be determined based on levels of demand as the scheme is implemented and also in relation to improving the quality of the service.

See Figure 6.1 for graphic of Public Transport Strategy.

### Active Modes: Cycling and Walking

The promotion of active modes is a core element of transportation policy. These modes can be promoted by providing new routes and connections, by increasing prioritisation at junctions and also by integrating with the wider transportation network (existing and proposed). Within the SDZ, the urban structure will support active modes through the creation of a low-speed self-regulating street network and by ensuring streets are active and overlooked.



**Cycling**

The road network within the SDZ currently has no cycling infrastructure. At present, northbound cyclists can connect through existing paths to Sean Moore Park. The Dublin City Development Plan 2016–2022 proposes an upgrade to the coastal route through the SDZ lands to include a coastal walkway/promenade, connecting to Beach Road.

The NTA’s Cycle Network Plan makes provision for an ‘East Coast Trail’ which will run close to the SDZ, and this will provide a substantially off-carriageway route from Ringsend south to Dun Laoghaire, hence upgrading the existing route. The indicative new route passes along Beach Road, through Sean Moore Park and Ringsend Park. The network plan also proposes a minor greenway along the south side of the peninsula to the end of the Poolbeg peninsula. The following additional cycle routes, agreed with the National Transport Authority, are now also proposed in order to improve connectivity to the wider area, thereby addressing anticipated demand:

- Pigeon House Road to Sir John Rogerson’s Quay via proposed Dodder Bridge (primary network)
- Bremen Road to Bridge Street (R802) via Ringsend Park (secondary network)
- Feeder network routes along Bath Avenue and Sandymount Avenue.

The above routes can link with existing and proposed primary routes at the East Coast Trail along Beach Road, and the Liffey and Canal

Greenways along the south quays, as well as secondary routes at Ringsend. In addition, a coastal walkway/promenade with integrated flood defence will be provided through the SDZ, connecting Beach Road, through Sean Moore Park, to Irishtown Nature Park.

The Tom Clarke (East-Link) Bridge across the River Liffey is a strategic level route serving many pedestrians and cyclists but at present provides a poor environment for these road users. Upgrading of this crossing is proposed during the implementation phase of the Planning Scheme either by widening/enhancing the existing bridge or by providing a new parallel structure to accommodate walking and cycling.

Within the scheme, cycle routes will be provided in accordance with best practice, linking key routes and destinations. A two-way cycle route will be provided for on the main boulevard, segregated from vehicular traffic. Please refer to Figure 6.2 ‘Strategic Cycle Network’.

**Walking**

Walking is the most sustainable form of transport and is normally the means by which people get to and from other modes. The block layout of the scheme ensures a high level of permeability and provides direct routes to main destinations such as the Village Square, coastal promenade, and public transport routes. The level of amenity planned along key routes is high, with walkways proposed through the proposed village park and along the boulevard which traverses the Glass Bottle Site. This high level of connectivity will help access to more lengthy walking routes such as those linking



Figure 6.1. Public Transport Strategy



Figure 6.2. Strategic Cycle Network

## 6.4 Public Transport (continued)

to Sandymount, Ringsend Park, Irishtown Nature Park etc. In addition to the above, the objective to provide a new Dodder Bridge will also improve connectivity to the pedestrian civic spine of the city. Specific works will include the following:

- Upgrading of pedestrian crossings on Sean Moore Road to Toucan Crossings.
- Upgrading of the junction of Sean Moore Road, Beach Road, Church Avenue, Bath Street and Pembroke Street to include improved footpaths and crossings.
- Upgrading of the signalised junction of Beach Road and Marine Drive to improve the environment for pedestrians/cyclists.

## 6.5 Road Network

### Strategic Links

Sean Moore Road connects directly to the Tom Clarke (East-Link) Bridge and onwards to the Port Tunnel and M1/M50 primary routes. This route is congested at peak hours, and much of the traffic on this route is industrial/freight-related.

Planned strategic route investment for the area includes the Eastern Bypass (alignment preservation) and associated South Port Access route, and the Dodder Bridge. Important for the long-term development of this area is the protection of an alignment for the South Port Access Route protected within the Eastern Bypass corridor and is similarly protected for the future in accordance with the National Transport Authority Transport Strategy for the Greater Dublin Area. Dublin City Council will also work with Transport Infrastructure Ireland and the National Transport Authority to refine the route of the South Port Access/Eastern Bypass Corridor Reservation. The SPAR Scheme would either terminate at Sean Moore Road roundabout or at a new junction further east. Because the South Port Access route

will not be delivered for some time, the matter of heavy traffic on South Bank Road needs to be addressed. In this regard, it is intended to provide in the short term a new access as an 'Alternative (South) Port Access Route' to the south port area north of the proposed new junction of Sean Moore Road/South Bank Road.

The Dodder Bridge (also known as the 'Gut Bridge') proposal will facilitate much-improved access via public transport to the SDZ area whilst also improving connectivity for pedestrians and cyclists. The design selected will ensure the continued functioning of the boat/rowing clubs in the area and active use of Grand Canal Dock and the Grand Canal system, allowing smaller vessels to pass under and also being capable of opening easily to accommodate larger vessels entering the Grand Canal Dock or Dodder River.

### Road Network within the SDZ Boundary

The chapter on urban form sets out the street hierarchy and how it connects to the surrounding network. Largely set around an orthogonal street

grid, a wide boulevard extends from the bay to Sean Moore Road. A village park extends on a linear axis from Sean Moore Park to this boulevard, the intersection forming a village square which is the main focus for local retailing and services.

Within lands owned by the port located north of South Bank Road, there is some scope for realignment of access roads including Whitebank Road. The position of the junction between South Bank Road and Whitebank Road must be maintained however, in order to deliver the proposed block layout.

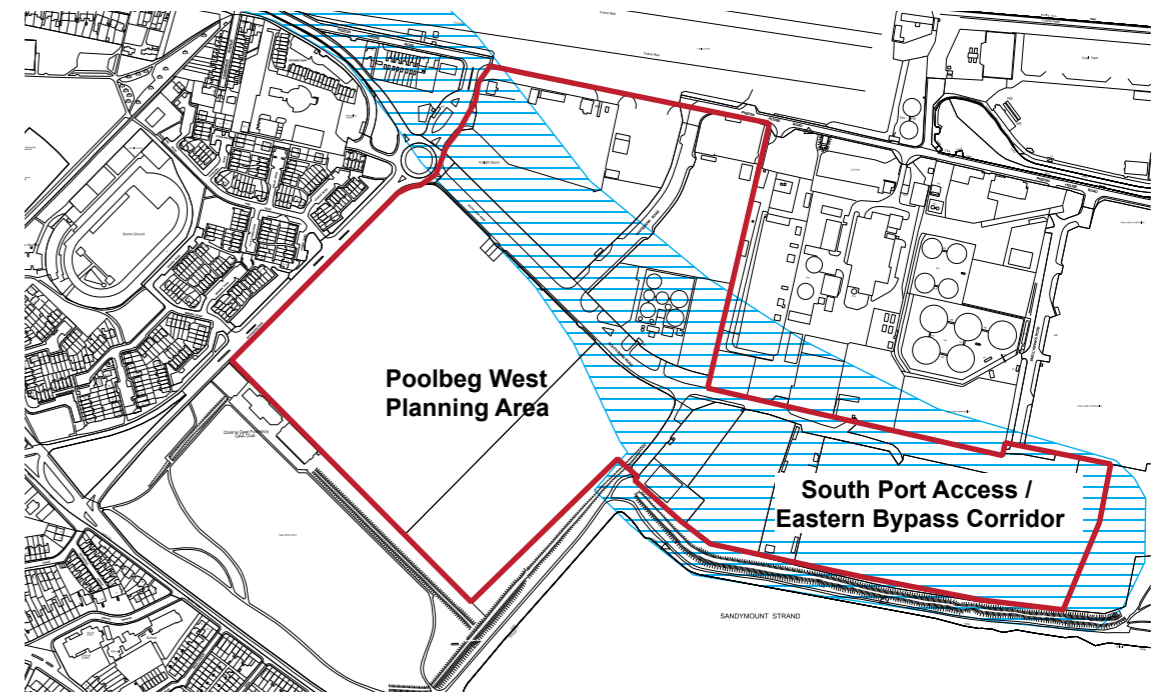


Figure 6.3. South Port Access/Eastern Bypass Corridor

## 6.6 Mobility Management and Travel Planning

Mobility management aims to encourage as much travel as possible by sustainable means, thereby reducing demand for private car use (and in turn for car parking). Travel Plans and Transport Assessments can both help achieve this. Planning applications will be required to comply with the relevant sections of the Dublin City Development Plan regarding parking provision and travel mobility.

## 6.7 Car Parking

Minimal car parking will be accommodated in order to support sustainable transport modes, with provision well below development plan maximum standards. There is also potential for car-sharing schemes such as car clubs, and such initiatives will be pursued in the implementation of the scheme. Some on-street parking will be allowed – particularly in commercial areas, and to accommodate disabled bays. Time restrictions such as ‘pay and display’ will apply to these busy areas to prevent longer-term parking. Where development proposals for ‘build to rent’ housing models are sought, there is an opportunity to reduce further the provision of car parking, where a managed system for parking needs is proposed.

### Car Parking Strategy for Blocks A1–A4

The car parking strategy for the A1–A4 blocks provides maximum standards for each use, and the overall number of off-street car parking spaces categorised by use and by block.

The car parking standards for Blocks A1–A4 are addressed at a block level and at a site level, based on:

- i) The likely provision of shared basements including areas beneath the Neighbourhood Square, the reserved school site, and some of the streets; and
- ii) The need for a level of flexibility that allows some individual developments to provide greater than the standards but maintains

controls on the overall car parking allowance at the level of the block.

For the purposes of this section, the basement beneath the school site is incorporated in Block A3.

This parking strategy is framed around four parameters to be applied on a block basis for each use within Blocks A1–A4, based on the stated development capacity for this area:

- An overall maximum car parking ratio for each use across Blocks A1–A4.
- A maximum number of off-street car parking spaces for each block.
- An overall maximum number of on-street visitor spaces.
- Above minimum standards of provision of disability parking and good provision of on-street and off-street e-charging.
- The maximum residential car parking space allocation across the four blocks is 0.8 spaces per apartment per block, with each individual block subject to a maximum of 0.9 spaces per unit. This equates to a maximum of 2,800 total spaces on the basis of 3,500 residential units.
- The maximum commercial car parking space provision allows for flexibility of distribution of commercial car parking spaces between the four blocks to reflect the different functions and land uses in each, subject to an overall maximum of 1 space per 600m<sup>2</sup> per gross floor space.



## 6.7 Car Parking (continued)

Table 1 below provides the overall maximum car parking ratio across Blocks A1–A4, and Table 2 provides the maximum number of spaces per block and the overall total quantum for Blocks A1–A4.

Use	Standard
Residential	0.8 car parking space per unit overall
Commercial/retail/leisure	1 space per 600m <sup>2</sup> gross floor space

Table 1. Overall Maximum car parking ratio for each use across A1–A4 Blocks.

The application of this maximum standard, below the 2016 Dublin City Council Development Plan standards, reflects the desire to reduce car-based travel within and to and from the SDZ area.

Block	Maximum
A1	Maximum 630 residential spaces and 110 commercial spaces
A2	Maximum 510 residential spaces and 80 commercial spaces
A3	Maximum 880 residential spaces
A4	Maximum 1,130 residential spaces

Table 2. Maximum number of off-street car parking spaces by block and use

Note: Total maximum for the scheme is 2,800 spaces. The overall sum of 3,340 of the below maxima will not be permitted. Where maximum numbers are sought in any block this must be balanced with lower figures for other blocks.

The balance of the permitted spaces can be redistributed within Blocks A1–A4 subject to the combined total of car parking spaces in each block not exceeding the maximum number of car parking spaces permissible in each block, and the maximum overall average car parking ratio not exceeding 0.8 spaces per residential unit and 1 space per 600m<sup>2</sup> commercial gross floor space across Blocks A1–A4 combined. In this regard, the standard may be exceeded in an individual block or blocks but not when aggregated across the four blocks. Any application which seeks such a level of parking will be required to demonstrate how the overall maximum will not be exceeded.

The extent of parking provided must support the required travel plan accompanying the application, as required by Objective MV9. As the development agency for the scheme, Dublin City Council will maintain through the development management stage a detailed record of the amount of parking granted permission within each block to ensure compliance.

The residential car park allocation within the basements does not include provision for visitors. Visitors will be accommodated on-street where there is capacity for some 165 spaces to include not less than 20% accessible spaces. All car parking within basements shall be provided, by the developer, with electric charging points. All visitor parking will be provided with ducting for electric charging.

## 6.8 Bicycle Parking

This section sets out a bicycle parking strategy for the A1–A4 blocks, reflecting the intensive uses proposed for this area of the scheme. Minimum cycle parking standards for each land use are prescribed, and the overall number of indoor and outdoor spaces categorised by use and by block.

The standards for this scheme exceed minimum Development Plan standards to reflect the vision of creating a sustainable new neighbourhood within the city. For the purposes of the bicycle parking strategy, the basement beneath the school site is incorporated in Block A3. Provision in excess of the minimum will be supported.

Having regard to the context of the site, the modal share targets, and the objective to encourage

the provision of high-quality cycle facilities, the overall minimum standards to be applied to developments within the scheme are set out in Table 2. These are in excess of the 2016 City Development Plan standards and reflect the ambitions of the scheme to achieve a sustainable new neighbourhood within the heart of the city. For uses not referenced, the standards of the Development Plan shall apply.

To ensure that each block is adequately catered for, individual minimum provision figures are also set, with minima for indoor and outdoor provision, to ensure quality and flexibility in the spaces provided throughout the scheme. The minimum cycle parking provision for Blocks A1–A4 are set out in Table 3.

Land use	Standards
Residential	1.5 per unit
Commercial	1 per 75m <sup>2</sup>
Shop/café/restaurant (majority of provision to be outdoor)	1 per 100m <sup>2</sup>
Culture/recreational	1 per 100m <sup>2</sup>

Table 3. Minimum bicycle parking standards for each land use Block A1–A4





### 6.8 Bicycle Parking (continued)

Land use	Total minimum cycle provision	Within plot (indoor)	Within public realm (outdoor)
A1	1,500	1,360*	140
A2	1,150	1,070**	80
A3	1,350	1,260	90
A4	1,700	1,610	90
<b>Total</b>	<b>5,700</b>	<b>5,300</b>	<b>400</b>

Table 4. Indicative minimum cycle provision per block based on the indicative lower limit of the development capacity

\* 900 for residential and 460 for commercial

\*\*720 for residential and 350 for commercial

The majority of cycle parking spaces will be used for long-term use. Indoor cycle parking will be provided in basement areas, ground floor cycle stores and/or in secure sheltered facilities within communal courtyards. Detailed design of buildings and basements should demonstrate that the cycle stores are easily accessible, to encourage regular use.

Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision. When cycle storage facilities are provided in basements, segregated cycle access from vehicular access should be provided to the basements by a segregated cycle ramp or dedicated lift. All long-term (more than three hours) cycle racks shall be protected from the weather. Stacked parking may be acceptable in high density parking areas. An element of Sheffield stand provision is to be included alongside stacked provision whenever possible to cater for a wider range of abilities and cycle types.

To facilitate cycle parking for visitors and short-term use associated with retail, community and leisure developments and to cater for the provision of stationless bikes, a minimum of 400 additional cycle parking spaces are to be provided on-street and within the public realm. These spaces shall be distributed between Blocks A1–A4, and located within walking distance of retail, community and leisure units. Bicycle racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office). Sheffield stands are the preferred type of stands for visitor and stationless bike parking in the public realm.

Each relevant development application shall detail how the cycling provision, both off-street and on-street meets the above standards and include details that demonstrate that the 400 on-street spaces will be fully delivered across blocks A1–A4.

It is an Objective of Dublin City Council	
MV1	To promote a high level of use of sustainable forms of transport including walking, cycling and public transport use having regard to the City Development Plan and national level policies.
MV2	To provide improved public transport services to the area including a core bus link to the city centre via the proposed Dodder Bridge, enhanced/extended bus services along existing routes, and in the longer term, to provide for delivery of Luas to Poolbeg as part of the planned Red Line extension under the National Transport Authority Strategy 2016–2035.
MV3	To actively pursue the delivery of the Dodder (or ‘Gut’) Bridge to facilitate the full build-out of the Planning Scheme in accordance with the Phasing programme as set out in the Land Use & Phasing Chapter. This bridge shall be designed to facilitate public transport and walking/cycling.
MV4	To protect the route of the proposed Southern Port Access Route and Eastern Bypass in accordance with the objectives of Transport Infrastructure Ireland and the National Transport Authority Strategy for the Greater Dublin Area 2016–2035. As an interim measure it is proposed to provide a separate road access to the south port area via a new link located north of the existing Sean Moore Roundabout.
MV5	To seek the upgrading of roads and junctions in the immediate vicinity of the SDZ to accommodate improved public transport priority and active modes. These works will include new signalised junctions at the Sean Moore Road/ South Bank Road Roundabout, at the Beach Road/ Sean Moore Road junction. A new pedestrian and cycle link across the River Liffey will also be prioritised, either by widening/enhancing the existing bridge or by providing a new parallel structure to accommodate walking and cycling.
MV6	<p>To promote the development of an improved cycle network in accordance with the NTA’s Cycle Network Plan, and to seek (inter alia) the following cycle connections in co-operation with the National Transport Authority:</p> <ul style="list-style-type: none"> <li>• Pigeon House Road to Sir John Rogerson’s Quay via proposed Dodder Bridge.</li> <li>• Bremen Road to Bridge Street (R802) via Ringsend Park.</li> <li>• Greenway link from Sean Moore Park to the end of Poolbeg peninsula, integrated with the proposed coastal promenade walking/cycling route, the Sutton to Sandycove cycle route, including loops/spurs through the SDZ.</li> </ul> <p>The above shall link to existing and proposed primary routes including the East Coast trail along Beach Road and both the Liffey and Canal Greenways.</p>
MV7	To promote the redirection of port and port-related heavy traffic away from South Bank Road. This will be achieved through provision of an alternative route for such traffic and HGVs, and also through traffic management, thereby ensuring a high level of amenity for those occupying non-port commercial and residential buildings.
MV8	That all applications for urban blocks are accompanied by Travel Plans demonstrating how commuter-based car use can be minimised and other sustainable modes of travel provided in accordance with best practice mobility management (see Appendix 4 of the Dublin City Development Plan.)
MV9	To provide the cycle routes (including Coastal Greenway) indicated in Figure 6.2.
MV10	To protect space for a future Luas line stop within the SDZ.
MV11	To provide for the expansion of Dublin Bikes within the SDZ lands.

07

**Infrastructure  
and Utilities**





## 7.1 Introduction

The SDZ Planning Scheme aims to provide a high quality public infrastructure which supports and advances the City Council's Climate Change Strategy. The SEA and AA have been integrated into the approach to infrastructure in relation to transport, energy, waste management, SuDS and Green/blue infrastructure. The provision and delivery of infrastructural services are essential to the continued development of the entire Dublin Docklands area and in particular the Poolbeg West area. The physical infrastructure for the SDZ area includes drainage, water supply, electricity, gas, telecommunications, flood management and district heating, all of which are necessary to promote quality neighbourhoods, employment and a good ecological environment. The SDZ area forms part of a larger catchment area for infrastructure and this needs to be considered when proposing future plans for the development of the area.

## 7.2 Achievements

Dublin City Council in partnership with other organisations, has been working to improve all aspects of infrastructure in the area. Over the last number of years, a series of projects have been completed or undertaken.

The construction of the Liffey Services Tunnel was completed in 2010. The tunnel carries two new foul rising mains to the Main Lift Pumping Station in Ringsend. The services tunnel also has provision for electricity, telecommunications and possible future district heating utility requirements, which will serve the Poolbeg West SDZ area.

The wider Poolbeg peninsula facilitates existing utilities and water/wastewater operations, which provide electricity supplies and sewage treatment functions to the SDZ area, Dublin and the State, will remain operational for the foreseeable future.

The Dublin District Heating System (DDHS) is currently being progressed by Dublin City Council, initially focussing on the Dublin Docklands Strategic Development Zone (SDZ) and the Poolbeg Peninsula. The Dublin Waste to Energy Plant and other industrial facilities have been identified as potential and initial sources of waste heat within the local docklands area. Elements of the DDHS have been installed within the north docklands area, and within the new Liffey Tunnel which facilitates the roll out of district heating network both north and south of the river Liffey. DCC is working to ensure the successful implementation of this critically important piece of infrastructure which will make Dublin City a more sustainable and energy efficient city, less dependent on imported and fossil fuels, more competitive and environmentally clean, thus attracting foreign direct investment, and aiming to be an effective leader in managing climate change.

## 7.3 Challenges

A number of infrastructural challenges are facing not only the SDZ area but also the Dublin region, particularly the supply and demand for high-quality drinking water and for wastewater treatment. The main challenge to be addressed regarding drinking water supply and wastewater treatment are centred on meeting future increasing demand due to population growth, improving the efficiency of the existing network and encouraging water conservation.

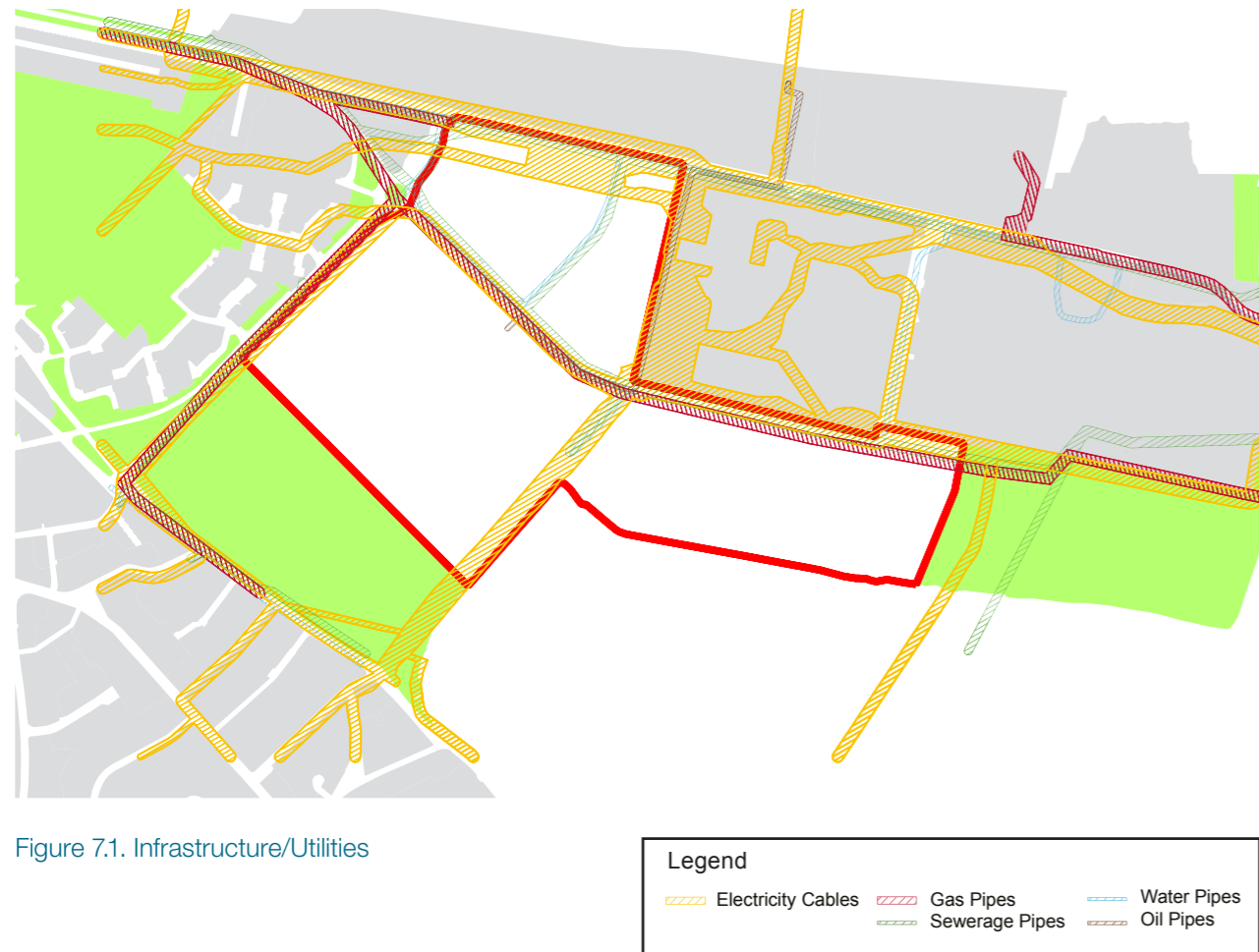
The expansion and upgrading of the Ringsend Wastewater Treatment Plan is an urgent priority for Irish Water. It is intended to upgrade and expand the treatment works to a capacity of c.2.1 million PE from its current 1.64 million PE. The upgrade must also achieve improved treated effluent quality in order to conserve good water quality in the Liffey estuary and Dublin Bay.

*The physical infrastructure for the SDZ area includes drainage, water supply, electricity, gas, telecommunications, flood management and district heating, all of which are necessary to promote quality neighbourhoods, employment and a good ecological environment.*

### 7.3 Challenges (continued)

There are two power stations on the peninsula, both of which are required in the long term for electricity generation. All existing high voltage powerlines are considered critical to ESB national operations and cannot be removed. Diversion of these powerlines would be prohibitively expensive.

Much of the land within the SDZ has facilitated industrial uses in the past which have contributed to the contamination of land within the SDZ study area. Remediation measures will be required for each development site within the area. Existing infrastructure/utilities in the area are mapped in Figure 7.1.



### 7.4 The Way Forward

In order to achieve the vision of the SDZ Planning Scheme and the key principles, delivery of infrastructural services is essential and this will be achieved through the strategy of:

- Investment in physical infrastructure which is required to ensure that there is adequate capacity to accommodate the quantum of development envisaged in the SDZ Planning Scheme.
- The delivery of the required infrastructure will require a variety of different funding mechanisms and sources.
- The securing of corridors for utility infrastructure to match the spatial pattern of development.
- Using flood risk assessment techniques and the identification and management of these risks lying in place through flood resilient urban and building design and construction.
- Promote the area as an exemplar of environmental sustainable design and building solutions with regard to energy efficiency, combined heat and power (CHP) systems and sustainable urban drainage schemes (SuDS).

### 7.5 Water Supply & Wastewater

From January 2014, Irish Water became responsible for all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater. The Water Services Strategic Plan (2015) sets out the strategic objectives for the delivery of water services over the next 25 years up to 2040. The supply of a safe and reliable water supply is essential to public health.

Dublin City Council will work closely and support Irish Water to provide and maintain an adequate public water supply to the SDZ and surrounding areas and facilitate connections. Alongside ensuring adequate supply, the SDZ Planning Scheme includes a number of measures to sustainably manage water demand. New developments will be required to install suitable water conservation measures including, inter alia, the use of rainwater harvesting and grey water recycling.

Drinking water to the Poolbeg area is currently delivered from strategic mains originating from Stillorgan Reservoir. To facilitate the SDZ development there will be a need for local investment in infrastructure to reinforce the existing network, together with investment in the wider strategic network that will provide improved security of supply and resilience to the Poolbeg peninsula and inner city. The impact which

phasing and its demand will have on the existing water supply network will be carefully considered by Irish Water to ensure an adequate supply can be delivered to the SDZ and wider network.

Wastewater collection in the Poolbeg SDZ area is currently serviced by a relatively small-scale sewer network. However there is significant strategic drainage infrastructure in close proximity to the development, including large trunk sewers and the Main Lift Pumping Station which transfers substantial flows via large mains to the Ringsend Wastewater Treatment Plant. To facilitate the entire SDZ development there will be a need for investment in drainage infrastructure to service the SDZ. This new infrastructure will provide the required capacity to convey all flows to the existing strategic drainage infrastructure for onward conveyance to Ringsend Wastewater Treatment Plant for treatment.

## 7.6 Flood Management

Over the last few decades, the risk of flooding has continued to increase in Ireland, which can be attributed to climate change and also due to increasing levels of urbanisation, resulting in increased rainfall and increased sea water levels. Flooding, as well as having economic and social impacts, could in certain circumstances pose a risk to human health.

The main types of flooding are from (i) coastal flooding which arises from the sea or estuaries; (ii) fluvial flooding which arises from rivers or streams, (iii) pluvial or surface flooding which arises directly from rainfall, (iv) groundwater flooding and (vi) sewer/infrastructure failure.

A Strategic Flood Risk Assessment (SFRA), as required by 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (DEHLG, 2009), has been undertaken alongside the preparation of the SEA and the preparation of this Planning Scheme. This assessment considers available information on flood-risk indicators and delineates flood-risk zones. All developments must comply as relevant with the measures included within Section 4 'Recommendations' of the SFRA.

Flood Risk Assessment for developments on the site will need to demonstrate compliance with the relevant parts of the Flood Risk Guidelines. Each site will be required to clearly demonstrate that it does not pose a risk to adjoining lands surrounding the SDZ.

## 7.7 Surface Water Management

In recent years in Ireland, there has been a move away from the traditionally designed hard-engineering drainage solutions such as concrete underground attenuation tanks and piped drainage systems in favour of multifunction, more sustainable solutions for the management of surface-water in urban environments. The use of SuDS (Sustainable Urban Drainage Systems) provides the additional benefits of improving the aesthetic character of the urban environment, enhancing biodiversity, and improving air quality. Sustainable drainage solutions that are visible to the public also allow for a stronger connection between the public and the natural environment, and therefore a greater awareness of water management issues.

The following SuDS components should be considered for installation within the private areas of all development:

- Green Roofs/Living walls
- Rainwater Harvesting
- Permeable Surfacing
- Soakaways and Rain Gardens
- Swales

Sustainable surface water management designs should comply with current best practice guidance and include a full maintenance package. In order to ensure their viability as sustainable solutions, the communication of maintenance requirements at handover or property transfer stage is of utmost importance.

In addition to the incorporation of sustainable surface water management techniques within private development sites, particular emphasis will be placed on the incorporation of SuDS into public realm infrastructure. The use of sustainable surface water management in streetscapes ties in with Dublin City Council's biodiversity and green infrastructure strategies and has proven to be very cost effective in cities in the US and Europe.

SuDS also form an integral part of green infrastructure as set out in the Environment, Green Infrastructure, Open Space and Recreation Chapter.

Opportunities for mutually beneficial SuDS involving adjoining landowners should also be explored at suitable sites to the overall benefit of water resource management, such as using surface water storage tanks to supply irrigation water for adjoining green areas/sports pitches.

## 7.8 Utilities & Telecommunications (Ducting)

The two power stations on the peninsula are required in the long term for electricity generation. All existing high voltage powerlines are considered critical to ESB national operations and cannot be removed. Diversion of the powerlines would be prohibitively expensive.

The natural gas network in the Poolbeg peninsula is extensive and gas usage is considerable as it is the main energy source to the two power stations, with the major gas corridor also requiring protection from encroachment by the scheme. The current network is adequate for the areas identified for new development.

Telecommunications infrastructure is a key requirement within the SDZ. The availability of high-speed broadband is critical to the economic competitiveness of the area and in attracting investment into the area. It is important to ensure that new residential and commercial developments are connected in terms of ducts to existing or proposed optical fibres. The sharing of ducts by operators is encouraged.

*Work has already commenced on developing the network in the area along with the construction of the Liffey service tunnel which will facilitate the roll-out of the district heating piping network north and south of the River Liffey.*

## 7.9 Air, Noise and Light

Dublin City Council, through the planning system, can help minimise the adverse effects of air and noise pollution associated with the construction and operation of development. Dublin City Council is actively engaged in the strategic management of noise in compliance with requirements under the Environmental Noise Directive.

The northern boundary of the site adjoins land uses that include power generation, waste treatment, fuel storage and handling, as well as risks arising from the movement of containerised and loose material in heavy goods vehicles (HGVs). Risks include emissions to air (licenced, accidental or occasional) as well as exposure to both blast hazard and compounds of combustion (smoke) arising from accidents at these industrial and infrastructural sites. Noise emissions are an additional factor arising from these activities that need to be taken into account.

All of these issues are governed by quantitative regulations that set down acceptable/permissible

levels of public exposure, and especially exposure by areas where people sleep, including houses and hotels.

From the outset specific consideration of these issues has informed the allocation of land uses and the height and configuration of buildings, either to avoid or minimise exposure or to create massing that will reduce exposure of vulnerable land uses.

Lighting columns and other fixtures can have a significant effect on the appearance of buildings, the environment and the coastal ecological area. Where proposals for new lighting require planning permission, Dublin City Council will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for personal safety and should be designed so as to avoid creating glare or emitting light above a horizontal plane. Lighting fixtures should also have minimum environmental impact and protect light sensitive species such as bats.

## 7.10 Energy Efficiency

Proposals for development should seek to meet the highest standards of sustainable design and construction with regard to the optimum use of sustainable building design criteria such as passive solar principles and also green building. For larger schemes, consideration should be given to district heating schemes and CHP.

In order to reduce energy consumption, the following key design considerations should be considered at an early stage in the design process and incorporated, where feasible:

- Passive solar design including the orientation, location and sizing of windows
- The use of green building materials, low-embodied energy & recycled materials
- The use of natural ventilation or mechanical ventilation with heat recovery
- Energy-efficient window glazing units and frames
- Building-envelope airtightness
- Appropriate use of thermal mass and insulation
- Appropriate renewable technologies
- Measures to conserve water
- Low energy public lighting
- Minimising lighting period for lighting which is not essential for safety.

## 7.11 Dublin District Heating System

Development of a Dublin District Heating System, researched and planned by Dublin City Council and Codema, the City Council's energy management company, since 2008, is planned to begin in the Docklands and Poolbeg West areas initially, and then expand into the wider docklands and city area. Communications with potential customers for the system found the overall response to the system among the Docklands community to be very positive.

Work has already commenced on developing the network in the area along with the construction of the Liffey service tunnel which will facilitate the roll-out of the district heating piping network north and south of the River Liffey.

It is envisaged that the primary heat source for the proposed district heating system would be the Covanta Waste-to-Energy Plant with the possibility of other sources of industrial waste heat on the Poolbeg peninsula and environs, but that the district heating system would require an additional heat source in the form of a peak boiler station with heat storage to provide backup and boost the heat output during periods of peak demand. The location of this boiler station ideally should be close to the original heat source and the preferred location for Dublin City Council is the eastern, industrial portion of the study area (within Block B2) in close proximity to the existing Covanta Waste-to-Energy Plant. The provision of a district heating system for Dublin and any associated infrastructure is pending the outcome of a revised and updated feasibility study being carried out by Dublin City Council and Codema.

The Dublin District Heating System will help Dublin and the Docklands achieve its aim of being:

- Energy-efficient and flexible in its energy choices
- Less dependent on imported energy
- More competitive and environmentally clean, thus attracting foreign direct investment into the area
- A leader in managing climate change.

## 7.12 Sustainable Energy Community/Smart Dublin Framework

Dublin City Council has been chosen to create a Sustainable Energy Community (SEC) in a 4 km zone in the city centre; the SDZ lies within this zone. The SEC will facilitate the use of sustainable energy, decentralised energy systems and renewable energy technology. Networks of expertise and existing sustainable energy projects will be formalised into a platform to inform current and new developments in the mechanisms of smart energy and green technology solutions. Applicants within the SDZ should address how they can support this initiative.

The 'Smart Dublin Framework' helps build partnerships in order to develop innovative urban solutions in the areas of transportation, environment and energy efficiency. Under the framework (see Dublin City Development

Plan's chapter on sustainable environmental infrastructure), Dublin City Council co-ordinates work in testing/piloting new technologies that can help deliver more responsive and efficient city services. This approach is particularly relevant to newly-developing areas such as Poolbeg West.

## 7.13 Remediation

All of the SDZ consists of man-made fill placed over estuarine deposits. Some of these sites have been resolved (former Glass Bottle Site), some are still used for, or are adjacent to, potentially contaminating activities. It should be assumed that there is potential to encounter sites of historical contamination throughout the unresolved portions of the site. The Irishtown Nature Park at the eastern extremity is also a former landfill.

In addition to having significant contamination potential the SDZ site is underlain by deposits that include areas of very high permeability and hydraulic connectivity, both within the deposits and with the marine and estuarine tidal waters that immediately adjoin.

A Contamination and Remediation Assessment (CRA) has been undertaken alongside the preparation of this Planning Scheme. The risk assessment incorporates a qualitative risk assessment to establish low, medium and high risk and, based on the risk assessment, with remediation measures outlined for medium- and high-risk sites. All developments within the SDZ will be required to demonstrate compliance with the risk assessment as part of their application.

## 7.14 Waste Management

The Greater Dublin Waste Management Plan provides a framework for minimising waste, encouraging recycling and ensuring the avoidance of environmental pollution. The plan includes the policy of diversion from landfill in accordance with targets set out in the European Union Landfill Directive.

Although there are no recycling facilities within the Planning Scheme area, a number of facilities are in close proximity. The Ringsend Recycling Centre is located just outside the area and allows domestic users to recycle a wide range of materials. There are also a number of bottle banks in close proximity to the SDZ area, namely at East Wall Road and in Ballsbridge. A small local bottle bank to serve the new residential community will be required. The service area associated with the commercial uses proposed on site may be a suitable location for this, preferably as a below-ground installation.

## It is an Objective of Dublin City Council

**IU1** To require all proposed developments to carry out a site specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (Department of the Environment, Heritage and Local Government, November 2009, as may be revised/ updated).
- The prevailing Dublin City Development Plan.
- Recommendations contained within Section 4 of the Strategic Flood Risk Assessment for the Poolbeg West Planning Scheme.

Such assessments shall:

- Pay particular emphasis to residual flood risks, site-specific mitigation measures, flood resilient design and construction, and any necessary management measures (Appendix B4 of the above mentioned national guidelines refers).
- Give attention (in the SSFRA and in building design) to creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing and functional streetscapes.
- Consider and mitigate any pluvial flood risk, having regard to pluvial flood risk maps from the Dublin Pluvial Study.
- Take into account potential increase in flood risk arising from subsidence in areas that have been infilled.
- Ensure that Strategic Flood Risk Assessments and site-specific Flood Risk Assessments consider and provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be used in this regard.
- Assess flood risk for all parts of the development including any proposals for underground parking and storage areas, recognising that no underground offices or residential units (whether temporary or permanent) will be allowed.
- Demonstrate that relevant development management measures detailed in the Dublin City Development Plan 2016–2022 SFRA have been integrated into the development proposal.
- All development shall be capable of withstanding a two-metre rise in sea level from 2017 average sea levels.

**IU2** To require all large development proposals to include water conservation and demand management measures.

**IU3** That all new developments shall be required to comply with the standards set out in the Greater Dublin Strategic Drainage Study (GDSDS).

**IU4** To achieve best practice and innovations in SuDS design as part of the Planning Scheme, including the successful coordination of surface water management with ecology and amenity functions of open space and landscaped areas. All planning applications shall be accompanied by a surface water drainage plan which will include proposals for the management of surface water within sites, protecting the water quality of the existing water bodies and groundwater sources, and retrofitting best practice SuDS techniques on existing sites, where possible. Such a plan shall demonstrate that surface water run-off will be limited to current values, as required by the Dublin City Development Plan 2016–2022. Where a planning application depends upon any pipes draining to the sea, such pipes should be fitted with non-return valves in order to prevent back-flow from sea where relevant.

**It is an Objective of Dublin City Council**

**IU5** To ensure that development is permitted in tandem with available waste water, surface water and water supply, and to manage development, so that new schemes are permitted only where adequate water supply resources exist or will become available within the life of a planning permission.

Developers shall prepare and implement local network plans for water supply and wastewater treatment in accordance with the requirements and subject to the approval of Irish Water.

Provision shall be made within Strategic Development Zone lands for an easily accessible below-ground wastewater pumping station and associated above-ground kiosk, with flexibility as to the precise location, subject to the approval of Irish Water and designed in accordance with Irish Water standards.

The build-out of the Planning Scheme shall ensure that all critical infrastructure is not built over and appropriate clearance is made available to facilitate maintenance.

**IU6** To require the provision of ducting for information communication technology within individual new residential and commercial developments.

**IU7** To maintain good air quality in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets.

**IU8** To minimise the adverse impacts of noise to all sensitive receptors and promote a good quality of life for the existing and future residents of the plan area, through the effective management of noise in line with the Dublin Agglomerations Noise Action Plan.

**IU9** That all developments shall be District Heating enabled and this shall be demonstrated through compliance with the Dublin City document 'Dublin District Heating System – Technical Information Pack for Developers' (February, 2018), and future updated versions of this document. All streets from initial construction shall have outgoing and ingoing district heating pipes with connections for each development as part of a wider district heating network.

**IU10** To investigate the feasibility of providing a district heating boiler station in the eastern/industrial portion of the SDZ area.

**IU11** That all undeveloped sites be remediated to internationally accepted standards, which shall be consistent with the land use types set out in the Planning Scheme. Developers will be required to carry out a full contaminated land risk assessment and to implement a contamination interception, monitoring and mitigation management system. All applications shall be accompanied by a report from a qualified, expert consultant detailing compliance with the remediation measures as outlined in the Remediation Measures Report. The remediation shall incorporate international best practice and expertise on innovative ecological restoration techniques including specialist planting and green initiatives that create aesthetically improved sites, healthy environments and contribute to the provision of new green open spaces as integral parts of newly created areas. Treatment/management of any contaminated material shall comply as appropriate with the Waste Management Act 1996 (waste licence, waste facility permit) and under the EPA Act 1992 (Industrial Emissions licensing, in particular the First Schedule, Class 11 Waste). These measures will ensure that contaminated material will be managed in a manner that removes any risk to human health and ensures that the end use will be compatible with any risk.

**IU12** That all developments will comply with the waste policy as set out in the Dublin City Development Plan 2016–2022.

**IU13** To ensure the protection of surface and groundwater quality in the plan area and surrounding areas, and the protection of protected habitats and species including designated national and international conservation sites, in implementing the plan; and to meet the requirements of the Water Framework Directive and the provisions of the relevant River Basin Management Plan.

**IU14** To require that each significant planning application be accompanied by a Construction and Environmental Management Plan, which shall include information on construction traffic routes, hours of operation, control of noise, and environmental effects and associated, detailed mitigation, including that relating to the excavation of material and the storage, transport, treatment and disposal of wastes. Where landowners collaborated and prepared a co-ordinated environmental management plan, this could be submitted with each application for development as appropriate.

**IU15** To promote energy efficiency, energy conservation, and the increased use of renewable energy in the SDZ.

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

08

**Environment,  
Green  
Infrastructure  
and Open Space**





## 8.1 Introduction

The Planning Scheme aims to achieve a high quality environmental standard for Poolbeg West area that complements urban living. This section provides objectives that focus on the enhancement of environmental assets in the area. The Planning Scheme also seeks to preserve existing areas of open space and encourage the provision of new open space and recreational amenities throughout the area.

The existing urban environment within Poolbeg peninsula is dominated by structures and buildings associated with the heavy public utilities such as the electricity power plants and wastewater treatment works. Despite this industrial character, Poolbeg also encompasses beach and foreshore areas of scrub and rough grassland in the Irishtown Nature Reserve and along Sandymount Strand (now designated as a Proposed Natural Heritage Area (pNHA) and a Special Protection Area (SPA)) located adjacent to Dublin Bay to the south.

The presence of large-scale utilities and infrastructure in Poolbeg needs to be counterbalanced with a comprehensive response through quality urban design approaches and

landscape plans. Achieving a balance of active park uses, passive open space uses, and natural area preservation is a necessity for a successful scheme. This will result in a diverse range of amenity opportunities for residents, workers, visitors and the community at large.

To provide for a new urban neighbourhood in the SDZ, the improvement of the wider urban and natural environment is a top consideration for the Planning Scheme. Several opportunities for environmental enhancement exist along the foreshore including preserving wildlife habitat, protecting and enhancing the strand, and incorporating green building principles and management practices.

Poolbeg West is characterised by the River Liffey to the north and the Dublin Bay to the south of the SDZ. These natural features are a resource for the city and importance is placed on protecting and enhancing these areas. The Planning Scheme will seek to promote environmental stewardship by managing invasive species and human-wildlife conflicts with bird species, and to improve water quality.

## 8.2 Achievements

Poolbeg West enjoys significant amenity value due to its coastal location. Sandymount Strand together with the Poolbeg Lighthouse promenade provide a natural space that is unique to Dublin city's urban living. Dublin City Council is committed to the protection and enhancement of this amenity for the benefit of those living in, working in, or visiting the area.

Poolbeg West area is part of the Dublin Bay area recently awarded a UNESCO Biosphere designation. The Biosphere provides the area with an important national special amenity area for recreation and a conservation area of national and international importance.

Sean Moore Park is used by the local GAA club and often by visiting county sides preparing for matches at Croke Park. The existing park contains two football pitches operated by the GAA club, and green spaces surrounding it.

The City Council has been proactive in delivering and managing a range of sporting facilities. Ringsend Park is a high-quality green space that provides walking routes, sport fields and sport facilities, including the newly renovated Irishtown Stadium. The park has recently been redeveloped through a collaborative effort with support from local residents and the community. To encourage physical activity, the council has provided new outdoor gyms at Sandymount Promenade.

## 8.3 Challenges

A key challenge for the Planning Scheme is balancing the relationship between the industrial landscape and natural environment and providing new areas of housing. The existing urban structure of the area is closely linked to the historical development of port-related activities in the area.

The Poolbeg area has been constructed from reclaimed land. Historically, fill consisted of seabed dredging and domestic waste. There may be land contamination within the SDZ.

Although there are no SEVESO sites in the SDZ area, a number of sites covered by the SEVESO III Directive are located on the Poolbeg peninsula. These sites are located at the ESB and Synergen Power Stations and represent the location of potentially dangerous substances, natural gas, liquid petroleum gas and diesel.

## 8.4 The Way Forward

The Planning Scheme aims to regenerate the SDZ through new sustainable residential and commercial development. In order to create a new urban neighbourhood in the area, nature-based solutions will be pursued. The natural assets in the area have informed the sustainable urban form for Poolbeg West. The Planning Scheme seeks to regenerate the area in a manner that will:

- Conserve and enhance the area's existing ecology and biodiversity (including habitats) complementing the existing nature conservation areas, including the Special Protection Area (SPA), proposed Natural Heritage Area (pNHA) and candidate Special Area of Conservation (SAC).
- Create new areas of ecological value and green spaces valued for their social amenity.
- Integrate the land and marine environments, creating an area-wide network of habitats.

The vision of Dublin City Council for the Planning Scheme and the Poolbeg peninsula area as a whole emphasises the enhancement of the physical environment and biodiversity of the peninsula, whilst maintaining and improving the protected environment, designated areas and water quality of Dublin Bay.

The Planning Scheme will also link the Poolbeg West area with the adjacent neighbourhoods of Ringsend and Sandymount. The purpose of these connections is not only to integrate the new community with existing communities but also to give existing residents access to the waterfront and new facilities in the SDZ. Improved linkages

to Ringsend Park will encourage and invite new residents in the Planning Scheme to access and use the park and the Irishtown Athletics Stadium. The existing green spaces on the peninsula, Sean Moore Park and Ringsend Park, will be integrated into the green infrastructure network for the wider area. This network will encourage residents to walk and cycle throughout the area and to use safe routes to get to the city centre.

### 8.4.1 Green Infrastructure

Green space makes places more inviting and attractive and enhances people's sense of wellbeing. People living and working with a view of natural landscapes appreciate the amenities it offers. The council will seek to preserve, provide and improve recreational amenity, green areas and both active and passive open space within the scheme area through green infrastructure solutions. These solutions will be permeable and accessible to the public.

The creation of a green network of spaces through the SDZ and wider area will interconnect natural and semi-natural areas with other environmental features. The Planning Scheme will use biodiversity and ecosystem focussed solutions such as Sustainable Urban Drainage (SuDS) to adapt to or mitigate against any potential adverse effects of climate change in the area.

Critical to the experience of Poolbeg West is the opportunity of enjoying public space. Green infrastructure will provide improved pedestrian and cycle connections, particularly to major open spaces and community facilities, and to

points of public transport, while ensuring that ecosystem functions and existing amenity uses are not compromised.

### 8.4.2 Public Open Space, Sports and Recreation

Close to the SDZ are a range of open space, sport and recreational facilities. The open space contained in Sean Moore Park, Sandymount Strand, Ringsend Park/Irishtown Athletics Stadium, Sandymount Green and water-based activities on the River Liffey and Dublin Bay are all within close proximity of the Planning Scheme area. Improving pedestrian and cycle access to these recreational areas is an important part of the Planning Scheme and will improve permeability generally.

A network of varied public open spaces and green routes are proposed in this Scheme. The different open spaces and routes in the Planning Scheme will reveal the Planning Scheme landmarks and the surrounding landscape, creating a strong sense of place with clear identity. The planned pattern of open spaces and their relationship with existing green spaces is set out in Figure 8.1.

The Planning Scheme will provide for three new parks (i) Coastal Park (ii) Village Green and (iii) Port Park. (All names are for illustrative purposes only and a formal naming process for future parks will take place in consultation with the Docklands Council.) These parks will be accessible open spaces and provide landscaping that will enhance the ecological value of the area and increase biodiversity. Integrating the principles of Sustainable Urban Drainage Systems to reduce peak water run-off and improve their quality will

be required in the detailed design of these parks. Each park will have its own distinctive character and perform different roles in terms of the uses they accommodate, creating a range of varied public spaces for the local community.

The public realm strategy for the SDZ area published in Appendix 2 of the scheme provides additional detail on the minimum sizes, role, design principles and function of each new public space to inform the design process of each new public space and the types of community and sports uses to be accommodated. For each of the individual spaces, the strategy sets out how the space shall cater for all ages, support sustainable movement, and a vibrant diverse ecology for the enjoyment and benefit of all.

#### 8.4.2.1 Coastal Park

In addition to the Beach Walk, a new park along the coast, Coastal Park, will be located along the linear strip between the strand and the development areas of the Planning Scheme. This park will form an important green corridor in the city area offering new amenities and recreational routes. Coastal Park will aim to connect the nature resource of Poolbeg with the city. It will use existing areas of nature, green amenities and industrial heritage, interconnecting them to form a continuous green network for cyclists and pedestrians.

The park will stretch from Sean Moore Park to Irishtown Nature Park and the Planning Scheme will seek to protect and strengthen the inherent qualities of the space. It is the vision of the council

to create a greenway eastwards to the South Wall along Dublin Bay and westwards to Ringsend Park, the Dodder Greenway and Grand Canal Dock.

Within the area of the SDZ, the Coastal Park shall at this location provides important facilities and amenities to the overall benefit of the coastal route. Attractive viewing points to sit and linger (with age-friendly benches) will be interspersed along the route, as well as a number of well-designed retail/café and restaurant uses that will animate the route in evening times, and provide a destination for visitors. Dotted along the route shall be a selection of different smaller spaces providing play areas, resting locations, picnic tables and other facilities such as outdoor draughts tables that create interest and encourage use of the route by all. Contained within Appendix 2, details regarding landscaping approach, materials suited to the coastal location and appropriately sensitive lighting design are outlined which will inform the design of this amenity.

#### 8.4.2.2 Village Green

The Village Green will provide for recreational outdoor amenity for all. The design of the park must be of high quality, creating multifunctional spaces and incorporating nature. It will provide space and facilities for play for children and some more formal design layouts to create a focal point; possibly focussed on an artistic installation/water feature. The park will form an important community focal area for the SDZ and provide a public space to meet and socialise. The concept for the space is to have active ground floor uses facing the park along its northern and adjoining boundaries that ensure its role at the heart of the new community. The Planning Scheme will seek the integration

of attenuation SuDS measures within this park with opportunities to share attenuated water with Sean Moore Park to the south.

Uses that the park shall provide for include attractive seating areas, both formal and informal, playgrounds and casual play areas for children and teenagers; a public space that can cater for events, musical/theatrical performances and festivals and attractive routes through and around the park for relaxation. The Green will be the centrepiece of the scheme for the residents, in that it provides the space for regular local events, meet-ups and special events such as a family summer festivals, sports days or 'Music in the Park', as well as being a space people meet their

neighbours through shared use of the playground or green, or walking with their dog and in the surrounding cafés facing onto the space. More detailed guidance is provided in Appendix 2.

#### 8.4.2.3 Port Park

This area of green space is located to the east of the housing area, and creates an important buffer area separating the housing from port-related uses to the east. Because of this, the park will, particularly in the shorter term, need to include screening elements to create an attractive prospect and to mitigate possible noise from port or other industrial related activities. In the long term, these lands form part of the Eastern Bypass reservation corridor and as a result are not suitable

for any type of permanent development. As the bypass corridor relates to a long-term project, as indicated in the NTA Greater Dublin Area Transport Strategy, these lands will be available for park and recreational uses for a short to medium-term period. It is proposed that this park area, as well as providing screening and buffering, also provides a locally important amenity. The park will differ from the previous two spaces in that it will have a more sport and active leisure oriented role. Details of specific uses for the space will be agreed with Dublin City Council, taking into account local needs and aspirations, with a focus on supporting local initiatives and clubs that encourage community engagement and activity.



Figure 8.1. SDZ Open Space in Context



## 8.4 The Way Forward (continued)

### 8.4.3 Communal Open Space and Semi-private Space

It is an objective to require the provision of communal open space and semi-private open space within the Planning Scheme. Communal open space is an important environmental resource for the amenity needs of residents. A common approach for the provision of semi-private and communal open spaces is by providing central courtyard spaces within perimeter block developments. This will be one of the preferred methods of delivering semi-private and communal open space requirements, and safe and secure areas for children to play. The design of these spaces shall take into account sunlight and daylight provision to the park with the design, planting and play arrangements reflective of this. Apartment block designs shall seek to maximise daylight provision to courtyards as much as possible.

Semi-private/communal open space will be available to all residents within the urban block and the public generally during daylight hours. It is intended that these spaces will be maintained by a management company.

Communal open space requirements will be based on the projected size and density of individual development plots. Qualitative provision will comprise balconies, roof gardens, living walls and courtyards incorporating play areas, outdoor exercise provision, seating and high-quality landscaping. The open space requirements of each development will be required to comply with the City Development Plan standards.



Figure 8.2. Indicative Sustainable Urban Drainage

## 8.4 The Way Forward (continued)

### 8.4.4 Private Open Space

New private open space should be in accordance with standards in the Dublin City Development Plan. This may be in the form of balconies, terraces, roof gardens or communal landscaped areas. Each apartment is required to have its own quality private open space.

### 8.4.5 Sustainable Urban Drainage Systems (SuDS)

To manage rainfall run-off, prevent pollution, and provide an attractive environment for people and wildlife, the scheme will seek an integrated approach to incorporating Sustainable Urban Drainage Systems into the design of each block and public area. Proposals should incorporate the principles of SuDS in accordance with best practice and standards. In this regard, developments in the SDZ area should be accompanied by a SuDS design incorporating a management train concept that comprises a sequence of best practice and SuDS techniques that improve the flow, volume and frequency characteristics of run-off, and prevent or treat pollution as water moves through the SuDS system. It is important that the management train begins with source control techniques to manage flows and pollution as close as possible to where rain falls on hard surfaces. See Figure 8.2 (sustainable urban drainage map) for layout of proposed SuDS features.

In addition to providing natural habitats for birds and other fauna, the planting of trees will be an objective in the SDZ to assist in storm water management. For every 5% of tree cover in a community, storm water runoff is reduced by 2%.

The scheme will encourage and support tree planting in the development of main urban streets, taking into account the particular environmental challenges this site presents. Alongside this, innovative urban solutions such as green roofs and living walls will be sought for the benefit of storm water retention, biodiversity enhancement and energy efficiency. See Appendix 1 for SuDS measures for new developments.

### 8.4.6 Ecology and Biodiversity

Most of the SDZ lands have been covered by artificial surfaces and some patches are covered by semi-natural habitats. The most valuable part of the SDZ lands to biodiversity is the corridor that is found along the southern part of the SDZ, between a vegetated embankment and the coast. This corridor area provides for ecological connectivity and is adjacent to shoreline habitats, many of which are designated, as well as facilitating amenity usage. The coastal corridor has potential to be used by bats, in particular, for movement between foraging and roosting areas. Two areas of note close to the SDZ are Irishtown Nature Park and Sean Moore Park. Although Sean Moore Park comprises mainly amenity grassland and exotic shrub species, it is important as a feeding ground for migrating Brent geese. Irishtown Nature Park supports pyramidal orchid, red-tailed bumblebee, and a rare beetle. Tern and Brent geese use the area and compensatory habitat has been provided for geese in the past. Dublin Bay and the River Liffey are important for nature conservation. It is a policy of the council to protect, conserve and enhance the natural resources of the city that adds significantly to quality of life. Allowing managed

access to and interaction with the natural environment will be encouraged where the impact to wildlife is minimised.

Overall the area supports a variety of common flora and fauna typically associated with an urban environment. Dublin Bay hosts large numbers of water birds in the winter months including internationally important numbers of light-bellied Brent geese and other species. There are mooring dolphins located to the north of Poolbeg that provide a nesting site for terns – these are designated as part of the South Dublin Bay and River Tolka Special Protection Area (SPA) and Dolphins, Dublin Docks proposed Natural Heritage Area (pNHA).

Development should seek to enhance the ecology and biodiversity value of the peninsula. All developers should have regard to the Mitigation Measures in the Strategic Environmental Assessment Environment Report advice for the protection and enhancement of the environment. (See Section 9, Mitigation Measures, SEA Environment Report for Draft Poolbeg West Planning Scheme.

#### 8.4.6.1 Designated Areas for Nature Conservation

The SDZ itself is not covered by any nature conservation designations. However, the southern edge of the SDZ has Irish and European designations, namely Special Area of Conservation (SAC), Special Protection Area (SPA) and proposed Natural Heritage Area (pNHA). The Planning Scheme will seek to achieve favourable conservation status for the habitats in these areas.

Applications for development shall be informed by a pre-application archaeological assessment undertaken by a suitably qualified archaeologist; and have regard to the Wreck Inventory of Ireland Database maintained by the National Monuments Service, Department of Culture, Heritage and the Gaeltacht.

### 8.4.7 SEVESO III Sites

There are potential constraints with regard to the existing three SEVESO III sites under the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) S.I. No. 209 of 2015. These are situated close to the SDZ area.

The Health and Safety Authority (HSA) has overall responsibility for the administration and enforcement of health and safety legislation in Ireland. One of the requirements of S.I. No. 209 of 2015 is that the Health and Safety Authority shall advise the relevant planning authority of a consultation distance for a SEVESO III establishment.

It is policy of Dublin City Council to have regard to the provisions of the Major Accidents Directive relating to the control of major accident hazards involving dangerous substances. Its objectives are to prevent major accidents and limit the consequences of such accidents. Dublin City Council will have regard to the provisions of the directive and recommendations of the HSA in the assessment of all planning applications located within the consultation distance of such sites.

It is an Objective of Dublin City Council	
<b>GI1</b>	To develop a hierarchy of inter-connected open spaces, recreation areas and green landscaped areas, via walking and cycling routes, through the SDZ and ensure that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.
<b>GI2</b>	To ensure equality of access for all citizens to public parks and open spaces in the SDZ and to promote open space with increased accessibility and passive surveillance where feasible.
<b>GI3</b>	To incorporate open space into the green infrastructure of the SDZ, providing a multi-functional role including urban drainage, flood management, biodiversity, outdoor recreation, allotments and community gardens where feasible, and carbon absorption.
<b>GI4</b>	To require the provision of green landscaping, including native tree planting where practical, on key streets within the SDZ and to improve amenity, increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation.
<b>GI5</b>	To respect the integrity of designated nature areas and seek to achieve favourable conservation status of the habitats in these designated areas.
<b>GI6</b>	All developments in the SDZ shall incorporate the relevant mitigation measures set out in the Strategic Environmental Assessment Environmental Report.
<b>GI7</b>	To require that all development proposals, including internal courtyards, maximise the opportunities for ecological and biodiversity enhancement.
<b>GI8</b>	To ensure that in new residential developments, public and communal open space is provided which is sufficient in quantity and distribution to meet the requirements of the projected population and includes play facilities for children, some of which may be covered/sheltered.
<b>GI9</b>	To seek the development of Coastal Park, Village Green and Port Park in the SDZ area offering new amenities and recreational activities and to support the upgrade of existing parks and amenity areas adjoining the SDZ.
<b>GI10</b>	To require Sustainable Urban Drainage Systems (SuDS) in all developments, incorporating a sequence of SuDS techniques that work together in series to control the flow, volume and frequency of run-off as well as preventing or treating pollution as water flows through the development (Management Train).
<b>GI11</b>	To integrate new green infrastructure solutions into new developments and in the public realm to boost biodiversity and improve surface water management within the SDZ area, include the use of permeable materials for surfaces, planted roofs, living walls, swales, retention basin/ponds and provision of storm water tree trenches.
<b>GI12</b>	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.
<b>GI13</b>	To promote environmental stewardship by managing invasive species and human-wildlife conflicts with bird species and to improve water quality.

# 09

## Land Use and Phasing





## 9.1 Introduction

The designation of the lands at Poolbeg West as an SDZ by the Government set a clear direction for Dublin City Council regarding the land use vision for the area. This designation, alongside the policies and objectives in the City Development Plan for the SDZ, have guided the preparation of this Planning Scheme. The SDZ has two national priority land uses within its boundary; namely (i) the provision of much-needed new housing in a sustainable urban setting and (ii) managing the future of Dublin Port, a national asset central to the successful operation of the economy.

In developing detailed land use plans for the SDZ, the scheme takes cognisance of, and is in accordance with, the objectives set out in Sc. 15.1.1.9 of the City Development Plan.

## 9.2 Challenges

The dual role of the SDZ presents a number of challenges in achieving a successful, sustainable and quality new environment. Poolbeg peninsula has a unique role within the city, containing a range of large-scale, semi-industrial utilities and uses, including power generation, shipping, wastewater treatment and waste management. These uses are predominantly 24hr in nature and generally are not suitable uses to be located in direct proximity to residential uses. In response to this challenge, the land use and phasing approach taken has been driven by the environmental information and outputs from the Strategic Environmental Assessment process. Also shaping and impacting directly on land use decisions is the impact of key transport reservation corridors, namely the Southern Port Access Route and the Eastern Bypass reservation corridor, which have a direct impact on two major sites within the SDZ.

A second challenge in shaping the land use is the importance of building communities and integrating these lands into the fabric of urban villages that define the character of this part of the city. The development of new housing in Poolbeg needs to form part of the community that makes this area what it is, not stand alone from it. It also has the potential to bring benefits to the existing community by providing new resources, facilities and connections as well as new opportunities for the local community to continue to live in the area.

The third challenge for the lands is giving adequate recognition and setting for the wonderful setting of the lands in question, particularly the lands to the south which face directly onto Sandymount Strand. Connecting this maritime character back towards Ringsend is a challenge this scheme seeks to fully address.

In relation to phasing, the importance of ensuring that the delivery of services, public transport, cycling facilities and local retail come forward in tandem with the developing residential community is central; as is the delivery of the necessary buffers and protective buildings that are essential to achieving the mix of uses sought for the SDZ lands.

*The SDZ has two national priority land uses within its boundary; namely (i) the provision of much-needed new housing in a sustainable urban setting and (ii) managing the future of Dublin Port, a national asset central to the successful operation of the economy.*

### 9.3 Approach Taken

This area of land encompasses a point of transition for the city from residential and mixed-use land uses to industrial and port activity and the SDZ Scheme seeks to manage this transition within the land-use policy in a practical and sustainable manner. The SDZ Scheme divides the lands into five land-use areas: (i) port and industrial; (ii) housing with some mixed-use, with ratios varied within each block; (iii) commercial; (iv) community/education uses and (v) park and recreational lands.

The layout and arrangement of these areas is set out in Fig 9.1. It should be noted that this is for illustrative purposes only, and the detail of boundaries and land-use mix is specified in chapter 11 of this scheme by individual block. The layout presented in Figure 9.1 responds to the challenges outlined, providing a mix of business, housing and port/utility-related uses, served by a generous series of new public spaces and amenities.

The port and industrial areas are located on and adjacent to existing lands currently used for such purposes. This area also contains the two key transport corridor reservations, which restricts the scale and options for land use within the corridors. The locations with this land use provide the capacity needed for Dublin Port to continue to operate as the leading port for the State and to make best use of the existing and future port infrastructure in an efficient and sustainable manner.

Film Studios; an opportunity for Dublin: The areas designated as B2 in the SDZ are identified for

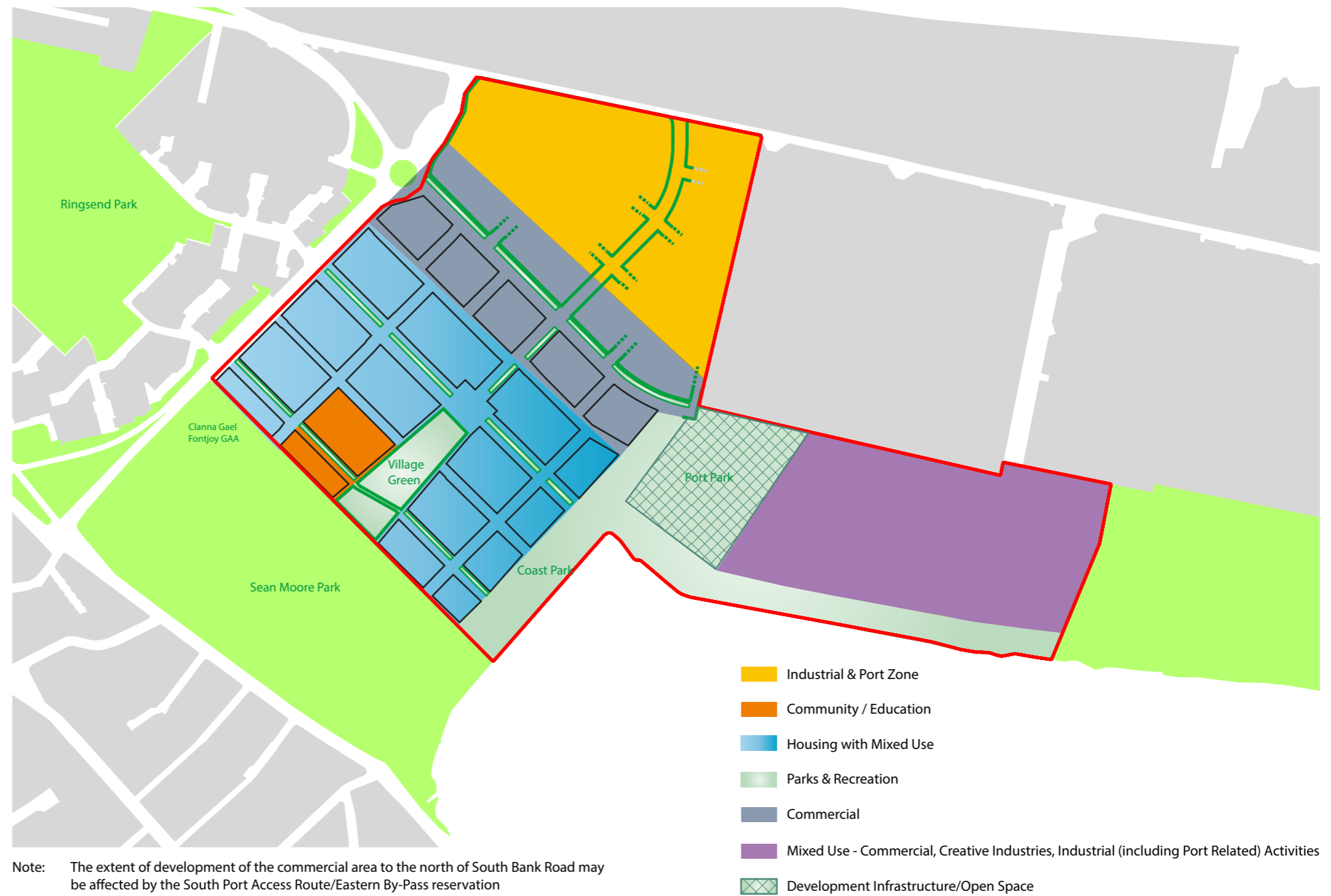


Figure 9.1. Land Uses

Mixed Use – Commercial, Creative Industries, Industrial (including port-related activities). This enables a range of uses on these lands including those associated with Dublin Port and film studios, together with TV and digital content production studios. The latter uses may include the provision of sound stages, post-production and digital services, workshop areas, ancillary support and administration buildings and back lot areas (outdoor storage, green landscaping).

The commercial lands provide for office and similar development, including hotels, with the option of other ground floor uses such as retail/café/restaurants at suitable high-profile locations.

This use is separately identified and included in the SDZ for two reasons: (i) to provide a physical buffer zone between the port-related activity and the housing and housing/mixed-use areas; and (ii) to provide a viable location within the SDZ for employment uses which will provide opportunities for those living in or near the SDZ with a local employment location, reducing commuting needs and providing activity to the area through the day, boosting local services. A corridor of future commercial development, including hotel uses, along the north of South Bank Road is a longer-term development option, and dependent both in relation to its location and extent on the final alignment of the Southern Port Access Route and the Eastern Bypass.

The housing with some mixed-use land-use area aims to provide a predominately residential environment, or residential with commercial mix, depending on the specifications for each block.

The balance of mixed-use within each block is set on the basis of achieving an appropriate level of retail services within the SDZ in the most suitable locations, providing an additional buffer for the northern portion of these lands and creating a new urban village centred on the green. The community/educational space seeks to create a neighbourhood hub within the SDZ, catering for the local demand generated by the new housing for schools and community spaces. The aim is to achieve an integrated design approach to this space that is welcoming and will ensure a flexible and multi-use approach to facilities provided. If, following future analysis, it is decided not to take up these lands for education/community uses, such uses must then be provided in the next block(s) immediately to the east and the designated site used for new housing. In such a case, the benefits (land-use and technical) of the repositioned site need to be clearly set out in conjunction with the planned delivery of housing on the designated school site. A clear urban design rationale would be required.

The detail of the balance allowable of residential to other uses for each block is fixed and is defined in Chapter 11.

The land-use mix for the SDZ aims for an overall mix of 80-85% residential and 15-20% commercial on the lands to the south of South Bank Road. For clarity, this percentage is based on Net Developable Area, discounting ground floor uses where residential is above retail or similar, with hotels and apart-hotels considered a commercial use for this SDZ. Also required is the allocation of space at ground floor level and upper-floor levels



where applicable for social, cultural, creative and artistic purposes. This should contribute towards the 5% target for such uses in the Docklands area generally (see Chapter 4 for detail). Each block masterplan/application will need to demonstrate how this is being incorporated. Options that can be presented to meet this objective are:

- Cultural features or uses/artistic installations within the parks
- Social spaces available to the community that can be used by local clubs/organisations to promote cultural or artistic events/projects
- Provision of artistic studio spaces within the SDZ
- Space within the public realm for art installations.

Other viable, innovative proposals will also be considered, taking into account any identified need for new or upgraded social and cultural facilities in the locality and opportunities for sharing, expanding Figure 9.2 Phasing areas and/or improving such facilities, without undermining existing facilities.

The park and recreational lands provide the amenity space needed to service the new population of the SDZ, and bring a benefit to the wider community. Three new spaces are proposed, each serving a different purpose. This is addressed in more detail in Chapters 8 and 11.



Figure 9.2. Phasing Areas

## 9.4 Sequencing of Development

The character of the area is currently in two very different forms, with the port and utility-related industry operating on most of the lands designated for such purposes and with the housing and amenity lands currently vacant sites. Because of this environment, a traditional phased approach is not practical or appropriate for this SDZ. The phasing plan developed below addresses three key areas, ensuring: (i) that new housing provided is adequately buffered; (ii) that the transport requirements for each phase are fully considered and linked to development and (iii) that the differing time-lines that affect each major land use is addressed.

The phasing plan therefore is shaped by two streams of phasing, one related to the commercial, residential, retail and community uses on the southern portion of the site and the second related to the port and port-related and industrial activity zonings to the north and east of the SDZ. Both draw extensively from the objectives of the City Development Plan expressed in Section. 15.1.1.9. Figure 9.2 above outlines the two areas.

### Phasing Area A: Residential, Commercial, Amenity, Community Zonings

Approach: The phasing requirements for this area are based on three principles, for which each application for development must demonstrate compliance:

1. Each block shall include supporting uses or services or amenity space to be delivered in tandem with housing.
2. All development north of the boulevard must be delivered in tandem with 'buffering' commercial buildings, or other significant landscaping and/or acoustic measures.
3. Transport connections must be prioritised, with certain elements delivered prior to the occupation of any new housing.

The first applications for each block must include a masterplan where the application does not extend across the entire block. If the housing area is to be developed as one entire scheme the preference is that generally development shall take place sequentially across the site to avoid piecemeal build-out.

Phase	Infrastructure Requirements	Responsible stakeholder
<p><b>Phase 1:</b> Enabling infrastructure &amp; development of up to one third of the site. Applications for housing up to this threshold must include the infrastructure identified for this phase.</p>	1. Remediation works necessary for the development of each site block.	Developer/Landowner
	2. Upgrade to Sean Moore Road, including new junction access.	Dublin Port/DCC/developer/National Transport Authority
	3. School site landscaped awaiting DES progression to construction.	Dept Education & Skills/Landowner
	4. Bus route within site is completed and available to use.	Developer/Landowner
	5. Cycle routes and service roads connecting from active sites to Sean Moore Road completed.	DCC/NTA/Developer
	6. Retail services up to 30 % delivered as minimum.	Developer/Landowner
	7. New Village Green amenity space developed with parts of central boulevard and coastal link also provided.	Developer/Landowner
	8. Community Facilities: <ul style="list-style-type: none"> <li data-bbox="771 1058 2071 1146">(i) Delivery of block scale community &amp; arts spaces in tandem with each housing site (as per Table 4.1).</li> <li data-bbox="771 1159 2071 1230">(ii) Management and funding mechanism for new multi-functional community hub facility agreed with Dublin City Council and development under construction by end of Phase 1 as a minimum.</li> </ul>	Developer/Landowner
	9. A strategy for underground services and utilities shall be developed for Area A as a prerequisite to the approval of any planning applications within the Strategic Development Zone. This is to recognise that infrastructure and utilities are required to be dealt with at site level.	Developer/Landowner
<p><b>Phase 2:</b> Remaining lands. Granting of permissions for housing units and commercial developments on remaining two-thirds of the lands is dependent on these projects having construction contracts signed or under construction or where relevant incorporated into the applications.</p>	1. Replacement of Sean Moore Roundabout and completion of upgrade of Sean Moore Road.	Developer/Landowner/Dublin City Council
	2. New/Extended bus routes operating within SDZ.	NTA/Bus Operator
	3. Delivery of remaining park and amenity areas.	Developer
	4. Community Facilities. <ul style="list-style-type: none"> <li data-bbox="771 1629 2071 1717">(i) Delivery of block scale community &amp; arts spaces in tandem with each housing site (as per Table 4.1).</li> <li data-bbox="771 1730 2071 1801">(ii) Community hub building under construction and due for opening prior to the making available by the developer for occupation of any unit of Phase 2.</li> </ul>	DES/Developer
	5. Dodder Bridge project under construction and operational before occupation of remaining lands.	DCC/NTA/Developer
	6. New pedestrian & cycle facilities at Tom Clarke (East-Link) Bridge commissioned.	DCC/NTA/Developer

## 9.4 Sequencing of Development (continued)

### Phasing Area B: Industrial & Port Zone

The lands in this industrial and port area of the SDZ consist of two blocks, B1 and B2. For Block B1, the lands will continue to be used for port and port-related activity, with a smaller portion used for utilities. Part of this site is affected by the transport corridor reservation, including the area allocated commercial on the southern boundary. A landscaped buffer strip is proposed for this boundary in the interim.

For the main part of Block B1 it is proposed to move the existing LoLo ('Load-on Load-off') container terminal further east outside the SDZ and replacing it with a Ro-Ro ('Roll-on Roll-off') facility. This will result in an improvement in the amenity of both existing and new residential communities. New commercial buildings are proposed to form the northern edge to South Bank Road. This development could include hotels and uses associated with the growing cruise tourism facility at the port. Such a development would create

an appropriate transition and buffer between the residential areas to the south and the Ro-Ro port activities to the north.

For Block B2, this site is proposed for unitised cargo storage in the long term, with a commercial element on the western boundary facing onto the buffer park zone, which could consist of hotel, office or other commercial and/or leisure and limited retail/café type uses. This zone is directly impacted by the transport corridor reservation,

and will be reviewed following resolution of the reservation. Meanwhile the area is proposed as a public park to provide a transition between the new residential area and the cargo storage area. Block B2 will be served by a reopened new link extending northwards to Pigeon House Road (outside the SDZ) and not westwards to South Bank Road.

Phase	Infrastructural Requirements	Responsible stakeholder
<b>Short Term:</b> Current operations and limited expansion/redevelopment within SDZ lands, which do not generate significant increases in traffic movements into the port lands.	1. Completion of acoustic protection at Pigeon House Road.	Port leaseholders, Dublin Port
	2. Opening of HGV route to Block B1 via Pigeon House Road & provision of landscape buffer strip on southern boundary.	Dublin City Council/Port
	3. Buffer park (Port Park) in Block B2 as part of expansion of unitised cargo use in this area, and link northwards (Shellybank Road).	Port
	4. Replacement of 'Lo-Lo' operations with 'Ro-Ro' in Block B1.	Port
	5. Opening of new route to port and utilities by extending Pigeon House Road directly into port to provide direct HGV access as an 'Alternative Port Access Route'.	Dublin Port/DCC/NTA
	6. Design of Southern Port Access Route (SPAR).	NTA/DCC/TII
<b>Medium Term:</b> Expansion and further intensification of operations within Poolbeg peninsula and within SDZ lands, with traffic generation implications assessed and addressed.	1. Upgrade/dualing of Tom Clarke (East-Link) Bridge as part of SPAR.	DCC/NTA/TII/Dublin Port
<b>Long Term*:</b> Commercial uses on boundary areas where practical and significant intensification of use of SDZ lands for port and related activities.	1. Completion of Eastern Bypass.	TII
	2. Upgrade of South Bank Road to create quality urban environment.	NTA/Dublin Port
	3. Completion of the LUAS extension to Poolbeg West.	NTA

\*This phase will not be considered necessary if there is a change in policy regarding the Eastern Bypass or a change in location so that the lands in question are no longer reserved.

**It is an Objective of Dublin City Council**

LP1	Land uses shall comply with Figure 9.1, so that only appropriate uses are permitted within each block.
LP2	To provide a land-use mix of 80% residential and 20% commercial (as set out above) across blocks to the south of South Bank Road. Office-type commercial uses shall be concentrated mainly in blocks adjoining South Bank Road.
LP3	Active and commercial ground floor uses to be provided in the vicinity of the village hub and also at the junction of the Central Boulevard/Sean Moore Road.
LP4	Development of Blocks A1 to A4 inclusive, as shown in Figure 9.2 shall be in compliance with the requirements of Phasing Area A, to ensure that the amenities and protections needed for new housing is provided in tandem with housing development.
LP5	Future expansion and development of port/industrial/utility-type industry within Blocks B1 and B2 (Fig 9.2) shall be in compliance with Phasing Area B, to ensure that the appropriate infrastructure to serve the port and related uses is delivered when needed, and that longer-term strategic infrastructure can be provided.
LP6	Development shall be carried sequentially across the SDZ in order to avoid gap sites detrimental to amenity.
LP7	Where possible, proposals for development within Block B1 of the SDZ (port lands) shall include proposals for the conservation/enhancement of the historic South Bull Wall.



10

Public Realm





## 10.1 Introduction

*'The Public Realm is an important part of Dublin's identity, of how we understand ourselves and how we want to present ourselves to others. It contributes to Dublin's competitiveness both by influencing the image of the city abroad and by being attractive for people who live in, work in, or visit the city. The public realm is vital to our city life and this importance requires us to understand it and influence its future through developing vision, appropriate policy and a collaborative approach with people at its centre'*

Dublin City Council, 'Your City, Your Space, Dublin City Public Realm Strategy', 2015)

The public realm can be described as all areas to which the public has access. This includes the publicly accessible space between buildings, along with the spaces and the buildings or other structures that enclose them. It is typically defined by roads, streets, lanes, parks, squares and bridges, and is characterised by the functions and activities that take place within them.

The Planning Scheme will guide the development of an exciting new urban quarter, nestled between the adjacent urban villages of Sandymount, Ringsend and Irishtown to the east and southeast, and the existing industrial/port zones to the north and east. To the south lies the sweep of Sandymount Strand giving views to Dun Laoghaire and the Dublin mountains beyond. The juxtaposition of the area's high natural amenity together with its prominent industrial landscape adjacent, will present challenges and

also opportunities, as to how this new quarter is to be designed and developed. It will be home to a mixed-use development of up to 8,000 new inhabitants and a broad range of commercial/retail functions. The design of the public realm in the Planning Schemes new streets and spaces will play a critical role in how the proposed new residential, commercial, educational and leisure uses will interact with each other, with the adjacent urban villages, with the surrounding natural environment and also how it will connect with the wider city beyond. It will seek to strike a balance between the different functions and demands placed upon it by all these different user groups, while taking into account their interests and objectives.

A public realm masterplan will be prepared within one year of publication of the Planning Scheme, and this will be based on the approach set out within Dublin City Council's Public Realm Strategy, addressing inter alia, materials, planting, street furniture. Broadly, this masterplan for the Planning Scheme will guide the design of socially inclusive and universally accessible urban spaces and streets encouraging pedestrian movement and sustainable transport uses, and facilitate improved connectivity between Poolbeg, the adjacent urban villages and the wider city. The masterplan will seek to protect the area's existing natural heritage and amenities, develop greening strategies to promote biodiversity, and leverage the area's maritime heritage to develop cultural activities and the arts. It will recommend specifications for high-quality materials and street furniture, and

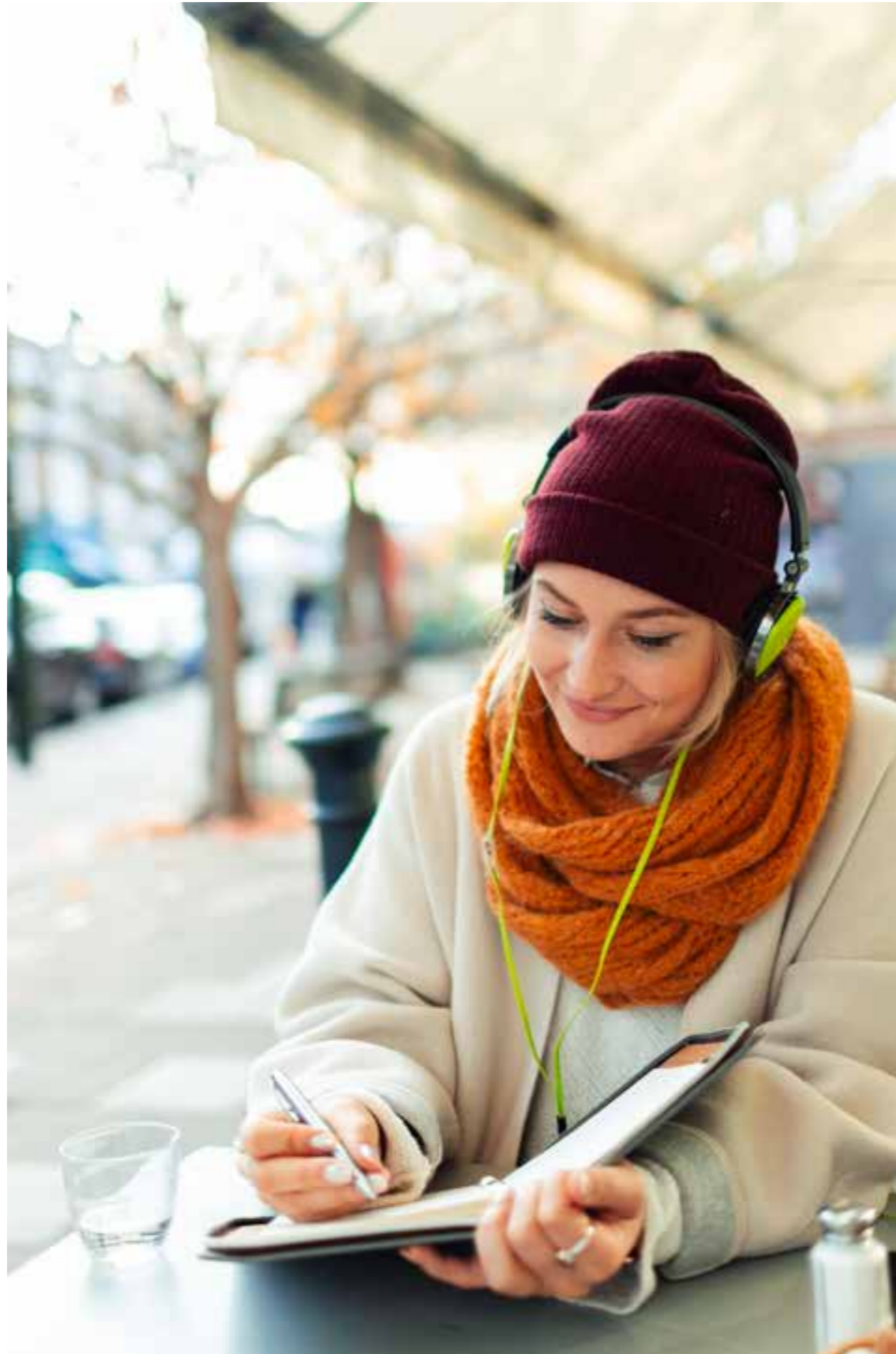
encourage a wide mix of recreational activities and events to attract residents, workers and visitors to the area. It will inter alia provide guidance to design the urban and landscape environment for an exemplary seafront quarter.

Key policy documents guiding the public realm masterplan for the Planning Scheme include:

- Dublin City Development Plan 2016–2022
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas
- Quality Housing and Sustainable Communities – Best Practice Guidelines
- Design Manual for Urban Streets and Roads

- National Disability Strategy
- Transport Strategy for the Greater Dublin Area 2016–2035
- The Legible Dublin Study
- Urban Design Manual
- Your City Your Space – Dublin City Public Realm Strategy
- The Heart of Dublin – City Centre Public Realm Masterplan
- North Lotts and Grand Canal Dock Planning Scheme 2014
- Public Realm Masterplan for the North Lotts and Grand Canal Dock Planning Scheme 2014.

*The public realm is vital to our city life and this importance requires us to understand it and influence its future through developing vision, appropriate policy and a collaborative approach with people at its centre.*



## 10.2 Ambition & Aims

The public realm masterplan for the Poolbeg West Planning Scheme will be designed to support the scheme in achieving its vision for Poolbeg West to create a sustainable urban neighbourhood that responds to the area's unique location, enhances the enjoyment of local amenities, and connects with the physical, environmental, economic and social fabric of the city, the bay and adjoining neighbourhoods.

The four main aims for the design of the public realm stem from the three themes 'Connect, Create, Protect' set out in the vision for the area (in Chapter 2). These aims include:

### Place-making:

- To create an attractive and high-quality public domain with ancillary service infrastructure to create an exemplary mixed-use neighbourhood that residents are proud to call home, and workers and tourists enjoy visiting.
- To provide a variety of mixed-use spaces to encourage active and passive recreation for different user groups and ages for play, the arts, cultural and sporting events.
- To design streets and spaces that relate to the height and scale of adjacent buildings and achieve satisfactory levels of sunlight and daylight.
- To include specific areas that promote interaction and community development, provide shelter and security, and are pleasant to rest and linger in.
- To exploit the area's outstanding natural amenity and topography by opening views

to the sea, coast, mountains and nature reserves, having regard to solar orientation and environmental comfort.

- To design a legible hierarchy of streets and spaces within the SDZ to create micro-districts with different urban characters.
- To create a clear delineation between public space, private space, and communal space within the SDZ. Insofar as possible, to also ensure that all streets and spaces that are publically accessible are taken in charge, maintained and managed by Dublin City Council.
- To create visual improvements on industrial/brownfield lands in the vicinity.
- To help ensure pedestrian comfort is achieved in the public realm through appropriate building design, addressing anticipated wind-related impacts through suitable wind moderation measures.

### Environmental Protection and Enhancement:

- To protect the SDZ area's existing natural reserves and amenities, and enhance its biodiversity through the creation of new parks, green infrastructural routes and corridors.
- To improve the environmental quality of the SDZ through new water management proposals using SuDS, swales and water attenuation where appropriate to mitigate against flooding.
- To plant native flora to support and develop natural habitats for land and water-based fauna.
- To create green buffers between new development in the SDZ and the surrounding industrial landscape to soften their visual impact.

- To provide green landscaping, including tree planting on streets within the SDZ area to increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation.
- To encourage the use of green roofs and vertical greenery on buildings where appropriate. The design of green roofs shall consider whether nesting birds may be attracted and, where conflicts between usage and bird protection are identified, the use of 'swift bricks' and nest boxes should be explored.

**Connectivity & Movement:**

- To provide improved connectivity between the Poolbeg SDZ, its surrounding urban villages, and beyond to the city itself (see Figure 10.1).
- To prioritise the design of the public realm for pedestrians, cyclists and public transport, to minimise the use of cars and other vehicular traffic.
- To promote universal access for the disabled and mobility impaired to live a full life free from discrimination through the design of an 'enabling' environment.
- To provide legible, safe connections for all ages and user groups within and through the SDZ area.

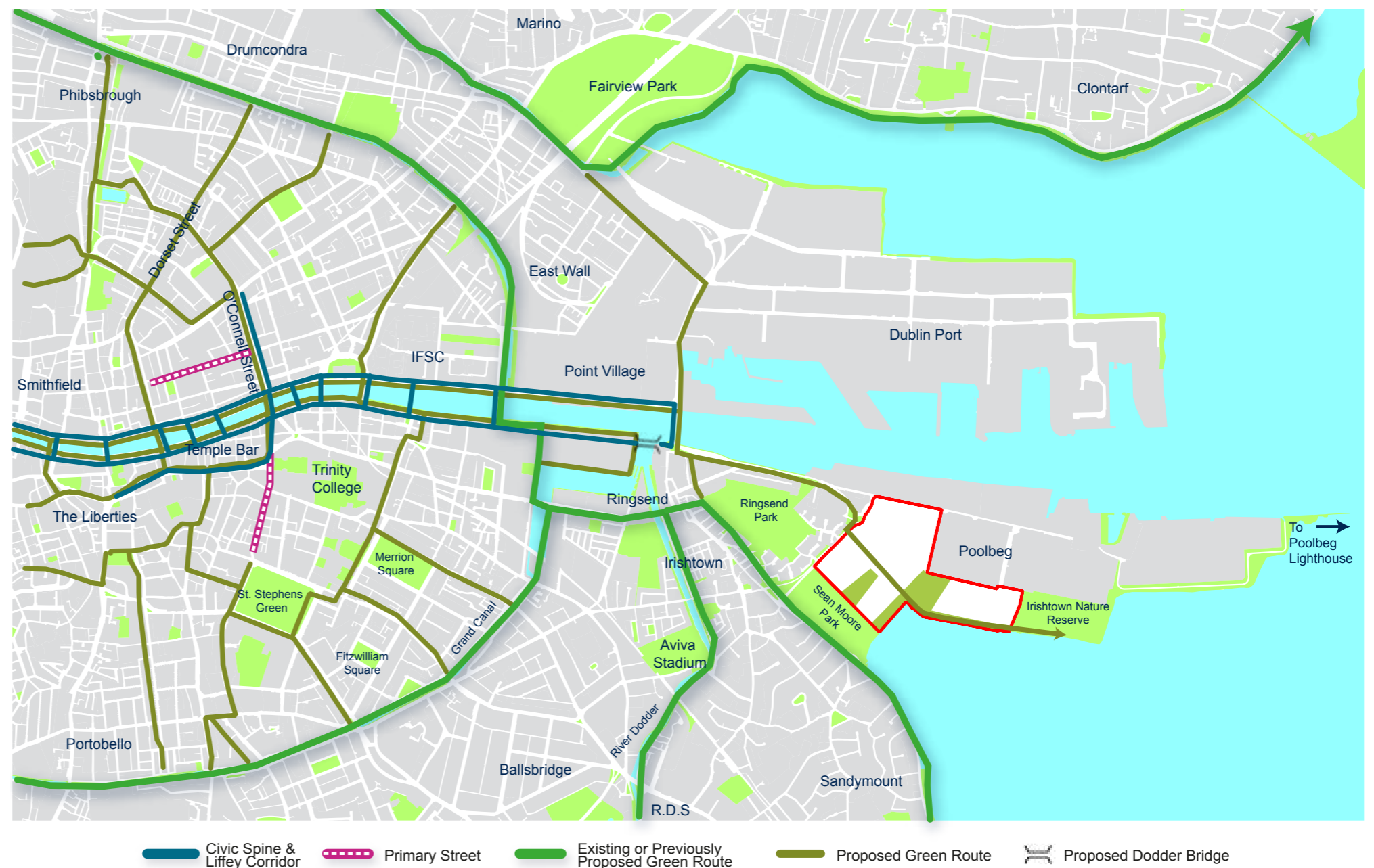


Figure 10.1. Making a Legible City; New Key Spaces and Connections

## 10.2 Ambition & Aims (continued)

High-quality palette of materials and street furniture:

- To develop palettes for high-quality street furniture and develop a materials, fixtures and fittings palette that are appropriate to the needs of different transport and user groups, i.e. pedestrians, disabled, mobility impaired, cyclists, cars, HGVs, buses etc.
- To specify materials that take management and maintenance into consideration and that are in compliance with the 'Construction Standards for Roads and Street Works' published by Dublin City Council.

## 10.3 Strategic Themes

The public realm masterplan for the Poolbeg West Planning Scheme will be developed around a series of different strategic themes. These themes are described individually, but when combined collectively will produce a holistic and integrated approach and vision for the design of the Poolbeg SDZ's public realm. The themes that will be addressed in detail in the public realm masterplan stem from the vision set out in Chapter 2, and also from the urban structure and design chapter. These are:

- Connectivity
- Greening
- Biodiversity
- Water management
- Recreation, play and events
- Heritage
- Arts and culture
- Materials and furniture
- Underground services, infrastructure and utilities, waste management and smart technologies
- Place naming.

## 10.4 Detail Design of Streets and Spaces

The public realm is an integral part of the urban design layout for the Planning Scheme. Development blocks are orientated in an orthogonal layout from Sean Moore Road in the north west, to the coastline in the south east, and from the proposed new main commercial street in the north east to Sean Moore Park in the south west. This layout also follows the natural topography of the site, allowing open views and connections between the surrounding villages and the seashore beyond. The main central flared space, Village Green, has a south-westerly orientation to maximise solar gain and to link with Sean Moore Park adjacent. More detailed guidance on each of the public realm components will be included in the public realm

- Major streets – including the Central Boulevard, the local shared streets (running parallel and between Central Boulevard and Southbank Road), Sean Moore Road, South Bank ILink street, and the interface with Sean Moore Park.
- Local Streets – commercial and residential streets.
- Parks, open spaces & green routes - Village Green, Coastal Park, Green Routes and screening of port/industrial use lands.
- Courtyards for residential and commercial blocks.

*The main central flared space, Village Green, has a south-westerly orientation to maximise solar gain and to link with Sean Moore Park adjacent.*

**It is an Objective of Dublin City Council**

PR1 Owners of landbanks within the SDZ area shall prepare public realm masterplans for their respective blocks, internal courtyards and surrounding streets, for adoption into an overall public realm masterplan for the entire SDZ area, to be approved by Dublin City Council. The exact layouts and widths of streets and spaces within the SDZ area are to be confirmed and agreed with relevant agencies and Dublin City Council and each masterplan shall include details relating to the following:

- surfacing, materials, planting, street furniture, play equipment, lighting and public art, and their arrangement and location within the street,
- proposals for active soft edges/defensible spaces where residential units meet the public realm,
- proposals and locations for highly permeable frontages to ground floor businesses opening out onto streets,
- allocation of street space for each mode of movement based on the priority hierarchy set out in the Design Manual for Urban Roads and Streets, and
- parking details including exact number of off-street and on-street spaces, loading spaces and accessible spaces.

Within one year of the publication of the Planning Scheme, detailed landscape plans shall be prepared for the Village Green and the Coastal Park based on the development and design codes and public realm strategy submitted to An Bord Pleanála on 27th November 2018.

PR2 To integrate the Planning Scheme with surrounding areas through use of quality design and upgrades of the public realm, and by minimising abrupt changes in levels at site boundaries, to create attractive connections, to and through the Poolbeg West SDZ.

PR3 To promote a maritime and ecological character to public realm and street layouts within the scheme.

PR4 That all public realm areas will be designed and built to Dublin City Council 'taking in charge standards' in accordance with the public realm masterplan. Unless agreed otherwise in writing, underground basements and carparks will not be provided under lands to be taken into charge by Dublin City Council. Public spaces should be publicly accessible at all times.

PR5 That all grant of planning permissions in the SDZ area will be required by condition to comply with the guidance as set out in the overall public realm masterplan for the Poolbeg West Planning Scheme (once published).

# 11

## Urban Structure and Design



## 11.1 Introduction

The Urban Structure is a detailed refinement of the Concept Plan (see Figure 2.1). Figure 11.1 – Formation of the Urban Structure illustrates how the key linkages between Ringsend Park (via Bremen Road and Pine Road) and the Irishtown Nature Park/coastal path created two parallel lines of movement across the site (A). A grid emerges when the alignment of Whitebank Road is extended south through the site to connect to Sean Moore Park (B). This forms the basis for the development of a highly permeable and easy to navigate urban structure consisting of a series of gateways, edges and nodal points, around which land uses, densities and building layouts (including heights) are arranged (C). A series of minor refinements opens up views from the SDZ to Sean Moore Park (with the Dublin Mountains forming a backdrop), off-sets internal streets to terminate views, and maximises views toward the Dublin Bay (D). The final Urban Structure is depicted in Figure 11.2 – Movement Proposals & Land Use and Figure 11.3 – Block Form & Layout. These Figures provide the urban design framework, or masterplan, that will guide the development of Poolbeg West, as further described in the sections below. The urban design framework/masterplan is necessary to balance the need to promote clarity and certainty with sufficient flexibility to ensure that creative design is encouraged.

Various components of the Urban Structure are described as *'fixed'* or *'flexible'*, meaning:

- **Fixed:** These elements are critical to the successful delivery of a cohesive and sustainable urban structure in accordance with the key principles of the Planning Scheme and are to be delivered as illustrated and/or described, subject to minor variation only.
- **Flexible:** These elements must be accommodated for the successful delivery of a cohesive and sustainable urban structure. These elements may be varied within the urban block provided the overall cohesiveness of the Urban Structure is maintained and the Key Principles and Objectives, as set out in this scheme, are achieved (see Section 11.6).

All other elements described or depicted within this Chapter are indicative and are shown for illustration purposes to demonstrate how a cohesive urban structure can be formed. Other innovative solutions which achieve the key principles of the scheme are encouraged.

## 11.2 Access & Movement

### 11.2.1 Street Network

The key desire lines between Ringsend, Irishtown Nature Reserve and Sean Moore Park form the 'backbone' of an accessible, integrated and easy to navigate street network (See Figure 11.1). A series of Green Links provide direct links between Ringsend Park, Sean Moore Park and the Irishtown Nature Reserve (see also Section 11.4.5 below). The main points of access to Poolbeg West are Sean Moore Road and South Bank Road via a new network of Local Streets/Green Links. An alternative access route to the port/ industrial lands is also proposed along the former alignment of the Pigeon House Road to remove traffic (including HGVs) from more sensitive/ more intensively developed areas of the Poolbeg West. A number of major junction and crossing improvements are required to facilitate access to the site, as follows:

- The roundabout at the junction of Sean Moore Road and South Bank Road is to be replaced with a signalised junction.
- The junction between Pine Road and Sean Moore Road is to be signalised to cater for movements to/from a new Central Boulevard.
- The junction along South Bank Road and Pigeon House Road will be signalised.
- An existing crossing adjacent to the Clanna Gael Fontenoy is to be moved north to align with Bremen Road and the School/Coastal Park Green Link.

The street hierarchy and street layouts have been developed in accordance with the Design Manual for Urban Roads and Streets (DMURS) to create a

self-regulating network that prioritises the safety of vulnerable users and the movement of sustainable modes. The street hierarchy, including indicative cross sections and layouts, is illustrated in Appendix 2. This includes:

- a) A new 27m wide Central Boulevard (+/- 2m depending on specific site circumstances) incorporating cycle lanes, together with wide footpaths and a tree-lined landscape strip integrated with SuDS (See Figure 11.4 – Central Boulevard Photomontage). This central boulevard also serves the major function of linking the maritime character of the bay back through Poolbeg West to Ringsend/Irishtown. The alignment of the Central Boulevard is fixed.
- b) A new 20m wide (+/- 2m depending on specific site circumstances) South Bank Access Street located between Blocks A1 and A2 and connecting to the retail hub/Village Green area. The alignment of the South Bank Access Street is fixed.
- c) A new 16m wide 'Green' coastal and school route (+/- 2m depending on specific site circumstances) linking Sean Moore Road to the proposed school site, Village Green and on to the Coastal Park. The alignment of the Coastal and School Route is fixed.
- d) The alignment and widths of other local streets (that is, side streets and home zones) is flexible, provided a DMURS compliant grid like network is achieved.

Vehicular access to basement car parking should be discreet and provided from side streets where possible.

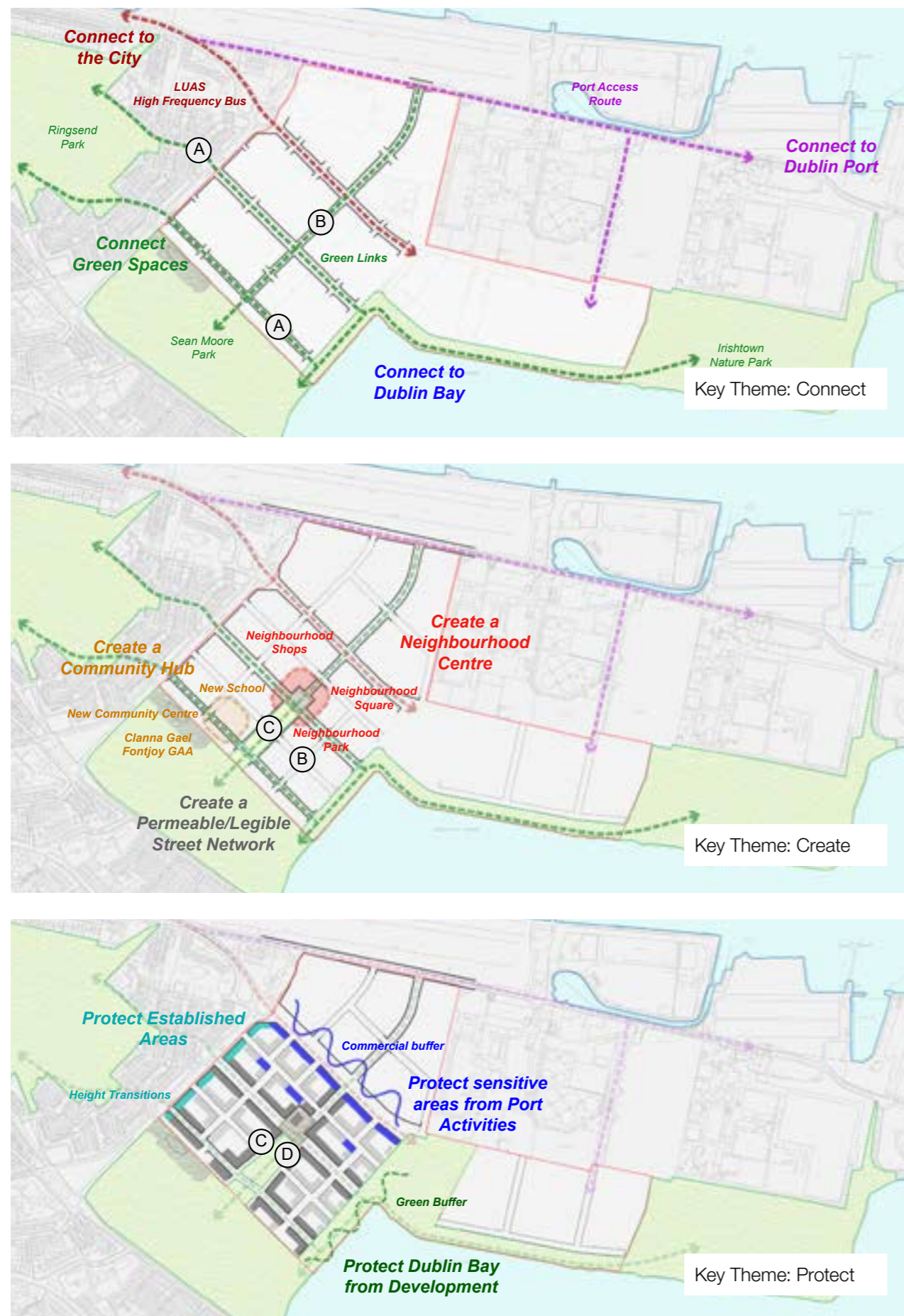


Figure 11.1. Formation of Urban Structure

## 11.2 Access and Movement (continued)

### 11.2.2 Public Transport

The proposed Red Line Luas extension (NTA Greater Dublin Area Transport Study 2016–2035) is routed along Sean Moore Road with the station located adjacent to a new junction with the Central Boulevard Green Link, maximising accessibility with to Poolbeg West and the existing communities of Ringsend and Irishtown. Any future Luas route will be facilitated by a setback of approximately 5m along Sean Moore Road. Bus Services are routed through the site along South Bank Road and the Central Boulevard Green Link via a loop system that caters for new services/service extensions from Ringsend, Sandymount and the Docklands (NTA Poolbeg Transport Assessment 2016). A bus gate is to be provided along this loop to prioritise services and reduce the amount of vehicular traffic entering the Neighbourhood Centre. All public transport routes are flexible and may be varied in collaboration with the National Transport Authority and/or Transport Infrastructure Ireland.

### 11.2.3 Key Pedestrian/Cycle Links

Major pedestrian and cycle links follow the key desire lines between Ringsend Park, Irishtown Nature Reserve (INR) and Sean Moore Park. These are to be provided in the form of Green Links, which are fixed elements. The major link between Sean Moore Park and Sean Moore Road via the Central Boulevard Green Link may also provide an alternative route for the Sutton to Sandycove (S2S). This cycle route is also fixed through the Coastal Park so as to disperse activity along the sensitive foreshore area. All other routes are flexible, providing for universal access and cyclists and links to adjoining lands maximised (where desirable).

## 11.3 Land Use Distribution

### 11.3.1 Neighbourhood Centre

The Neighbourhood Centre is to contain a maximum of 5,000m<sup>2</sup> of predominantly retail and retail service uses, in accordance with the retail strategy contained in the City Development Plan, centrally located at the convergence point of key desire lines/access routes within Poolbeg West. Retail frontages on the northern side of the Neighbourhood Centre are a fixed element. Supplementary retail frontages are a flexible element and may be provided along the northern side of the Central Boulevard Green Link to Sean Moore Road to pick up footfall toward the eastern residential area/Sean Moore Road/future LUAS Station, and draw people into the site and along the eastern edge of the Coastal Park to help animate the foreshore area. Supplementary retail frontages may also include other commercial, cultural, community or leisure uses that promote the formation of a highly-animated ground floor. Any residential development provided at ground floor level along these frontages should be designed to enable future conversion to retail uses.

### 11.3.2 Commercial Buffer

Commercial uses are provided for along South Bank Road to form a buffer between more sensitive uses to the south and industrial/port activities to the north. 15–20% of the net developable area of lands to the south of South Bank Road is to accommodate 80,000–100,000m<sup>2</sup> of commercial uses. The area between the



commercial and residential areas to the rear can be considered as a 'Flexible Use Area', to allow for variation in the distribution of uses with a limited number of blocks, subject to residential uses not being directly exposed to north-easterly winds (see also Figure 11.6. Open Space and Buffer Areas).

**11.3.3 Residential Neighbourhood**

3,000–3,500 residential dwellings are to be provided within those blocks immediately adjoining the Central Boulevard Green Link and to the south. Residential development is fixed to these locations, however, as above, a more flexible or mixed-use approach may be taken within 'Flexible Use Areas' provided a buffer is maintained. (as per Figure 11.6).

**11.3.4 Community/School Sites**

New community facilities and a primary school are to be provided to the south-west of the site near the Clanna Gael GAA Club, to enable the co-sharing of facilities. The location of community facilities and the school is fixed to this location. The final form of the school and community facilities is however flexible and will be determined in consultation with the Dept. of Education. In determining the final form of the school and the community facilities, including a sports facility, regard will be given to the possibility of the development of such a facility being undertaken in collaboration with local sporting clubs.

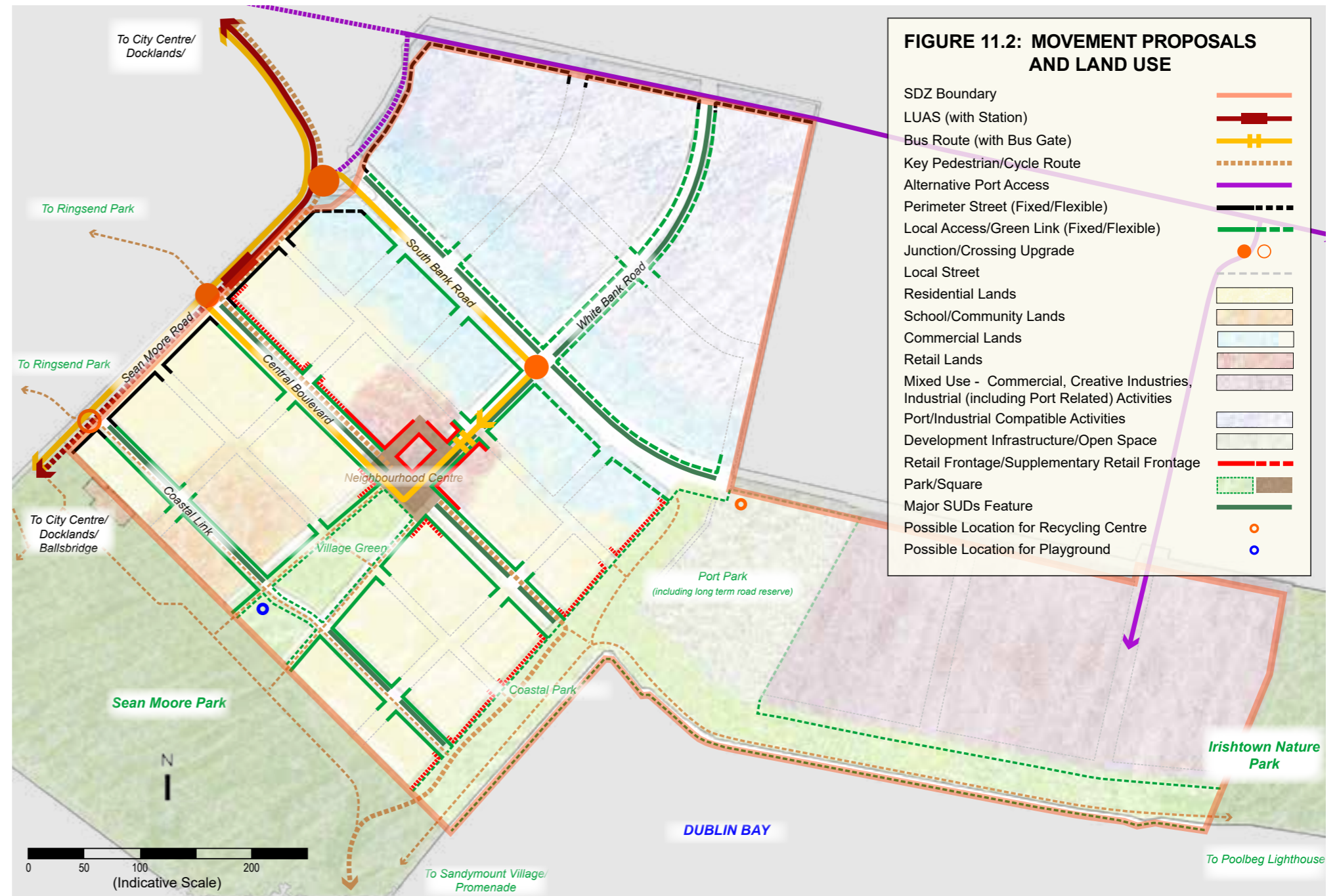
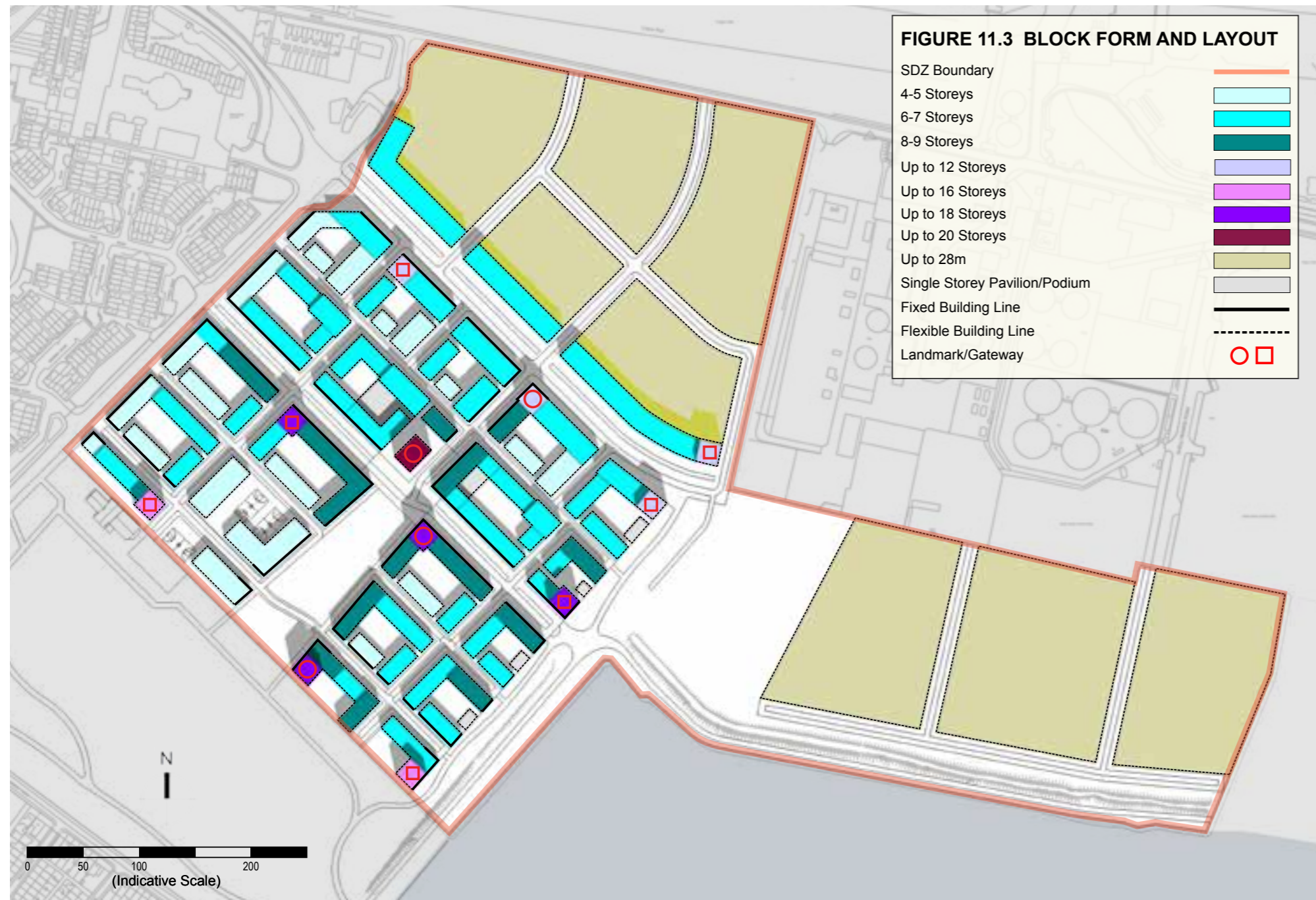


Figure 11.2. Movement Proposals and Land Use



### 11.3 Land Use Distribution (continued)

#### 11.3.5 Port/Industrial Compatible Uses

Areas B1 and B2 shall be used only for temporary port facilities, port-related buildings, existing uses and container storage until resolution of the Eastern Bypass route corridor. Following resolution of details of the route corridor the Planning Scheme shall be amended to allow for the development of the remainder of the B1 and B2 lands, following a more detailed consideration of appropriate urban form and long-term land use. Development in B1 and B2 lands shall have a height limit of 28m (other than ancillary port structures such as chimneys, cranes and storage tanks.)

Figure 11.3. Block Form and Layout

## 11.4 Open Space Network

### 11.4.1 Neighbourhood Square

The Neighbourhood Square is fixed within the Neighbourhood Centre. A more flexible approach may be taken in regard to its layout and form, subject to active retail and commercial frontages being placed on all sides of the square (and adjacent pedestrian areas). A minimum of 2,000m<sup>2</sup> of pedestrian plaza area must be provided, and the square shall have a minimum width of 50m (measured from east to west). The detailed design of the square is to also passively integrate multi-modal movements as well as providing flexibility for a range of activities.

### 11.4.2 Neighbourhood Green

The Village Green is centrally located within the site and links to Sean Moore Park. Its south-west orientation will maximise solar access and allow milder south-westerly winds to penetrate the site. The green is splayed at its southern end to open up views toward Sean Moore Park and the Dublin Mountains, whilst also breaking up the bulk of development along the southern boundary. The green is to contain space for passive and active uses as well as SuDS retention areas (see Figure 8.2. Indicative Sustainable Urban Drainage). The location and form of the Village Green is fixed, with a minimum area of 9,000m<sup>2</sup> and minimum widths of 50m and 75m at its northern and southern end respectively (see also Figure 11.5. Neighbourhood Green Photomontage).

### 11.4.3 Coastal Park

The Coastal Park occupies a highly sensitive area (inclusive of an ESB way leave) and will provide a buffer between more intensive development within Poolbeg West SDZ and the foreshore (as per Figure 11.6). The location and form of the park is generally fixed, with a western edge being set back 50m from the shoreline boundary of the SDZ (see also 11.5.2 below).

The eastern perimeter building blocks in Urban Blocks A2 and A4 should be designed to engage the park and provide real interest in the area having regards to its coastal location. In exceptional circumstances these eastern blocks can punctuate the Coastal Park in certain locations by extending the end of the block by up to 5m maximum to articulate the park and provide architectural and visual variety in terms of form and scale (see also section 11.5.2 below). The upper section of the park is also to be raised to the top of the embankment (approx. 6m OD), providing an attractive terraced promenade with views across Dublin Bay and together with a series of SuDS swales and retention areas (see Figure 8.2. Indicative Sustainable Urban Drainage; Figure 11.7. Coastal Park Cross Section; and Figure 11.8. Coastal Park Photomontage). The lower part of the park will have a more coastal character.



Figure 11.4. Central Boulevard Photomontage



Figure 11.5. Neighbourhood Green Photomontage

## 11.4 Open Space Network (continued)

### 11.4.4 Port Park

A large area of open space is to be created as a buffer between port/industrial activities and more sensitive uses to the east (as per figure 11.6). This area will function as a long-term 'road reserve' for the Eastern Bypass should it be constructed in the future, whilst in the short and medium term it shall be used as a sport and leisure park, with the potential to include a multi-functional all-weather playing facility. The location and size of this area is flexible, though it shall have a minimum size of 1.9 ha, and may be varied over time to meet future infrastructural needs.

### 11.4.5 Green Links

Green Links form a critical part of the street network, providing main corridors of movement through the site and links to major parks within and adjacent to Poolbeg West.

As noted above, the alignments and widths of Green Links are fixed. Green Links are to be distinguished from other streets by additional planting and features such as SuDS (See also Chapter 8 – Environment, Green Infrastructure and Open Space) to create visual and ecological links between green spaces and contribute to the overall 'sense of place'.

## 11.5 Building and Block Layout

### 11.5.1 Building Heights

Minimum and maximum building heights (and corresponding building envelopes) are designed to accommodate the quantum of development described in Section 11.3 above. In order to create a visually engaging skyline and reinforce the Urban Structure, building heights are varied through Poolbeg West (see also Figure 11.9. 3D Perspective, and Appendix 3 – Site Cross Sections). There is a considered variation in building heights in accordance with the following rationale:

- Buildings higher than the general prevailing height are located along the major movement corridors (i.e. South Bank Road and the Central Boulevard Green Link), with taller buildings at access points (i.e. gateways) and convergence points (i.e. central landmarks) to create a strong sense of enclosure on main streets, maximise accessibility to public transport links and assist with way finding. A number of street alignments have also been off-set so that taller buildings terminate views.
- Higher buildings are also located around the Neighbourhood Centre to maximise access to services and define the centre of Poolbeg West.
- Buildings above the average height are located along the edges of parks to maximise accessibility to areas of amenity and surveillance of public spaces.

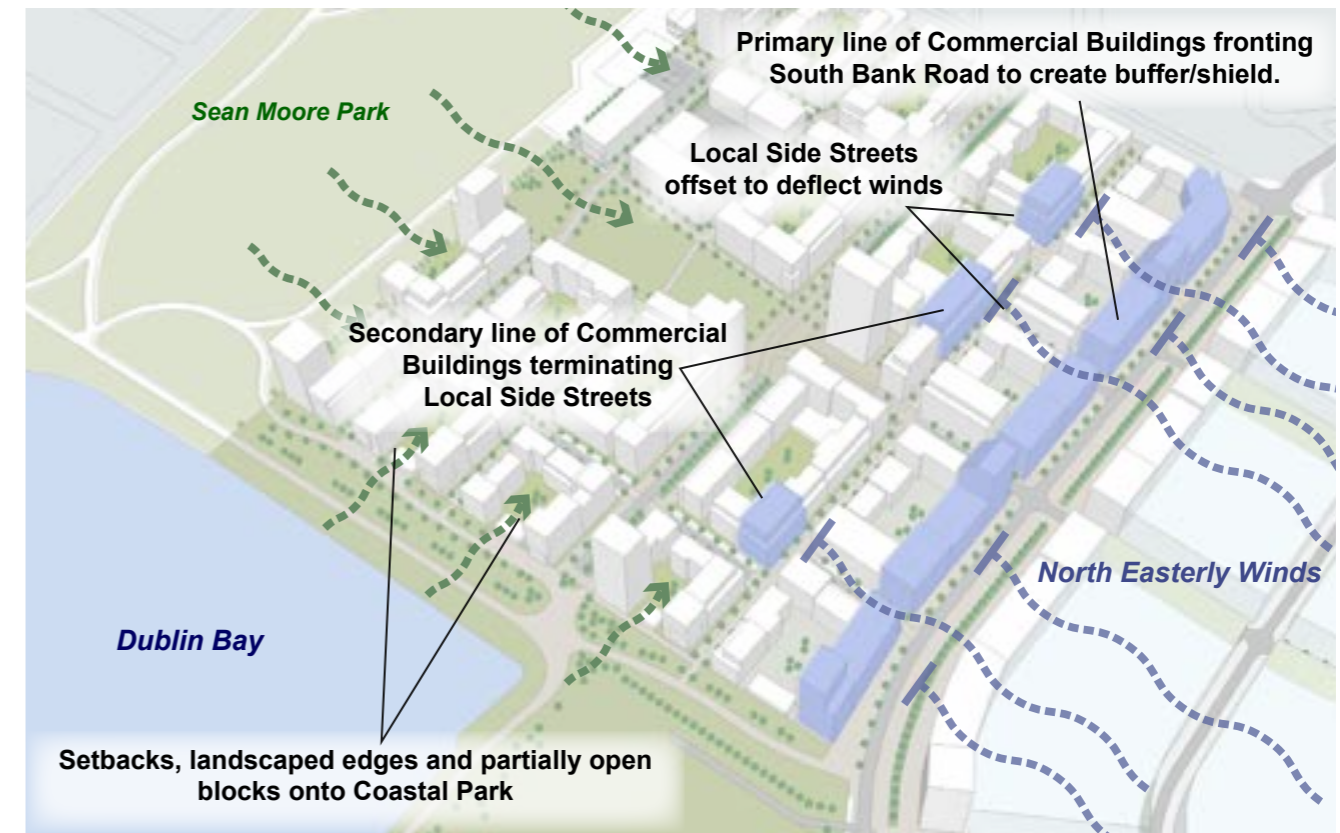


Figure 11.6. Open Space & Buffer Areas

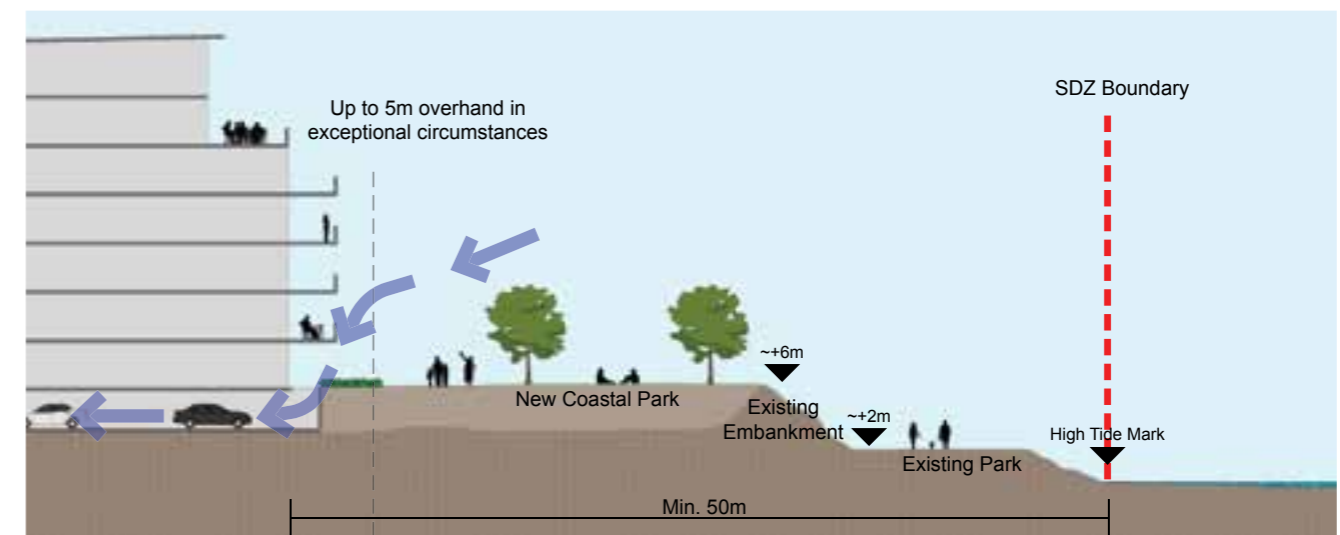


Figure 11.7. Coastal Park Cross Section



Figure 11.8. Coastal Park Photomontage



Figure 11.9. 3D Perspective

- Lower buildings are located at the south-eastern and south-western sides of each block (except where fronting onto a major street or space) to maximise daylight access to internal courtyards.
- Lower buildings are located along Sean Moore Road to provide a transition to existing communities (see also Figure 11.10. Sean Moore Road Photomontage).
- Whilst no minimum height has been set for Landmark or Gateway buildings, where such buildings are required they shall be of sufficient height (compared with adjacent buildings) so as to ensure legibility throughout the SDZ and enhance the diversity of the skyline, particularly when viewed from surrounding areas.

The height and block layout set out in this scheme has been specifically framed around achieving a pleasant, attractive living environment. The angle of the blocks and alignment of streets aim to minimise wind conditions to make public areas more pleasant to walkers and cyclists. The height variations within each block have been assessed for their impact regarding shadowing and the heights included in the scheme minimise the impact of shadow and seek to maximise daylight to each block of the scheme; with particular attention paid to maximising daylight into residential courtyards, to ensure high-quality private and communal residential amenities (see Also Appendix 4 – Shadow Diagrams). All proposals must be subject to Shadow Impact Assessment and Wind Impact Analysis. The Wind Impact Analysis shall include effects on the public realm

of localised increases in wind velocities at ground floor level. In this regard, a range of mitigation measures should be included in each planning application, including necessary building offsets, architectural design and landscaping measures, such that pedestrian comfort is ensured.

Where the height of any building (other than Landmark Buildings, Gateways or at corner locations) exceeds the street width, upper storeys may need to be set back to reduce overbearing impacts, depending on orientation of the street and proximity of public realm. An additional setback storey, above the maximum height (but excluding Landmark/Gateway buildings), may also be permitted to add further variety, subject to detailed urban design and shadowing analysis.

It is also a requirement of this Planning Scheme that all habitable ground floor areas be located above an undercroft/basement to enable ventilation beneath each building. This will require parts of the site to contain podiums, some of which will contain underground parking and storage areas. Where podiums are unavoidable, low gradients and landscaping shall be used to reduce impact and achieve an integrated transition between levels. To ensure that an active street interface is maintained throughout, the ground floor level of any dwelling should not be higher than 1m from the constructed ground floor (see Figure 11.11). To cater for such changes in levels, the height range depicted in Figure 11.3 is to be taken from the constructed ground floor level. Ground floor residential accommodation should provide for 1m plus defensible space to the front.



Figure 11.10. Sean Moore Road Photomontage



Figure 11.11. Street Interface Options

## 11.5 Building and Block Layout (continued)

### 11.5.2 Block Layouts

The building envelopes illustrated within Figure 11.3 generally show development massed toward the street edge throughout the development to form perimeter blocks. These building lines are fixed along Sean Moore Road, South Bank Road (except for essential utility access) the central green boulevard and to define the Village Green. Building lines are flexible on local streets/shared streets to allow for variations in street alignment, provided the perimeter block model is maintained to create a continuous urban edge, and strong sense of enclosure (when combined with corresponding building heights) along all streets, private and public areas space is clearly defined and adequate separation is provided between the rears of dwellings.

The fixed building lines are necessary to ensure a defined and generous public realm is maintained. Accordingly, buildings will not project beyond the fixed building lines unless it is demonstrated that they do not impinge on the key principles and objectives set out in this scheme. Examples of where they may be acceptable include projecting canopies, glazed atriums, kiosks, suitably proportioned pavilions, and balconies. Whilst the outer edge of the four main urban blocks (A1 to A4) are fixed, the line of local access streets is more flexible but must be provided to serve the smaller urban blocks (typically c.60m x 100m). The inner building line of these smaller urban blocks (which are indicatively shown in Figure 11.3) is flexible and is shown by a hatched line.

The urban blocks fronting the 50m wide Coastal Park and Sean Moore Park as shown on Figure 11.2 are to be designed to avoid the appearance of a continuous wall of perimeter block development. The 'U shaped' plan form comprising well-designed, articulated projections and set back areas will assist in the achievement of the urban design objectives, including maximising views from these blocks towards the park and the bay. Occasional projecting or overhanging elements up to 5m maximum from the U shaped blocks may be considered in exceptional circumstances where they contribute to coastal activity (including ground floor cafés etc), shelter, variety and quality of the upper promenade. Perimeter blocks enclosing the 'U plan' are limited to a single storey.

Proposals will be assessed at planning application stage in accordance with development plan standards in relation to communal/shared open space, day lighting/shadowing and other amenity considerations, which will determine the nature and extent of the flexibility in any given circumstances.

A greater range of block layouts may be considered in commercial areas where public access may be desirable to all sides of a building. Commercial blocks may be based on full site coverage incorporating an atrium, to enable larger floor plates. Alternative block forms may also be provided along the edges of Sean Moore Park and the Coastal Park (as described above) to provide a softer edge, provided any public and private areas are clearly defined by planting (as per Figure 11.7).



1832  
9529

BRA  
BRA

25310  
POL

3249  
BRA

819018  
210618  
182017 GBR  
GBR 85017  
ISR  
ISR

1E0018  
2100

## 11.5 Building and Block Layout (continued)

### 11.5.3 Architectural Language

Buildings in Poolbeg West should be collectively designed to the highest quality, displaying innovative and distinctive qualities unique to Poolbeg West, yet draw references and inspiration from the urban design and architectural qualities of existing neighbouring districts. A key challenge will be to ensure that a highly varied design approach is applied throughout Poolbeg West to break up the bulk and scale of buildings, whilst ensuring that an overall level of coherency and consistency is achieved between the design of new blocks and buildings, particularly if different developers are engaged.

In order to ensure that a holistic and coherent architectural design approach is achieved for all the buildings in the Poolbeg West area, an 'Architectural Design Statement' will be submitted for any planning applications relating to one block or more and/or buildings greater than 20m in height. The statement should seek to ensure that a design approach is employed where each block is expressed along its frontage as a number of different individual buildings, rather than a single expansive building (see also Figure 11.12), with an emphasis on vertical features and own door access. The statement should also include development/design codes, where appropriate, to further ensure variety is expressed via a range of housing layouts and typologies, changes

in the applied architectural language and elements such as building widths, articulation, fenestration, parapet heights, roof profiles and materials and finishes (see also Figure 11.13). References should be made to international best practice in designing and delivering new residential urban quarters, drawing on relevant examples (such as the Eastern Harbour District of Amsterdam, HafenCity Hamburg, Hammarby Sjöstad Stockholm, etc.).

### 11.5.4 Materials & Finishes

An important element in the creation of a new urban quarter is the use of high-quality materials. High-quality external materials can create a cohesive identity while also creating distinctiveness and visual diversity. The overall palette of materials shall respond to the site setting. Given the exposed location of the Poolbeg West site adjacent to the coast, which can experience strong weather conditions, durable and robust materials are required; materials that will maintain a good appearance over time. Materials to include stone, brick, concrete, steel and glass. Render to be used sparingly.

The building materials shall be of high sustainable standards, displaying-high energy performance. All materials shall be durable to avoid long-term maintenance problems.

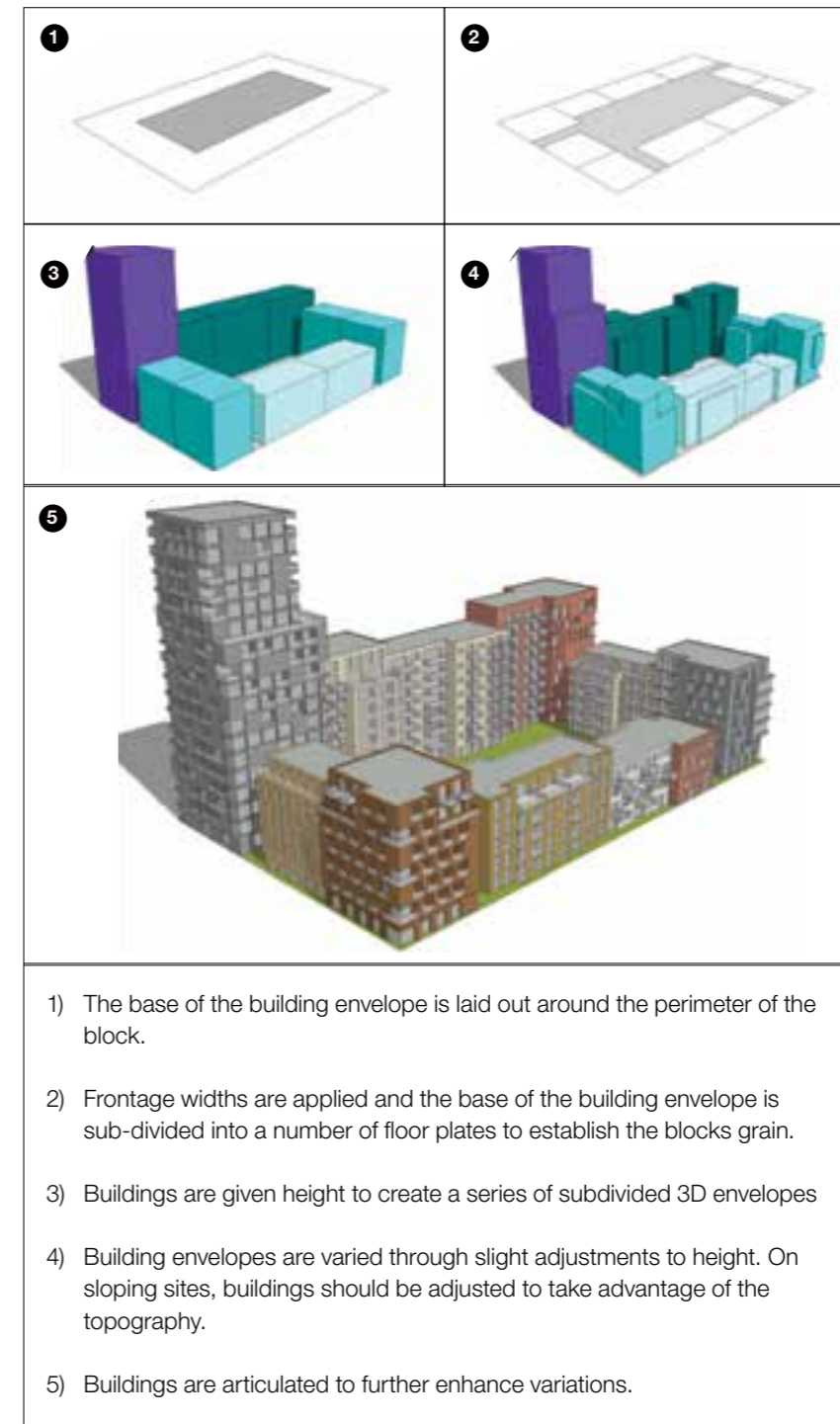


Figure 11.12. Urban Grain



### 11.5.5 Building Entrances

Entrances increase activity on the street and improve surveillance, making streets safer and livelier. The primary access to buildings shall be from the street, with entrances at no more than 20m intervals. However, entrances to commercial development fronting South Bank Road and Sean Moore Road may exceed this distance. Throughout the Planning Scheme area, other than entrances to upper floors referred to in Specific Objective A5.5.2, residential accommodation on the ground floor shall have private front doors which maximise entrances onto the street.



Figure 11.13. Architectural Design

#### It is an Objective of Dublin City Council

- |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>US1</b> | To create an integrated, highly connected and cohesive Urban Structure that facilitates the development of a sustainable, high-quality, high-density mixed-use neighbourhood.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>US2</b> | To create a legible, permeable and traffic-calmed street network that prioritises the movement of sustainable modes of transport and provides direct connections with the existing communities of Ringsend, Irishtown and Sandymount, and to Sean Moore Park and Dublin Bay.                                                                                                                                                                                                                                                                                                                                   |
| <b>US3</b> | To distribute land uses throughout Poolbeg West site in a manner that responds to surrounding constraints, protects sensitive areas and residential amenities and creates a series of focal points for residents and workers.                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>US4</b> | To create a varied open space/green infrastructure network that protects the coastal area, integrates with Sean Moore Park and provides a series of ecological and visual connections across Poolbeg West.                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>US5</b> | To create a high-quality, innovative, distinctive and varied built environment unique to Poolbeg West, that draws inspiration from international best practice and the qualities of existing neighbouring districts, reinforces the urban structure, promotes a strong sense of place, minimises the impacts of overshadowing and ameliorates wind conditions.                                                                                                                                                                                                                                                 |
| <b>US6</b> | High-quality, sustainable, durable, robust materials shall be used on the exteriors of all buildings and shall be predominantly stone, brick, concrete, steel and glass.                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>US7</b> | The primary access to buildings shall be from the street with entrances at no more than 20m intervals. The number of individual entrances to ground floor uses facing the street shall be maximised.                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>US8</b> | The Development Agency shall prepare an overarching Architectural Concept Statement for Poolbeg West and shall require individual 'Architectural Design Statements' to be submitted with all planning applications to ensure a holistic and coherent architectural design approach for all buildings and streets in Poolbeg West. Architectural Design Statements shall be prepared in co-operation with adjoining applications within an individual block and within the context of all blocks within a street to forge an individual street identity with emphasis on vertical features and own door access. |

# 12

## Implementation and Monitoring



## 12.1 Role of Dublin City Council

Dublin City Council has been designated by the Minister for Housing, Planning and Local Government as the Development Agency for the implementation of the Poolbeg West SDZ Planning Scheme. In delivering on this responsibility, Dublin City Council will promote the successful implementation of the Planning Scheme and work with other agencies, community groups and stakeholders for the achievement of this ambition.

The Council as the planning authority will ensure that all planning applications made within the Scheme are assessed fully for their compliance with the objectives outlined in the Scheme and decisions made shall ensure that future development delivers the Planning Scheme as prescribed.

The Council also has a much wider role in relation to achieving a successful outcome, in that it is responsible for the delivery of a range of public services that are critical to making

Poolbeg West a successful new neighbourhood within the wider community. Alongside the more traditional aspects, such as road, cycling and pedestrian routes, investment, and drainage are the community-building blocks of social housing, community services, parks, events and library services; all of which have a role to play. Dublin City Council is committed to investing in these areas to aid the achievement of a successful sustainable neighbourhood in the long term.

The recent establishment of the Docklands Forum as a committee of Dublin City Council will play a key role in ensuring that council services deliver within the area to support this Planning Scheme. The forum will have a unique role in addressing regeneration issues for the wider docklands area, including Poolbeg, and has been established under statute as part of the dissolution of the Dublin Docklands Development Authority. Its role and functions, set out in legislation, addresses (inter alia) planning, education and

social regeneration policy and they also will make recommendations in relation to investment and funding within the area. For this reason, both this Planning Scheme and the North Lotts and Grand Canal Dock Planning Scheme for which Dublin City Council is also the development agency, are uniquely positioned to have statutory structures in place to actively focus and work on their successful implementation, and will receive regular reports and updates on both schemes. The decision by the council to establish a dedicated Docklands office and staff provides the resources and co-ordination necessary to enable this. This office resource, on the making of the Planning Scheme, will now also focus on the Poolbeg West SDZ and work to achieve the vision contained in the scheme for the area. A Consultative Forum comprising local elected councillors and other local community interests from the Sandymount, Irishtown and Ringsend area will be established to engage in an ongoing monitoring and advisory body for the lifetime of the implementation of the plan.

An annual progress and implementation report shall be prepared and presented to the Docklands Forum to aid the members in their important function of oversight and monitoring. This report shall address progress made from a planning and construction perspective and environmental monitoring from the National Transport Authority; and also address the wider regeneration issues of implementation – community events held, clubs supported, local investment that builds links physically and socially between old and new.

*Dublin City Council is responsible for the delivery of a range of public services that are critical to making Poolbeg West a successful new neighbourhood within the wider community.*

## 12.2 Providing Co-ordinated Delivery

Chapter 11 sets out in detail the scheme's requirements for each development block. These must be read in conjunction with Chapters 3–12 which list thematically the objectives of the scheme that impact on the form and shape of development.

The SEA Environmental Report (Section 10) details the measures which will be used in order to monitor the likely significant effects of implementing the Planning Scheme. Any reporting on the implementation of the Planning Scheme will be informed by reporting on the likely significant effects of implementing the Planning Scheme.

Where a block is not under single ownership, the Council will require the preparation of a City Block Roll-Out Agreement between the relevant parties, setting out in detail how the block will be developed, the phasing plan, location and mix of housing types, and the various physical and social infrastructure and public realm/spaces will be delivered. This agreement shall be assessed and agreed with the development agency (i.e. Dublin City Council), prior to lodging any planning applications on the lands in question.

All planning applications except minor applications categorised as such by the City Council, will be required to submit a Planning Scheme Compliance Statement. This Statement shall demonstrate how the proposed application accords with the objectives of the Planning Scheme, Development Codes and the site specific objectives. All planning applications must accord with the General Principles and fixed elements of the Planning Scheme, in addition to those elements addressed

## 12.2 Providing Coordinated Delivery (continued)

in the Compliance statement for each block. Applications shall address how they meet the requirements of each of the relevant Planning Scheme objectives to their proposal.

In locations where significant redevelopment is not planned in the short term, works which are furtherance of, or extensions to, existing established uses shall be considered on their

merits, in accordance with the policies and objectives of the City Development Plan.

Where policies, objectives, principles or standards are not specifically addressed in the SDZ Planning Scheme (e.g. apartment size standards) those in the City Development Plan shall apply.

## 12.3 Assessing SDZ Planning Applications

Planning applications made within the Poolbeg West SDZ shall be allocated the prefix 'PSDZ' in addition to their normal planning reference number to identify their Strategic Development Zone status.

All SDZ planning applications must be assessed in the context of the approved Planning Scheme. Where a planning application is made for a development within the SDZ, the normal provisions governing planning permissions apply, except that there is no appeal to An Bord Pleanála against the decision of the planning authority.

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 the scheme.

All planning applications must comply with the objectives in the SDZ Planning Scheme and where policies, objectives, principles or standards are not specifically addressed in the SDZ Planning Scheme (e.g. apartment standards), those in the Dublin City Development Plan shall apply.

In order to assess planning applications under the SDZ and determine whether planning permission should be refused or granted, a compliance matrix will be prepared as part of the compliance report assessing the application against the vision and objectives of the scheme, plus the individual thematic and location objectives contained in sections 3 to 12 inclusive. Applicants lodging compliance statements with their proposals will be required to contain and populate such a matrix, showing how their proposal successfully addresses each objective.

## 12.4 Infrastructure Delivery & Development Contributions

As the development agency and the local authority for the area, Dublin City Council is uniquely positioned to successfully achieve a sustainable integrated new community at Poolbeg. The City Council will work closely with the Docklands Forum and the members of the council to ensure that there is a clear and continuing programme of investment in the areas surrounding the SDZ to achieve the many objectives identified in the Planning Scheme. To deliver this the City Council will use the development contribution scheme from new development to deliver on these objectives, and where necessary, supplementing the levies with additional funding. The council will also work with the Department of Housing, Planning and Local Government, the National Transport Authority and other funding agencies where appropriate to bring forward key projects and funding resources that will aid successful implementation. Based on the proposed scale of development within the Planning Scheme it is estimated that the contribution levies collected will provide funding for investment in public infrastructure in the range of 25-30 million euros over the lifetime of the scheme. As such, major projects such as the Dodder Bridge will require investment from national funds to be delivered.

In the interest of ensuring viability and competitiveness on what is a complex area, and recognising the high costs of bringing the land forward for development, it is not proposed that an additional contribution scheme will accompany this Planning Scheme. This is not to exclude the possibility that a special scheme to address the

expansion of the Luas service to serve this area may be put in place in the future.

Each of the five key categories of development levies are identified below, and the objectives and key projects that are proposed to benefit are outlined. It should be noted that decisions on projects, capital programmes and development contribution scheme are reserved functions of the council, and this list is not considered to be definitive.

### Road Infrastructure & Facilities (Class 1)

This category will see investment by Dublin City Council in a number of major projects, some of which will be supported by the National Transport Authority and the Department of Housing, Planning and Local Government under the LIHAF Scheme. The projects funded will include:

- Construction of the public transport, pedestrian and cycle bridge over the River Dodder
- Construction of new pedestrian and cycle facilities at the Tom Clarke (East-Link) Bridge over the Liffey
- Removal of Sean Moore Roundabout and replacement with signalised junction
- Upgrade of Sean Moore Road to improve conditions for cyclists and pedestrians and inclusion of signalised crossing points and access points into the Planning Scheme area
- Investment in cycleways through Ringsend, along the coast, on the Liffey and Dodder to improve connectivity for cyclists travelling to and from the SDZ.

### Drainage – Surface Water & Flooding (Class 2)

Dublin City Council is now responsible for surface water management and in partnership with the OPW, for flood protection in the city. Investment in this area will deliver local improvements to the surface water network to ensure that capacity is available. With regard to flood protection, the Flood Risk Assessment demonstrates that this area is not vulnerable to flood risk. The council will, however, continue to invest in research and monitoring of flood risk, to the benefit of the Planning Scheme area and the surrounding communities.

### Community Facilities & Amenities (Class 3)

This category of funding will play a key role in supporting integration of the new and existing communities of this part of the city. It is not the intent of the Planning Scheme that the new community will have its community needs met solely within the SDZ but that a combination of some locally-scaled new facilities and investment in the expansion of existing community spaces that can and do provide a range of services to existing communities at Ringsend, Irishtown and Sandymount and will also cater for the new residents of Poolbeg.

The areas that will be targeted for support by this SDZ are:

- Upgrade and expansion of the Ringsend & Irishtown Community Centre so that it is the leading community hub for the area.

- Add value and flexibility to the investment by the Department of Education and Skills in a new school(s) in the Planning Scheme so that the facilities on site are available and used by local clubs, societies and residents' groups.
- Seek local provision within the developments for community/artistic uses within the Planning Scheme area to provide diversity and a wider range of local services.
- Supporting local clubs that benefit new and existing communities, particularly those that target young people, such as the local boating clubs, sea scouts and sports clubs.

### Parks and Open Space Facilities (Class 4)

The location of the Planning Scheme is one with unparalleled amenities within the heart of the city. The coastal location with a stunning expanse of strand to the south east is matched by a range of high quality parks and sports grounds in very close proximity to the SDZ boundary. However all of these amenities would benefit from investment to improve what they can offer to the public, and also to encourage greater use of the facilities. For this reason, the Planning Scheme has sought to place the objectives and vision for the SDZ in the wider context of a wider vision by the Council for the Poolbeg, Ringsend and Irishtown areas. The Coastal Park of which a part falls into the scheme, forms part of a larger vision by Dublin City Council to create a high quality promenade around the Poolbeg peninsula, a vision shared and supported by Dublin Port in their masterplan.

Investment planned by Dublin City Council to serve the Planning Scheme residents and the wider community include:

- Coastal Park and Promenade connecting Sandymount to the South Bull Wall
- Upgrade of Ringsend Park including improved entrances, lighting, planting and connections
- Continuing investment in Irishtown Sports Stadium.

### Urban Regeneration Facilities & Amenities (Class 5)

This category provides for investment in the public realm as well as a range of projects that benefit the city. An important channel for this type of resources are Village Environmental Improvement Plans, which are being put in place for Ringsend/Irishtown. This type of investment allows spaces in the area to be upgraded and improved to a much higher standard, bringing new life and interest to key spaces as well as improving legibility and connections to the Planning Scheme area and creating a sense of continuity between new and old. It is the intent of the council to support local public realm improvements that will benefit both the scheme and the wider area in building connections and improving local amenities through supporting projects such as:

- Ringsend Library precinct upgrade
- Explore possibility of boardwalk on Dodder
- Improvements to Cambridge Road and Pigeon House Road.

A

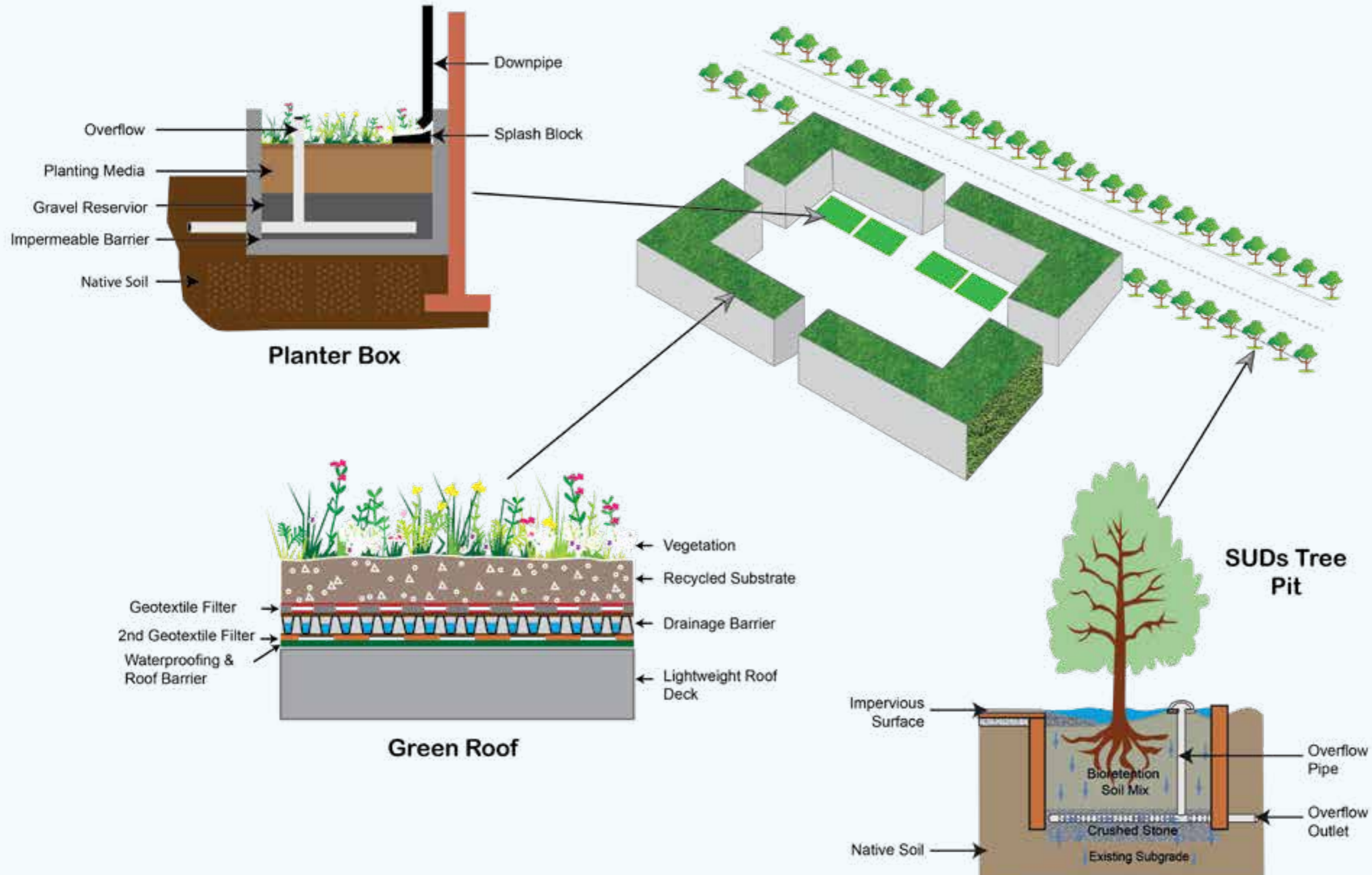
## Appendices



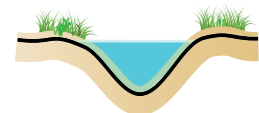
# Contents

Appendix 1	SuDS Measures for New Development	94
Appendix 2	Public Realm Strategy for Streets and Key Open Spaces	96
	A2.1 Streets and Green Links	96
	A2.2 Village Green Open Space Strategy	109
	A2.3 Coastal Park Open Space Strategy	116
Appendix 3	Cross Sections	124
Appendix 4	Shadow Diagrams	127
Appendix 5	Development Codes for Blocks A1–A4 and the Neighbourhood Square	131
	A5.0 Development Codes	131
	A5.1 Urban Block A1	132
	A5.2 Block A2	135
	A5.3 Block A3	138
	A5.4 Block A4	141
	A5.5 Neighbourhood Square	144

# Appendix 1. SuDS Measures for New Development

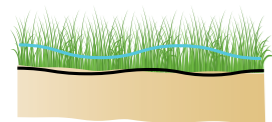






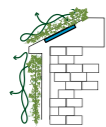
Pond / Basin

Ponds can be used to store and it provides detention, sedimentation, filtration, adsorption and bio-degradation. 'Wet' ponds have a constant body of water and run-off with aquatic vegetation growing at the edges, while 'dry' ponds are empty during periods without rainfall. Ponds can be designed to allow infiltration into the ground or to store water for a period of time before discharge



Filter Strip

Filter strips are grassed or planted areas that runoff is allowed to run across to promote infiltration and cleansing. A filter strip's purpose is to filter and capture nutrients and sediment in surface runoff before the contaminated runoff reaches any surface water. They are intended to reduce impacts of sheet flow and velocity of stormwater and help improve its water quality. Urban filter strips are thought capable of removing a minimum of 35% of solids and 40% of nutrients.



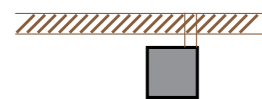
Green roofs

Planting green roofs and walls enhances buildings and benefit the environment. It creates habitats for birds and beneficial insects thereby increasing biodiversity. A planted soil layer is constructed on the roof/wall of a building to create a living surface. Water is stored in the soil layer and absorbed by vegetation. As well as providing environmental benefits, the installation of green roofs or walls allows for more efficient use of space. Properly placed roof terraces and vertical walls visible from offices or residential units within a building enhance the aesthetic experience of the building and open up additional space for amenity, recreational and commercial use.



Sunken Squares

Sunken Squares water features can be used to store run-off above ground within a constructed container. Storage features can be integrated into public realm areas with a more urban character. It can provide additional storm-water management functionality by storing overflows from the primary drainage stage during extreme storm events. A slow drain-down mechanism should be incorporated so that flows can be directed back into the drainage network following a high tide or extreme rainfall event.



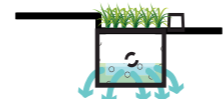
Underground storage

Water can be stored in tanks, gravel or plastic crates beneath the ground to provide attenuation.



Swale

Swales are formed, vegetated depressions (or channels) that are utilised for the conveyance of runoff from impervious areas. They are typically linear, shallow and wide. Swales can become features of a landscape, require minimal maintenance once established and are hard enough to withstand large flows. These can be 'wet' where water gathers above the surface, or 'dry' where water gathers in a gravel layer beneath. Can be lined or unlined to allow infiltration.



Bioretention area

A vegetated area with gravel and sand layers below designed to channel, filter and cleanse water vertically. Water can infiltrate into the ground below or drain to a perforated pipe and be conveyed elsewhere. Bioretention systems can be integrated with tree-pits or gardens.



Rainwater Harvesting

Rainwater is collected from the roof of a building or from other paved surfaces and stored in an over ground or underground tank for treatment and reuse locally. Water could be used for toilet flushing and irrigation. A well-designed green installation (roof/ wall) and rainwater harvesting two-stage treatment train could provide a close to optimal solution for the management of surface-water in developments with a high percentage of site coverage as it creates the conditions for the possibility of achieving zero runoff during summer storms depending on saturation levels and use of harvested water.



Permeable Paving

Paving which allows water to soak through. Can be in the form of paving blocks with gaps between solid blocks or porous paving where water filters through the block itself. Water can be stored in the sub-base beneath or allowed to infiltrate into ground below. Where courtyards and walkways in landscaped areas are proposed, it is suggested that permeable surfacing is considered. A variety of new durable permeable surfacing solutions is now available on the market. Where tidal ingress may be an issue, a suggested solution would be to retain surface-water drainage from the permeable surfacing in a tanked or piped retention facility for possible re-use.

# Appendix 2. Public Realm Strategy for Streets and Key Open Spaces

## A2.1 Streets and Green Links

With reference to section 11.2.1 of the Planning Scheme regarding the Street Network, this appendix sets out further detail on hierarchy and main components of streets and green links in the Scheme. In addition it sets out the pedestrian/cyclist, public transport, private vehicle circulation. Applications must demonstrate how designs adhere to this hierarchy and achieve a legible and coherent network of streets. The streets are organised as follows:

- 1) Central Boulevard, a major urban street and green link
- 2) South Bank Road, a major urban street
- 3) South Bank Link Street, a local street
- 4) Coastal and School Access Street, a green link
- 5) Local Street (Side Street)
- 6) Local Street (HomeZone)

Within each street, the following elements are described: Street type, public realm vision, function, character, design speed, cycle paths, car parking, materials, planting, lighting, SuDS and street furniture.

Furthermore the Planning Scheme (11.2.1) stipulates:

*“The street hierarchy and street layouts have been developed in accordance with the Design Manual Urban Roads and Streets (DMURS) to create self regulating network that prioritises the safety of vulnerable users and the movement of sustainable modes”*

### Street Hierarchy

The Street Hierarchy, Layouts and Typologies have been developed in accordance with the Design Manual for Urban Roads and Streets (2013) to create a highly connected, self-regulating street network that prioritises the movement of sustainable modes and promotes a scene of place.



Arterial Street		Pedestrian/Cycle Route	
Link Street		LUAS (Inc. Station)	
Local Street (Access)		Bus Route (inc. Bus Gate)	
Local Street (Side Street)		Private Vehicles Access	
Local Street (Homezone)		Vehicular Cul-De-Sac	
Pedestrian/Cycle Paths		Off-Street Car Park Access	
Site Access			

### Pedestrian/Cyclist Circulation



### Public Transport Circulation

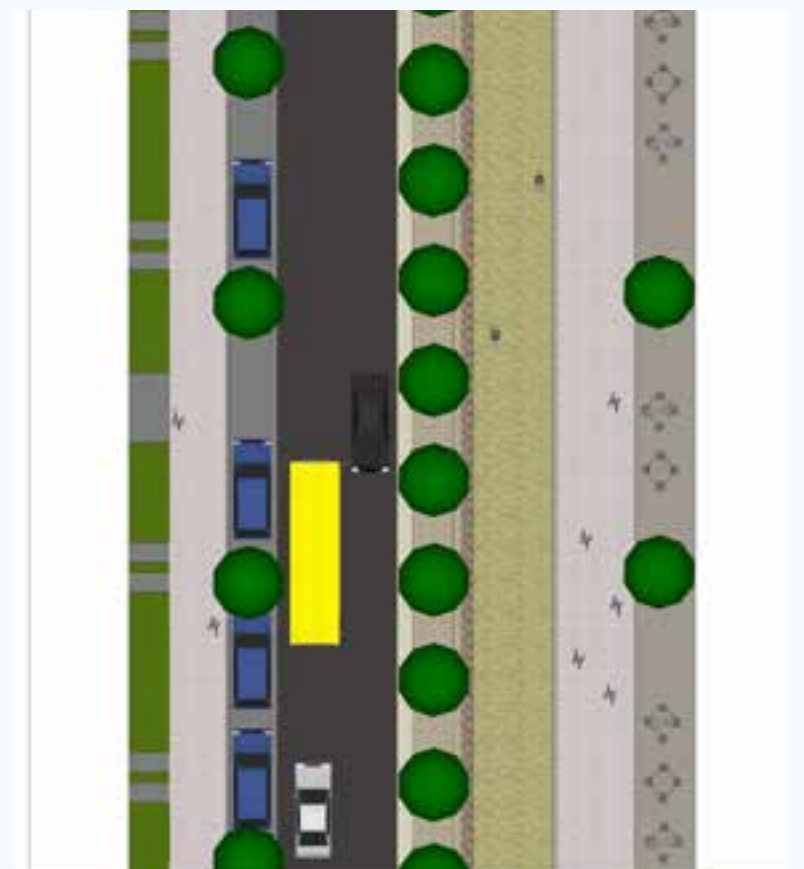
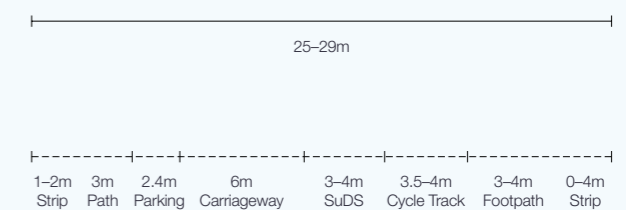
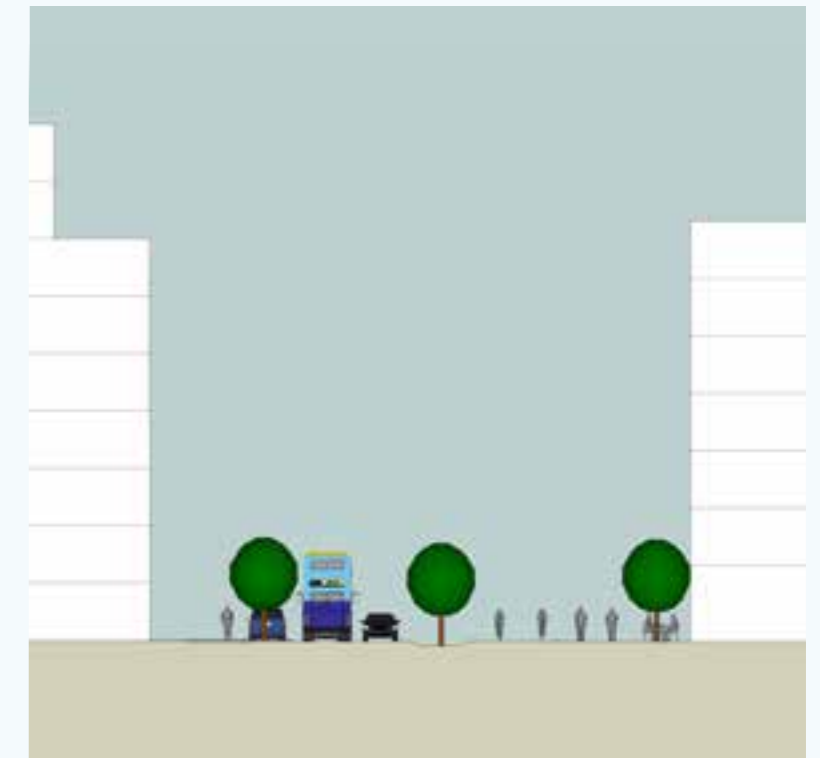


### Private Vehicle Circulation



### 1. Central Boulevard

Street Type	Major Urban Street and Green Link
Public Realm Vision	The Central Boulevard is the central public realm element, providing a pedestrian friendly character to the development. The layout is generous to allow sufficient space for pedestrian activities in addition to vehicle and cycle movements.
Function	Major pedestrian/cycle link between Ringsend Village and Park, the new Neighbourhood Centre and the Coastal Park. Also provides vehicular access from Sean Moore Road.
Character	Green Link with boulevard qualities, defined by significant rows of street trees, SuDS feature and other landscape elements.
Design Speed	30 kph, with raised tables placed at all junctions with side streets, incorporating opportunities for pedestrians to cross in all directions.
Cycle Paths	2 way segregated cycle path on northern side.
Car Parking	Integrated banks of parallel on-street parking, separated by street trees, on southern side.
Materials	Paved Footpaths, Planted or paved verges, Paved parking bays. DMB carriageway surface with large paved area at Neighbourhood Square.
Planting	Large street trees planted in a continuous line to emphasise the green link, with intermittent medium sized trees to create space for activity adjacent to buildings.
Lighting	Street lighting with columns placed at regular intervals with luminaries higher over the carriageway and lower over footway and cycleway. A light level appropriate to support a safe night time environment for the design speed and pedestrian uses.
SuDS	Integrated into the streetscape design with surface water draining through attenuating channels and tree pit growing medium.
Street Furniture	Seating and cycle stands to be integrated into the public realm to create a lively and accessible urban environment. All street furniture will be robust and readily maintainable.



## A2.1 Streets and Green Links (continued)



Example of large Street trees planted in a continuous line to emphasise the green link and integrated seats.



Example of boulevard with generous space for urban activities.



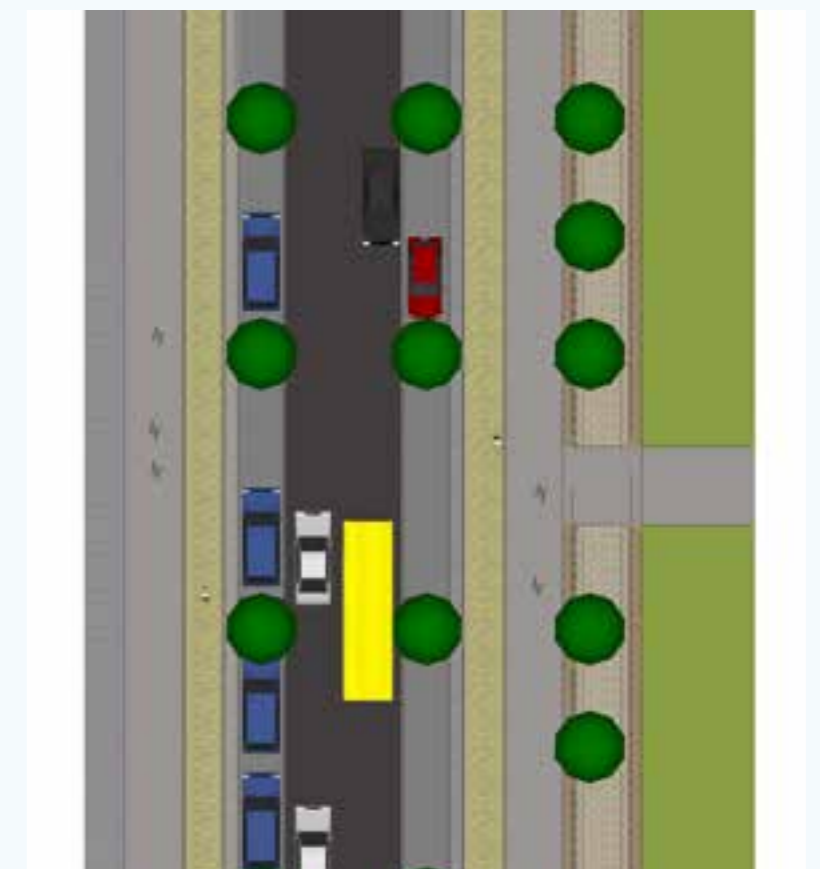
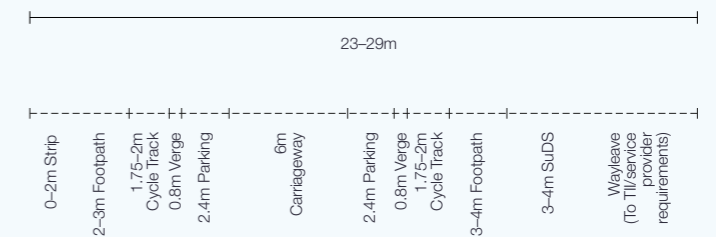
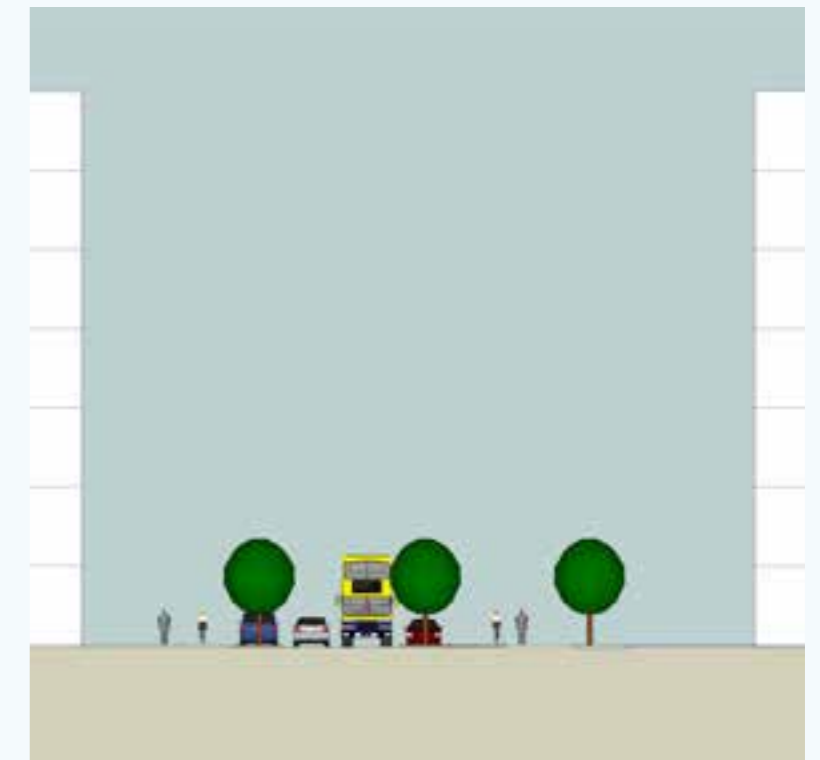
Example of street lighting with luminaries higher over the carriageway and lower over footway.



Example of a segregated cycle path integrated with paving and entrance treatments.

## 2. South Bank Road

Street Type	Major Urban Street
Public Realm Vision	Urban street connecting with the surrounding local neighbourhoods. The street has a simple layout with separated pedestrian, cycle and vehicular space, enhanced with substantial greenery.
Function	Local street from South Bank Road. Several wayleaves are located along the northern side of the road, which may also provide a reservation for the Eastern By-Pass.
Character	Green Link, defined by significant rows of street trees, SuDS feature (within reservation area) and other landscape elements.
Design Speed	30 kph, with raised tables placed at all junctions with side streets, incorporating opportunities for pedestrians to cross in all directions.
Cycle Paths	Required.
Car Parking	Integrated banks of on-street parking by street trees.
Materials	Paved or concrete footpaths. Planted or paved verges. Paved parking bays. DMB carriageway surface.
Planting	Large trees planted in planting beds on both sides of the street.
Lighting	Street lighting columns at regular intervals with lux levels suitable for an appealing and safe night time environment.
SuDS	Integrated into the streetscape design with surface water draining through attenuating channels and tree pit growing medium.
Street Furniture	Cycle stands located between the tree planting.



## A2.1 Streets and Green Links (continued)



Example of street trees within planting beds incorporating sustainable drainage system



Example of trees in a planting bed with low vegetation.



Example of secure cycle stands placed in line with street trees and other street furniture

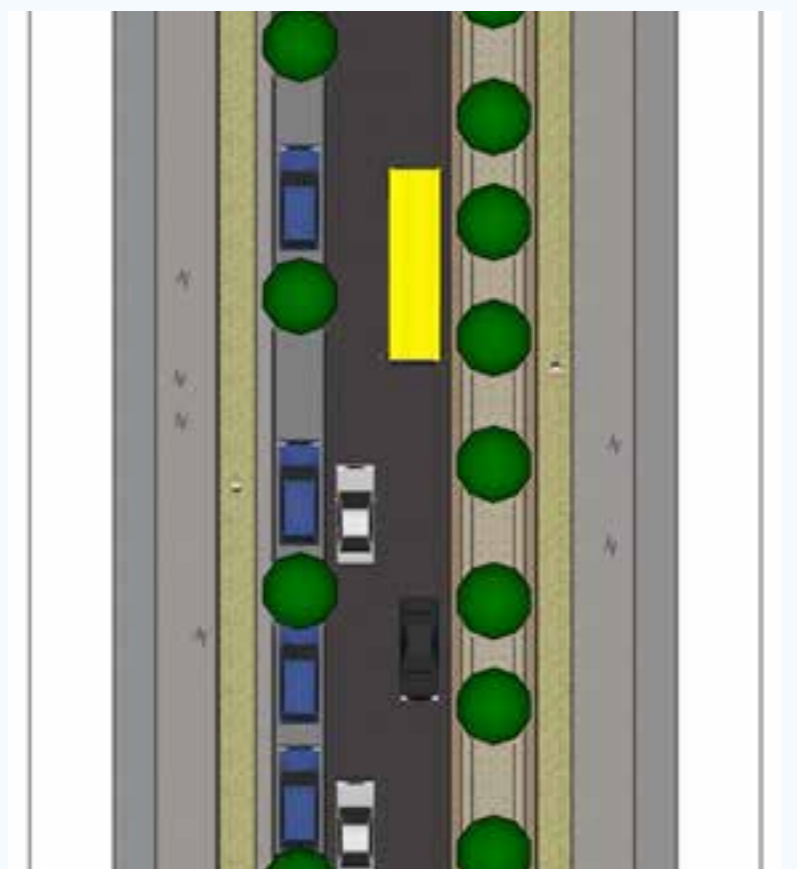
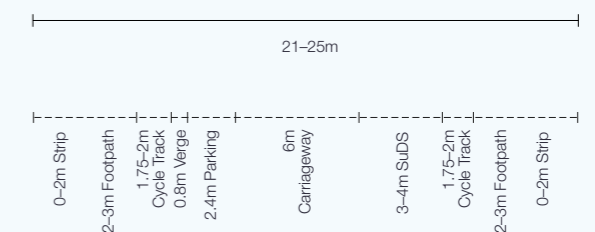
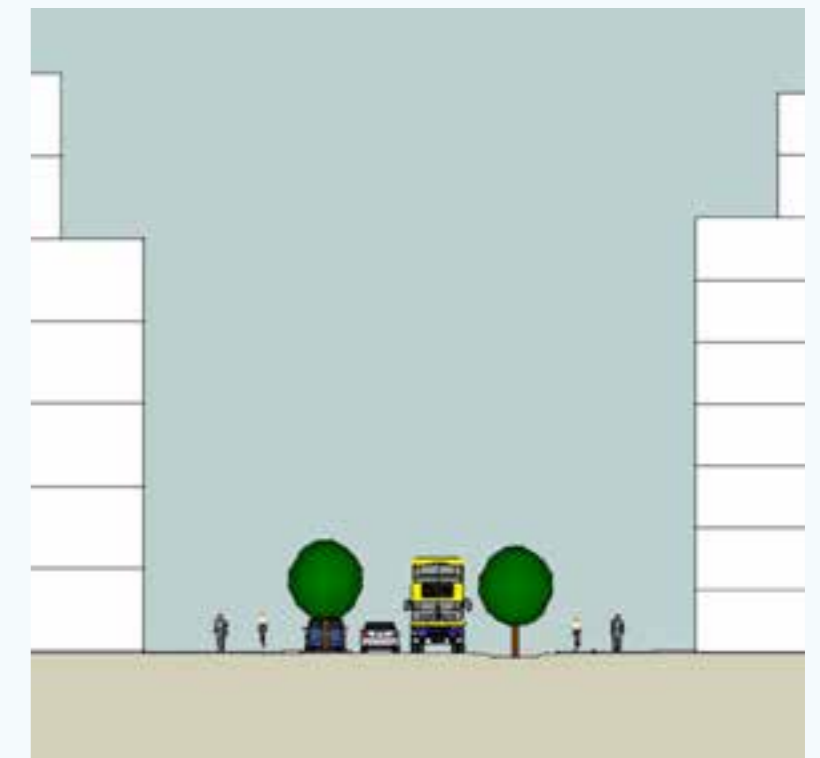


Surface water gully discharging directly into planting bed.

### 3. South Bank Link Street<sup>1</sup>

Street Type	Local Street (Access)
Public Realm Vision	Conventional urban street with tree planting. The street has a clear layout with a wide footway separated from the carriageway by raised kerbs.
Function	Local street providing access between South Bank Road and the northern blocks. Private vehicular access to the Neighbourhood Centre will be controlled via a bus gate, to prioritise public transport movement and reduce the number of vehicle moments over more active pedestrian areas.
Character	Local Access Street and Green Link, defined by significant rows of street trees, SuDS feature and other landscape elements.
Design Speed	30 kph, with raised tables placed at all junctions with side streets, incorporating opportunities for pedestrians to cross in all directions.
Cycle Paths	Segregated cycle paths.
Car Parking	Integrated banks of on-street parking between street trees.
Materials	Paved Footpaths. Planted or paved verges. Paved parking bays. DMB carriageway surface with large paved area at Neighbourhood Centre.
Planting	Large and medium size street trees planted on both sides of the street, coordinated with parking and other kerbside uses.
Lighting	Street lighting columns at regular intervals. Medium lux levels to make an appealing and safe night time environment suitable for a residential area.
SuDS	Integrated into the streetscape design with surface water draining through attenuating tree pit growing medium.
Street Furniture	Cycle stands coordinated with tree planting.

<sup>1</sup> Typology to be extended north along White Bank Road should any major intensification in development occur.



## A2.1 Streets and Green Links (continued)



Urban street with on street parking and, street tree planting

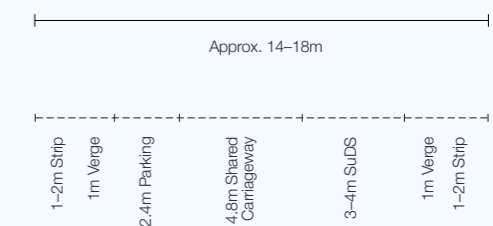
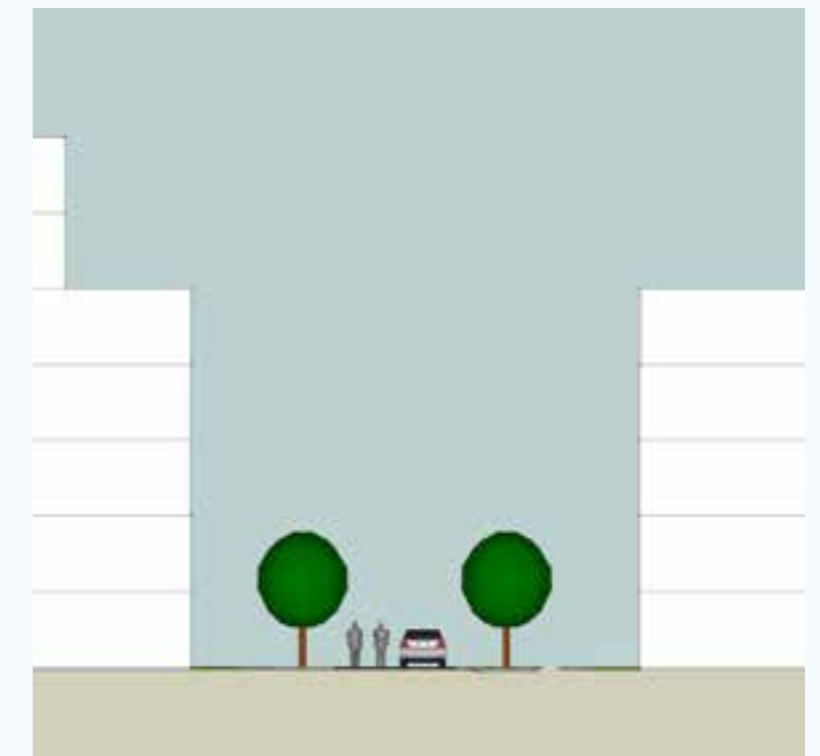


Wide footway and a line of large trees. London



#### 4. Coastal and School Access Street

Street Type	Green Link
Public Realm Vision	The street is a major green link with pedestrian and cycle movement prioritised over vehicular movement. The Coastal Link has a park landscape character in response to the nearby Sean Moore Park.
Function	Major pedestrian/cycle link between Ringsend Village and Park, the Community Hub (School) and the coastal area. No vehicular access from Sean Moore Road.
Character	Green Link with homezone characteristics, such as significant rows of street trees, SuDS feature and shared surface carriageway.
Design Speed	10–15kph.
Cycle Paths	Not required
Car Parking	Integrated banks of on-street parking by street trees.
Materials	Paved Verges Paved parking bays. Paved carriageway surface.
Planting	The planting is of a park character with medium sized trees, grasses and low shrubs.
Lighting	Street lighting columns at regular intervals. Medium lux levels to make an appealing and safe night time environment suitable for a residential area. Additional ambient lighting in planting beds.
SuDS	SuDS provided by porous paving, attenuating sub base and planting beds.
Street Furniture	Seating and cycle stands located near building entrances.



## A2.1 Streets and Green Links (continued)



Traffic calmed home zone style street with changes in materiality to demark parking bays and verges.



Homezone style streets with planting and small trees.

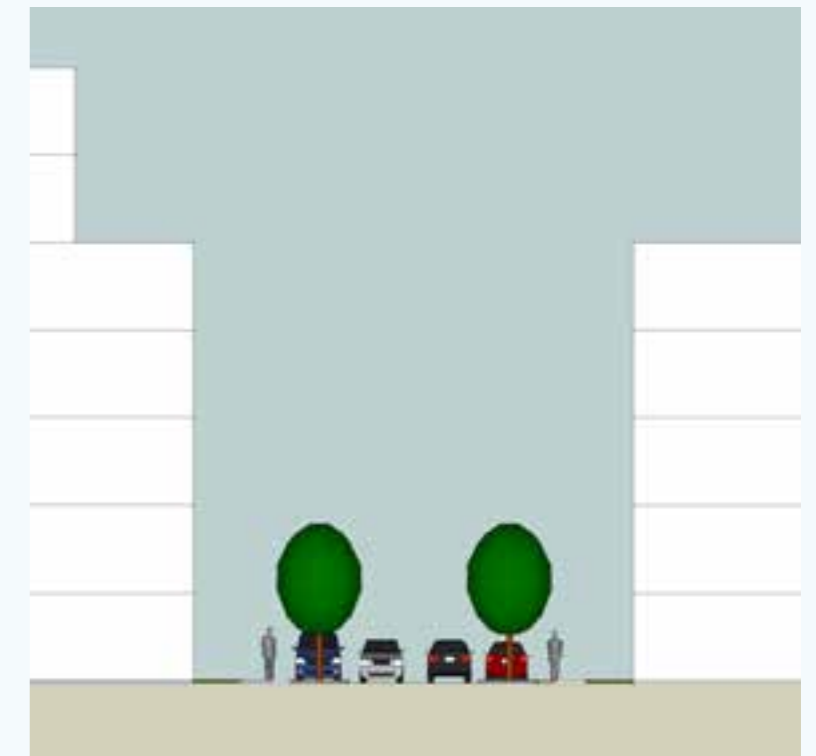


Public realm benches and planting located near residential entrances.

### 5. Local Street (Side Street)<sup>2</sup>

Street Type	Local Street (Side Street)
Public Realm Vision	Conventional urban street with green character. Simple layout with footways separated from the carriageway by raised kerbs.
Function	North-south streets providing access of the Central Boulevard and Sean Moore Road.
Character	Low speed street.
Design Speed	20 kph.
Cycle Paths	Not required
Car Parking	Integrated banks of on-street parking by street trees.
Materials	Concrete or paved footpaths. Planted or paved verges. Paved parking bays. DMB carriageway surface with paving/imprinted treatments at junctions with other local streets
Planting	Street trees set in planted beds.
Lighting	Street lighting columns at regular intervals. Medium strength illumination levels to make an appealing and safe night time environment, suitable for a residential area.
SuDS	Integrated into the streetscape design with surface water draining through attenuating tree pit growing medium.
Street Furniture	Cycle stands and seating coordinated with tree planting.

<sup>2</sup> Typology may be employed within Dublin Port Lands should any major intensification in development occur.



## A2.1 Streets and Green Links (continued)

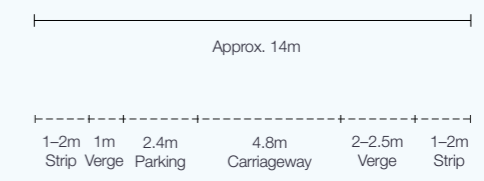
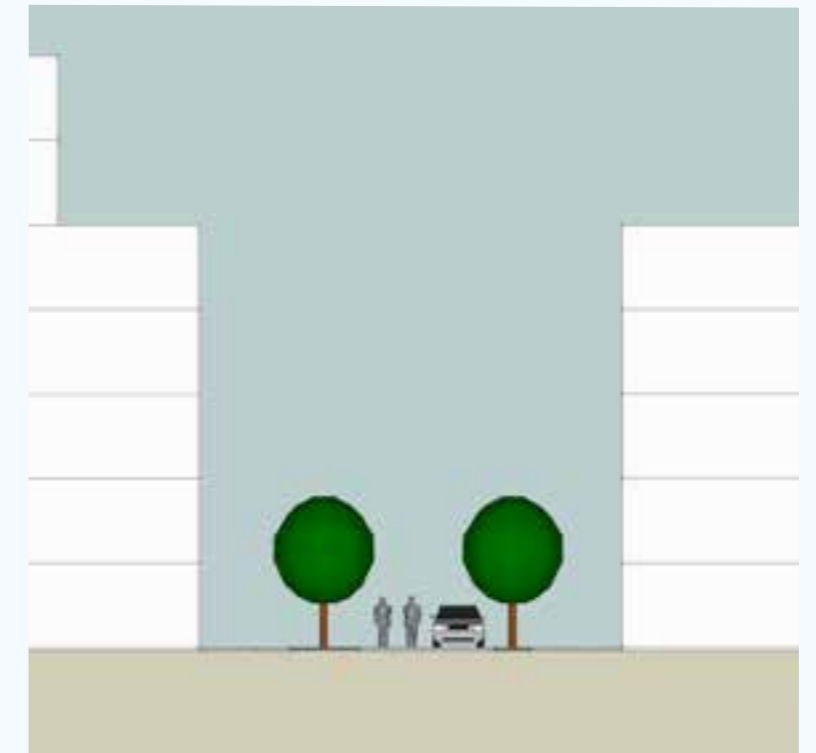


Local streets with tree planting between parallel parking bays



### 6. Local Street (Home Zone)

Street Type	Local Street (Home Zone)
Public Realm Vision	These home zone streets are pedestrian and cycle friendly spaces which are designed to minimise the impact of vehicular traffic. The street encourages residents to use the public realm to walk, interact and play.
Function	Local street providing east-west off Side Streets.
Character	Shared surface street with homezone characteristics.
Design Speed	10–15 kph.
Cycle Paths	Not required
Car Parking	Integrated banks of on-street parking by street trees.
Materials	Paved verges. Paved parking bays. Paved carriageway surface.
Planting	Trees located in planting beds, as space allows.
Lighting	Street lighting using low columns in staggered arrangement. Medium lux levels to make an appealing and safe night time environment, suitable for a residential area.
SuDS	SuDS provided by porous paving, attenuating sub base and planting beds.
Street Furniture	No street furniture required.



## A2.1 Streets and Green Links (continued)



Pedestrian friendly and safe space that encourages outdoor activities.



Doorstep playable space.



Traffic calmed space with integrated planting beds, trees and on-street parking.

## A2.2 Village Green Open Space Strategy

Open space strategy:

- a) Vision, role and function
- b) Design principles
- c) Pedestrian and cycle movement and connections
- d) Landscaping strategy
- e) Incorporation of SuDS
- f) Ecology
- g) Materials
- h) Lighting and Street furniture
- i) Range of facilities referring to needs of differing ages

Furthermore, the Planning Scheme (11.4.2) stipulates:

*“The Village Green is centrally located within the site and links to Sean Moore Park. Its south-west orientation will maximise solar access and allow milder south-westerly winds to penetrate the site. The Green is splayed at its southern end to open up views toward Sean Moore Park and the Dublin Mountains, whilst also breaking up the bulk of development along the southern boundary. The green is to contain space for passive and active uses as well as SuDS retention areas (see Figure 8.2. Sustainable Drainage). The location and form of the Village Green is fixed, with a minimum area of 9,000m<sup>2</sup>. and minimum widths of 50m and 75m at its northern and southern end, respectively (see also Figure 11.5. Village Green).”*



Figure A2.1. Village Green. Extract from Fig.11.3 Block form and layout.

## A2.2 Village Green Open Space Strategy (continued)

### a) Vision, role and function

The Village Green will be a primary amenity open space at the heart of the scheme. It will form an important community focus for the area and will provide a public space to meet, play and socialise. It will draw green landscape character deep into the Scheme and, in the long term, create strong connectivity with Sean Moore Park. At the same time, the Green will visually connect the development with Sean Moore Park and the Dublin Mountains beyond by framing long views towards the south-west.

### b) Design principles

The Village Green will be designed according to the following principles.

- It will be a primary public amenity space within the development, providing a local amenity for residents and workers.
- It will be framed by buildings on its two longer sides.
- It will integrate seamlessly with the adjacent Neighbourhood Square.
- It will be centrally located within the A1–A4 blocks and form direct linkages with Sean Moore Park.
- It will be oriented towards the southwest to maximise solar access all year round.
- It will be splayed at its southern end to further maximise solar access, open up views toward Sean Moore Park and the Dublin Mountains beyond, whilst also interrupting the rhythm of development as viewed from the southwest.
- The Village Green landscape will provide for passive and active uses, including gathering, resting, play and events.
- It will integrate formal and informal play as part of its design to provide for children of different ages and abilities.
- The green will be designed to be an inclusive space for all users of different ages and abilities.

The location and form of the Village Green is fixed, with a minimum area of 9,000m<sup>2</sup> and minimum widths of 50m and 75m at its northern and southern end, respectively (see also Figure 11.5. Village Green).

For further information and type of facilities refer to section i) Range of facilities referring to the needs of differing ages.

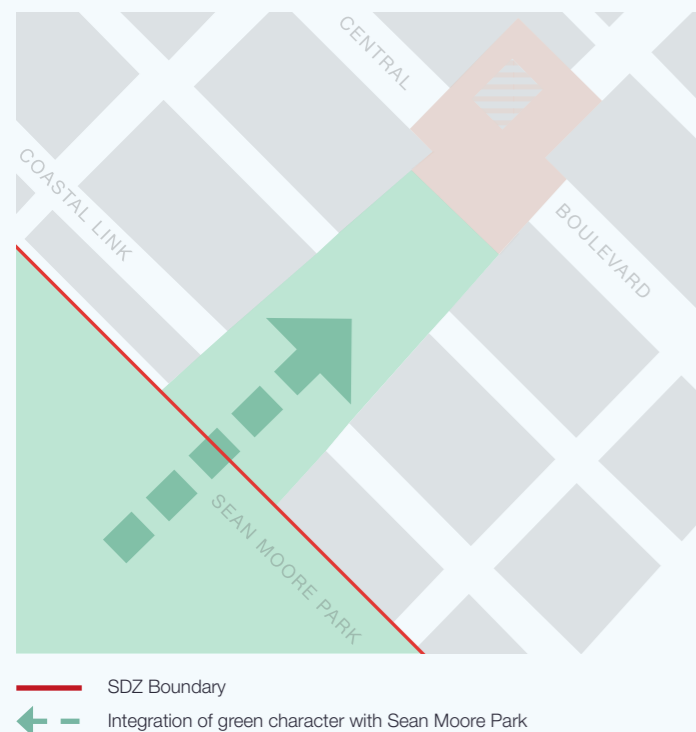


Figure A2.2. Integration of green character

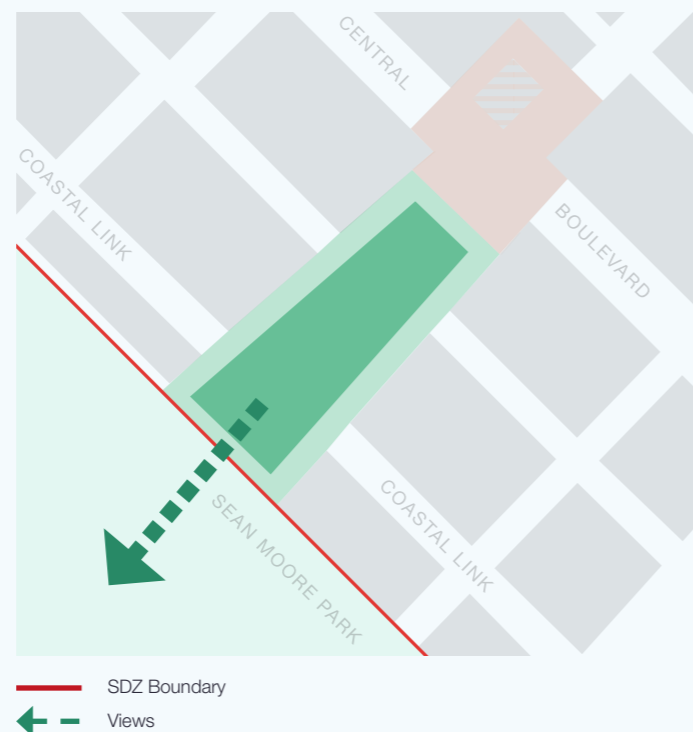


Figure A2.3. Views towards the Dublin and Wicklow Mountains

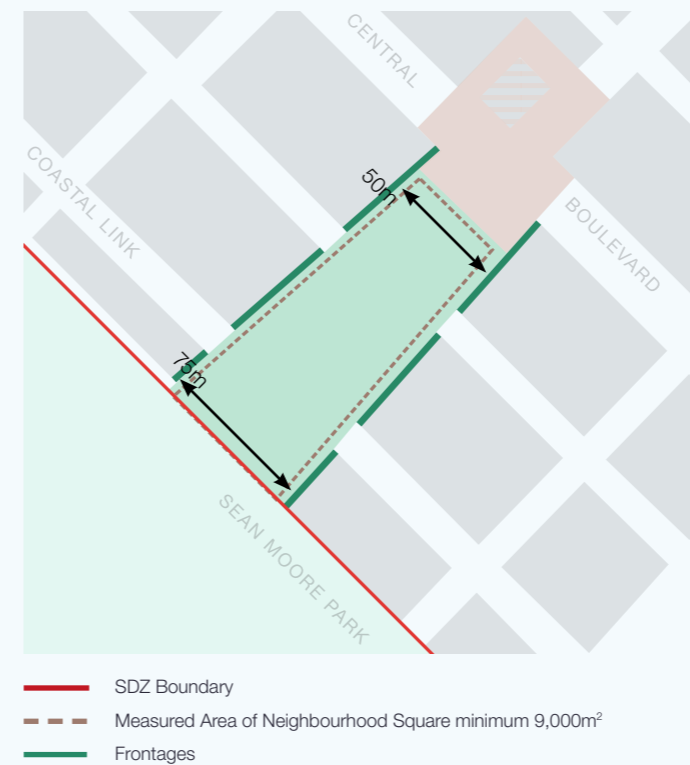


Figure A2.4. Frontages, minimum area and key dimensions

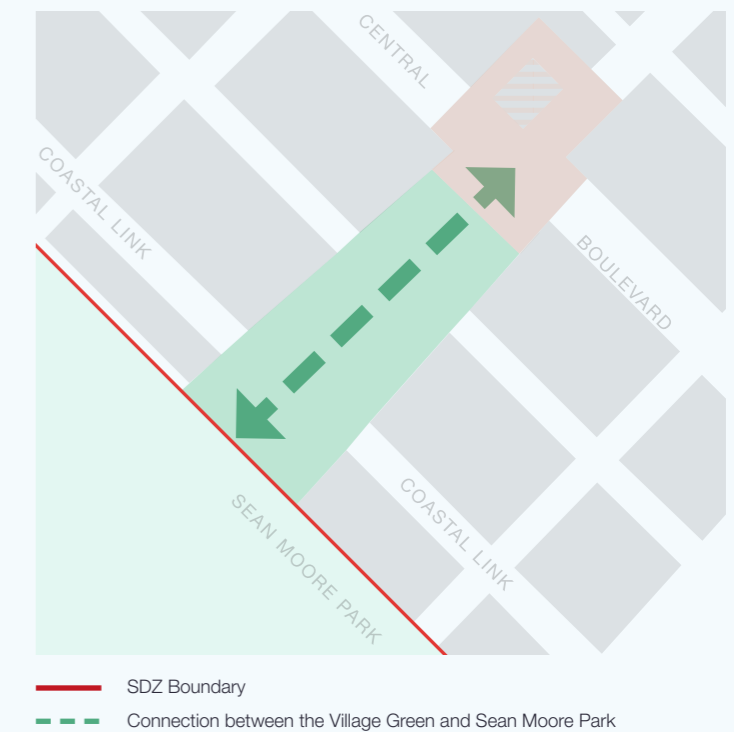


Figure A2.5. Linking with Neighbourhood Square and Sean Moore Park



**c) Pedestrian and cycle movement and connections**

The Village Green will facilitate key green routes between Sean Moore Park and the Neighbourhood Square along its edges, prioritising pedestrians and cyclists. In addition, the design of the green will frame two green routes that traverse its width. Near its western edge with Sean Moore Park the Village Green will accommodate the Coastal Link, integrating pedestrian, cycle and limited vehicular

movements. The Coastal Link will have low design speeds and have home zone characteristics as defined in Appendix 2.1. Near its north-eastern edge a pedestrian and cycle route will create a connection between the development either side of the green.

**d) Landscaping strategy**

The planting in the Village Green will create a strongly unified and green identity. The layout will be spacious and simple, making a transition between Sean Moore Park and the Village Square. The natural feel of the planting and grassed areas will be underpinned by a requirement to be multifunctional and manageable.

The core character will be provided by the large central grassed area, and integrated landscaping elements at the edges to prohibit vehicle access and provide for more variable informal recreational uses. The space permits planting of large trees around the central open lawn.

The Village Green presents an opportunity for the landscape design to be combined with public art installations which should be considered in later design stages.

Detailed planning proposals are to demonstrate how the use of shrubs and tree planting can help shelter from and soften the effects of predominant winds in the Village Green<sup>3</sup>.

<sup>3</sup> To be addressed as part of a Wind Impact Analysis - see also Chapter 11, Section 11.5.1.



Figure A2.6. Hierarchy of routes across the Village Green



Figure A2.7. Pedestrian and cycle routes

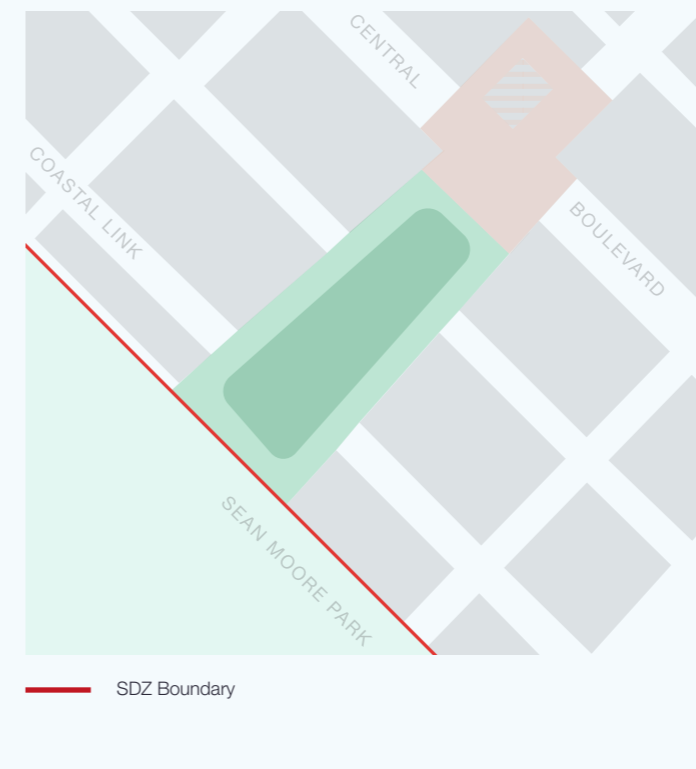


Figure A2.8. Designed as one space

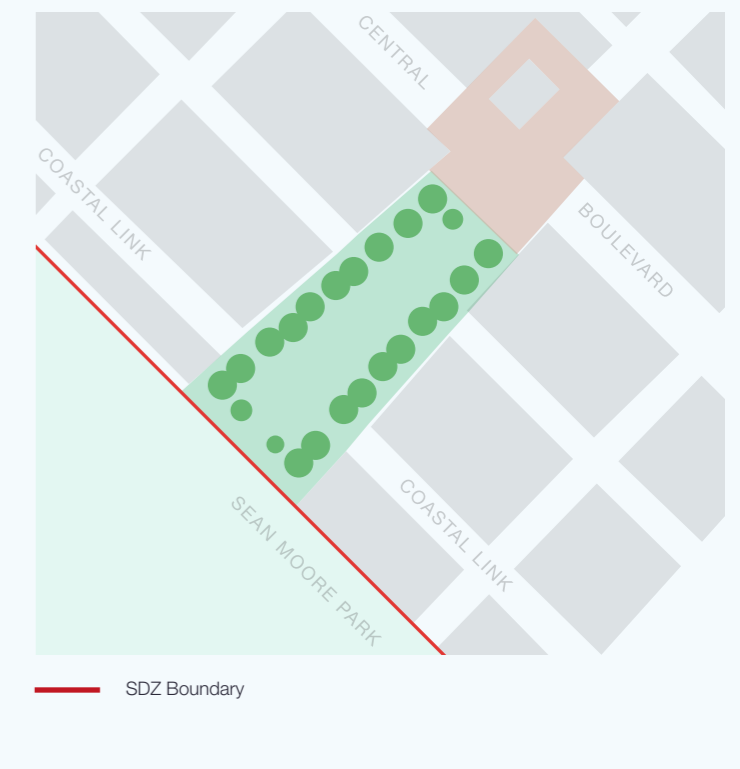


Figure A2.9. Semi-formal tree planting along edges opening up to views to the mountains beyond

## A2.2 Village Green Open Space Strategy (continued)

### e) Incorporation of SuDS

Sustainable drainage systems will be incorporated into the design of the Green and the surrounding streets. SuDS can be achieved by porous paving, attenuating sub base and attenuating growing medium.

The proposed surface water system will be designed according to the Greater Dublin Strategic Drainage Study and the CIRIA C753 Sustainable

Urban Drainage Systems Manual. The design will be exemplary in terms of integration with the public realm proposals.

SuDS shall be integrated along the tree planted edge of the Village Green in order to keep the central lawn open for the public and activities.

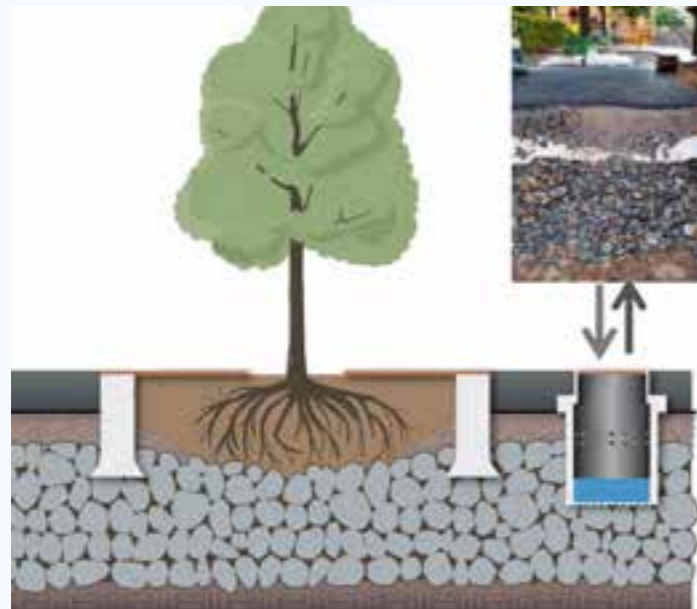


Figure A2.10. Section of typical Stockholm type drainage system with attenuating tree pit



Figure A2.11. Example of tree planted in gravel surface

### f) Ecology

The Village Green will be a major part of the green infrastructure of the development and will contribute to the biodiversity of the area. The Green will be ecologically linked with Sean Moore Park and has the potential to enhance biodiverse connectivity through this integration.

Tree planting around the edges of the Village Green will give the opportunity for birds to nest and for

innumerable other flora and fauna to develop as the trees mature.

Different mowing regimes will create grass areas with variable heights, creating a diverse habitat for invertebrates. Furthermore, introducing meadow grass with wildflowers will be beneficial for insects, particularly butterflies and bees. Native species will be selected to consolidate and increase ecological potential and biodiversity.



Robin a native bird



Diverse range of flowers supports greater number of insect species



Diverse range of flowers supports greater number of insect species



Informal tree planting



Infrequent mowing giving longer and more diverse sward

Figure A2.12. Examples of flora and fauna that could thrive in the Village Green and link with Sean Moore Park

**g) Materials**

The surface materials of the surrounding circulation spaces will be generally informal in character and coordinated with the overall streetscape hierarchy.

Where the Coastal Link crosses the Village Green, the street surface will be designed to further prioritise pedestrians and cyclists. The pedestrian and cycle route crossing the north-

eastern part of the Green will be surfaced with informal landscape materials to emphasise the spatial hierarchy of the green space.

The grassed areas may have informal and low key paths where appropriate. Play equipment will be set within grassed areas wherever practical.

All proposed materials will be robust, durable and maintainable.



Bitumen macadam surface with coloured wearing course



Example of green wall



Example of stepping stones in grass



Example of grass terraces with granite retaining edges

Figure A2.13. Examples of materials

**h) Lighting and Street furniture**

The lighting of the Village Green will respond to its status as one of the key public spaces. Broadly, the outer areas will be more strongly lit than the open central area. The overarching goal is for the lighting here is for the ambient environment to be safe and pleasant, so that it can be enjoyed as much by night as it can during the hours of daylight.

The surrounding movement spaces will be lit using low lighting columns and occasionally with tree

uplighters. This can be augmented with specific lighting of furnishings, planting and facilities such as play areas, dedicated lighting is applied to the paths and also the playgrounds. The central lawn should be lit predominantly by the surrounding illuminated features, to minimise the use of lighting columns.

The street furniture will be accessible to all users, robust, readily maintainable and of a contemporary design that is consistent with the rest of the site.



Example of column mounted luminaire



Example of lighting bollard



Example of lighting integrated into seating wall



Example of Sheffield cycle stands



Example of wide bench



Example of picnic furniture

Figure A2.14. Examples of contemporary, hard wearing and robust street furniture.

## A2.2 Village Green Open Space Strategy (continued)

### i) Range of facilities referring to needs of differing ages

The Village Green will be at the heart of the community and provide spaces for use by people of different ages and abilities. The spaces will be universally accessible, with particular regard to step free access. Seating will be provided, with back and arm rests, and will be in a range of locations, allowing people to choose between sunny or shaded spaces, and between busy or quiet places.

The large central open lawn can be used in many ways, by people of all ages. Furthermore in the central area, play facilities will be provided for children of different ages. The planting design will include a sensory aspect and biodiversity to enhance interest for young and old people. Detailed designs should consider the inclusion of facilities for temporary events and performance.

Generally, the space will be green, accessible and safe, making it appealing for people of all ages and abilities.

For further detail about community facilities and services within the Coastal Park refer to Chapter 4 and Appendix 5.



Public park with performance



Naturalistic play area in the park



Green with informal gathering



Children playing on a simple open lawn



Public park accessible to people with restricted mobility

Figure A2.15. Examples of a range of facilities, referring to the needs of differing ages

### j) Indicative concept design for Village Green

This sketch plan shows development of the SDZ requirements into an indicative concept proposal for the Village Green, according to the design principles and approaches set out above.



Figure A2.16. Indicative Concept sketch – Village Green

## A2.3 Coastal Park Open Space Strategy

This section focusses on the section of the Coastal which is fronted by the A2 and A4 blocks (See Figure 9.2).

Open space strategy:

- a) Vision, role and function
- b) Design principles
- c) Pedestrian and cycle movement and connections
- d) Landscaping strategy
- e) Incorporation of SuDS
- f) Ecology
- g) Materials
- h) Lighting and Street furniture
- i) Range of facilities referring to needs of differing ages

Furthermore the Planning Scheme (11.4.3) notes:

*'The Coastal Park occupies a highly sensitive area (inclusive of an ESB way leave) and will provide a buffer between more intensive development within Poolbeg West SDZ and the foreshore (as per Figure 11.6). The location and form of the park is generally fixed, with a western edge being setback 50m from the shoreline boundary of the SDZ (see also 11.5.2)'*



Figure A2.17. Coastal Park. Extract from Figure 11.3 Block form and layout.

**a) Vision, role and function**

The Coastal Park forms an important part of the green links network, connecting the city with its coast through Poolbeg West.

Furthermore the Coastal Park has a dual role. Firstly it will be a buffer between development and the ecologically sensitive foreshore of Dublin

Bay. Secondly it will provide high quality frontage with sea views and pedestrian circulation space. In order to perform both functions, the design will find a unique spatial character and take a positive approach to environmental concerns, ensuring protection of neighbouring habitats and significant enhancement of biodiversity within the site itself.



Figure A2.18. Two important green links are connecting the city centre of Dublin with Dublin Bay by the site



Figure A2.19. Integrating the coastal landscape into the development



Figure A2.20. Views towards Dublin Bay

## A2.3 Coastal Park Open Space Strategy (continued)

### b) Design principles

The Coastal Park will be designed according to the following principles.

- The overall size and location of the Coastal Park is determined by the building line set back a minimum of 50m from the shoreline boundary of the SDZ.
- The existing coastal path will remain and the foreshore will not be changed.
- The existing coastal bund will be generally retained where possible. The slope and lower part of the park will have enhanced biodiversity and be largely inaccessible to pedestrians.
- The upper part of the park will integrate the existing coastal bund and be set at a level equivalent to the average level of the top of the existing bund
- The Park will form a broad pedestrian promenade with long views across Dublin Bay.
- The proposed buildings fronting this promenade should be designed to engage the park and provide variety in terms of form, scale, ground floor uses and spill out activity.
- There will be a pedestrian and cycle path connecting the existing coastal path with the Central Boulevard, making an important link in the strategic green network.

For further information and type of facilities refer to section i) Range of facilities referring to the needs of differing ages.



Figure A2.21. Active frontages along promenade



Figure A2.22. Green Link from Dublin city centre towards Poolbeg Lighthouse cross the Coastal Park



**c) Pedestrian and cycle movement and connections**

The upper part of the Coastal Park will be a major pedestrian and cycle route, connecting South Bank Road with Sean Moore Park and Beach Road beyond. This will be parallel to the existing path, offering an alternative route that is further away from the ecologically sensitive foreshore.

The proposed upper route will be enlivened by active frontage and building entrances and landscaped building edges. It will connect directly into the proposed pedestrian and cycle network at every point between perimeter blocks. The most

important of these are Central Boulevard and Coastal Link.

Where the Boulevard terminates at the Coastal Park, there will be pedestrian and cycle connection linking the upper promenade with the existing coastal path, making a connection directly to Irishtown Nature Reserve to the east and to Sandymount to the southwest. The new connection will be designed to minimise local environmental impact whilst providing universal accessibility.

**d) Landscaping strategy**

The planting in the Coastal Park will create a naturalistic and biodiverse landscape. This informal coastal style of planting design will be taken through to the edges of adjoining streets and potentially into the coastal 'U' shaped blocks.

The bund slope and lower area will become a biodiverse meadow to enhance the ecology of the wider coastline. This will be generally inaccessible to pedestrians but will enhance views from the existing path below and the proposed promenade above.

The planting in the upper part of the Coastal Park will take this naturalistic approach into adjoining streetscape. Shrub and herbaceous planting will include many native coastal species. Tree planting will be designed to partially soften views of the development and to frame views out towards the sea. The proposed trees will be mostly native coastal species.



Figure A2.23. Recreation and cycle and pedestrian movements are concentrated along the promenade



Figure A2.24. Pedestrian and cycle routes



Figure A2.25. Design creates a urban upper and a natural lower coastal park



Figure A2.26. Informal tree planting creating openings for views towards sea

## A2.3 Coastal Park Open Space Strategy (continued)

### e) Incorporation of SuDS

Sustainable drainage systems will be incorporated into the design of the Coastal Park. SuDS features will include porous surfacing, attenuating sub base and attenuating growing medium to planting beds and tree pits. Attenuation will also be provided by discharge of surface water directly into planted areas.

To avoid infiltration from the urban area into the natural landscape rain water will not be drained

from the upper part of the Coastal Park to the lower part of the Coastal Park,

The proposed surface water system will be designed according to the Greater Dublin Strategic Drainage Study and the CIRIA C753 Sustainable Urban Drainage Systems Manual. The design will be exemplary in terms of integration with the public realm proposals.



Figure A2.27. Hard surfacing draining directly into adjacent attenuating planting beds

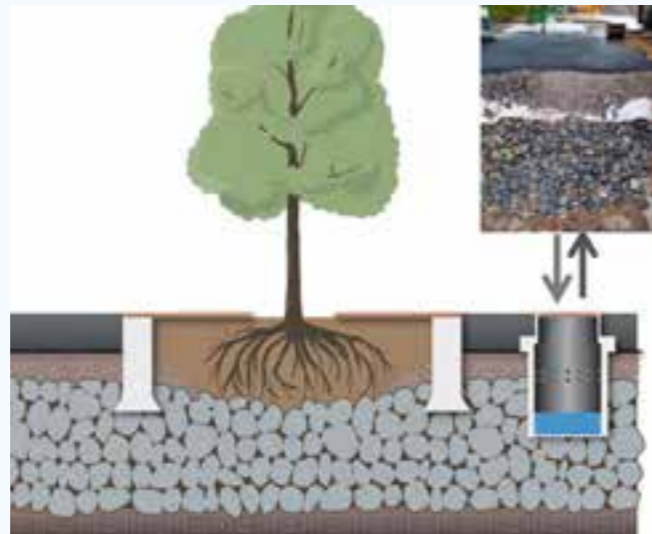


Figure A2.28. Section of typical Stockholm type drainage system with attenuating tree pit

### f) Ecology

The existing vegetation in this location is ecologically poor compared with the potential of the local coastline, consisting mostly of mown grass and aggressive species. The existing vegetation is not protected and development presents an opportunity to replace it with new, more appropriate habitats, to enhance local flora and fauna.

Existing nearby vegetation suggests that species rich calcareous grassland would flourish in the Coastal Park. This would enhance habitats on

the site and create ecological connectivity with neighbouring areas.

The proposed planting in the upper part of the Coastal Park will also use native maritime species and so enhance ecological diversity. Planting of native maritime tree species will create further habitat opportunities.

There is no change proposed in the area between the existing coastal path and the sea to avoid interference with the ecology of this area.



Brent Geese



Natural habitat of Dublin Bay



Black-tailed godwit



Common blue butterfly



Species rich wildflower grass



Ringed plover

Figure A2.29. Examples of flora and fauna that could thrive in the Coastal Park

**g) Materials**

The upper part of the Coastal Park will be surfaced with informal, permeable materials, emphasising the coastal setting over the urban edge location.

The coastal bund and lower areas will be planted with biodiverse grassland and will have no surfacing other than one foot and cycle path connecting the existing coastal path with the Boulevard.

All proposed materials will be robust and readily maintainable.



Bitumen macadam surface with coloured wearing course



Example of curved planting bed edges, Parkside Riem, Munich



Natural timber boardwalk



Example of seating walls with masonry top

Figure A2.30. Examples of materials

**h) Lighting and Street Furniture**

The lighting strategy for the Coastal Park will respond to the dual role of the space, namely that of a buffer to an environmentally sensitive area and that of an active city edge. Light spill and light pollution into the coastal environment will be minimised by a design that directs light inwards and downwards, and also by relatively low light levels overall.

A good distribution of light will be achieved through mounting of luminaries within walls, bollards, seating and other furnishings, all of which will make

an attractive night time scene for residents and visitors. Use of lighting columns will be minimised. The space will be used by pedestrians and cyclists, therefore requiring lower levels of illumination than for vehicular traffic.

The street furniture will be accessible to all users, robust, readily manageable and of a contemporary design that is consistent with the rest of the site. Seating and cycle stands will be particularly important in the upper part of the Coastal Park.



Information post



Wide bench



Outdoor chess table



Sheffield type cycle stands



Finger post



Picnic furniture



Lighting integrated into public realm seating



Lighting bollard at edge of planting bed

Figure A2.31. Examples of contemporary, hard wearing and robust street furniture.

## A2.3 Coastal Park Open Space Strategy (continued)

### i) Range of facilities referring to needs of differing ages

The upper part of the Coastal Park will have a public realm focus. It will be used by residents of adjacent housing, residents of other parts of the site and visitors from further away who are attracted by the active frontage uses and sea views. It will also be used by people passing through, as an alternative to the existing lower coastal path. Therefore the design will be inclusive to people of all ages and abilities.

The surfacing and levels design will make a public realm that is step free and universally accessible. Seating will be provided, with back and arm rests, in a range of locations, allowing people to choose between sunny or shaded locations, and between busy and quiet places. The layout will also provide places sheltered from coastal winds.

The upper promenade will include play equipment at a number of locations, catering for different age groups. The design approach will be to provide 'play on the way' and 'playable landscape', rather than enclosed play areas. This will provide facilities and spaces that appeal to a wide range of age groups and can be used in different ways at different times of the day.

The planting design will include a sensory aspect and biodiversity to enhance interest for young and old people. Detailed designs should consider the inclusion of facilities for temporary events and performance.

For further detail about community facilities and services within the Coastal Park refer to Chapter 4 and Appendix 5.



Play equipment with naturalistic materiality



Temporary event in seaside public space



People of different ages enjoying the seaside



Visitors and residents being active by the sea

Figure A2.32. Examples of a range of facilities, referring to the needs of differing ages

### j) Indicative concept designs for Coastal Park

This sketch plan shows development of the SDZ requirements into an indicative concept proposal for the Coastal Park, according to the design principles and approaches set out above.

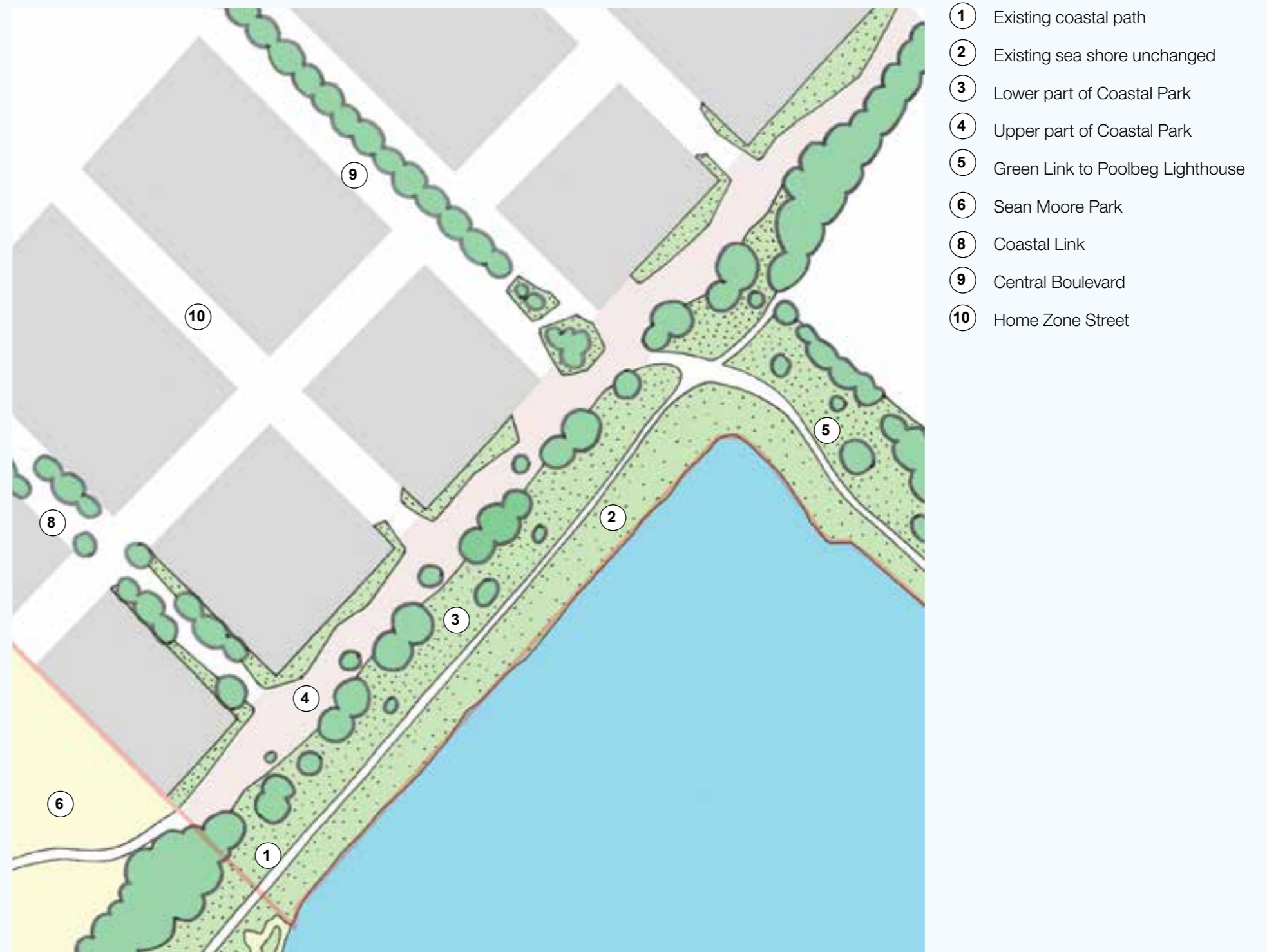


Figure A2.33. Indicative concept sketch – Coastal Park

# Appendix 3. Cross Sections



Figure A3.1 Site Cross Sections

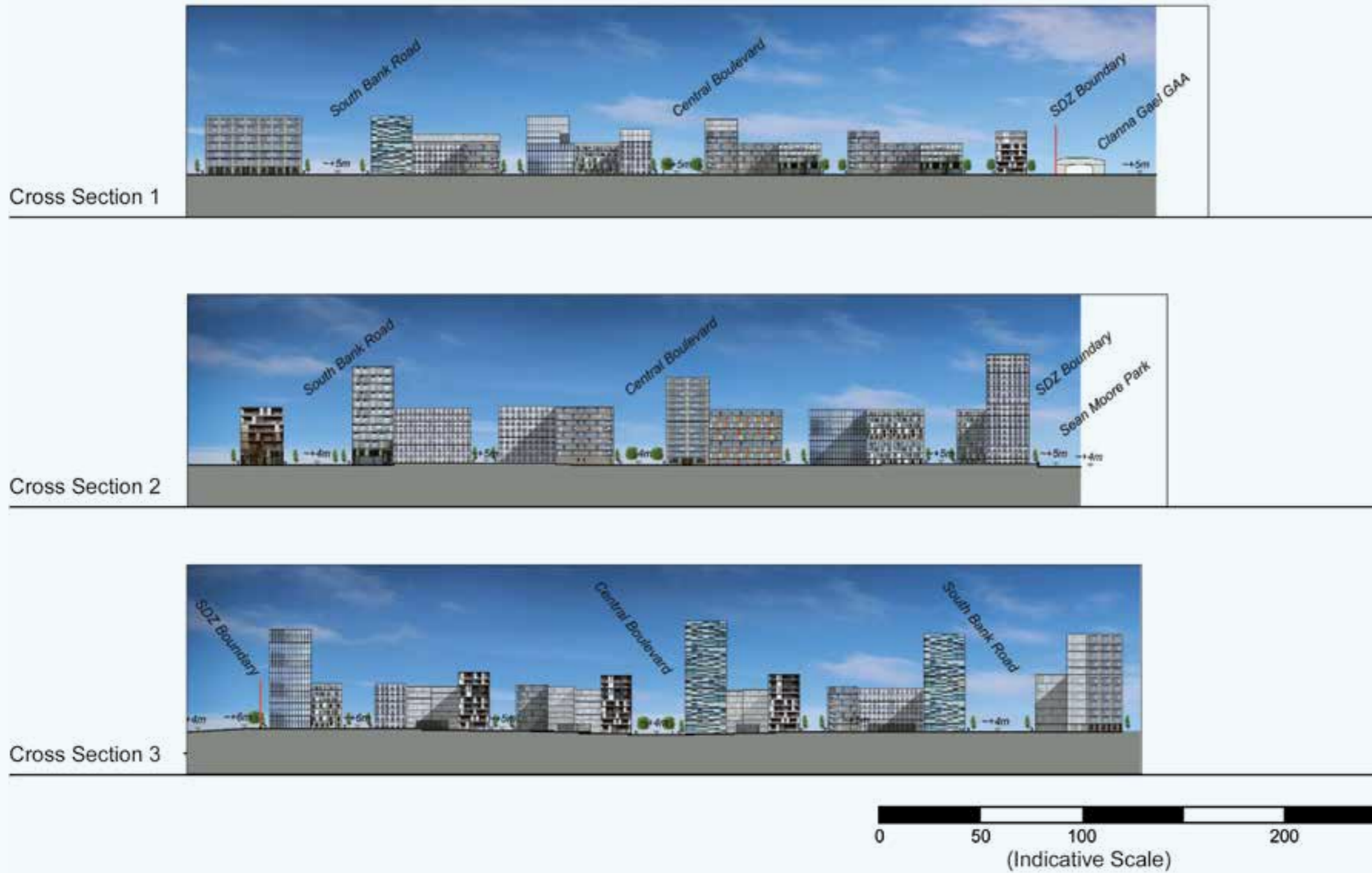


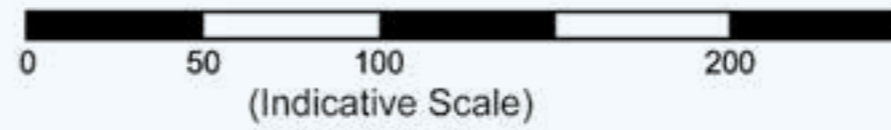
Figure A3.2 Cross Sections 1-3



Cross Section 4

Cross Section 5

Figure A3.3 Cross Sections 4-5





# Appendix 4. Shadow Diagrams

As noted in Section 11.5.1 Building heights, Minimum and Maximum Heights have been distributed throughout Blocks A1–A4 (and as indicated in Block B1) to reinforce the Urban Structure, and create a visually engaging skyline. The height distribution process was also informed by an overshadowing analysis that seeks to minimise the extent of overshadowing associated with the quantum of development, with buildings being generally lower on the south-eastern and southwestern sides of inner blocks to maximise daylight access to internal courtyards. Building heights are also lower along Sean Moore Road to reduce the extent of overshadowing to existing residences opposite.

The following illustrates the extent of overshadowing at key times (9am, 12pm and 3pm) at the summer solstice (21st June) and Equinox (21st March/September). It should be noted that the extent of overshadowing is illustrative only and does not account for existing shadows cast by existing structures, fences and street trees. It should also be noted that the illustrated shadows are based on maximum building heights (and corresponding building envelopes) and therefore does not account for measures that may reduce the extent of overshadowing such as variation in height, setbacks to upper storeys and/or changes to building width, as may occur during the detailed design process.

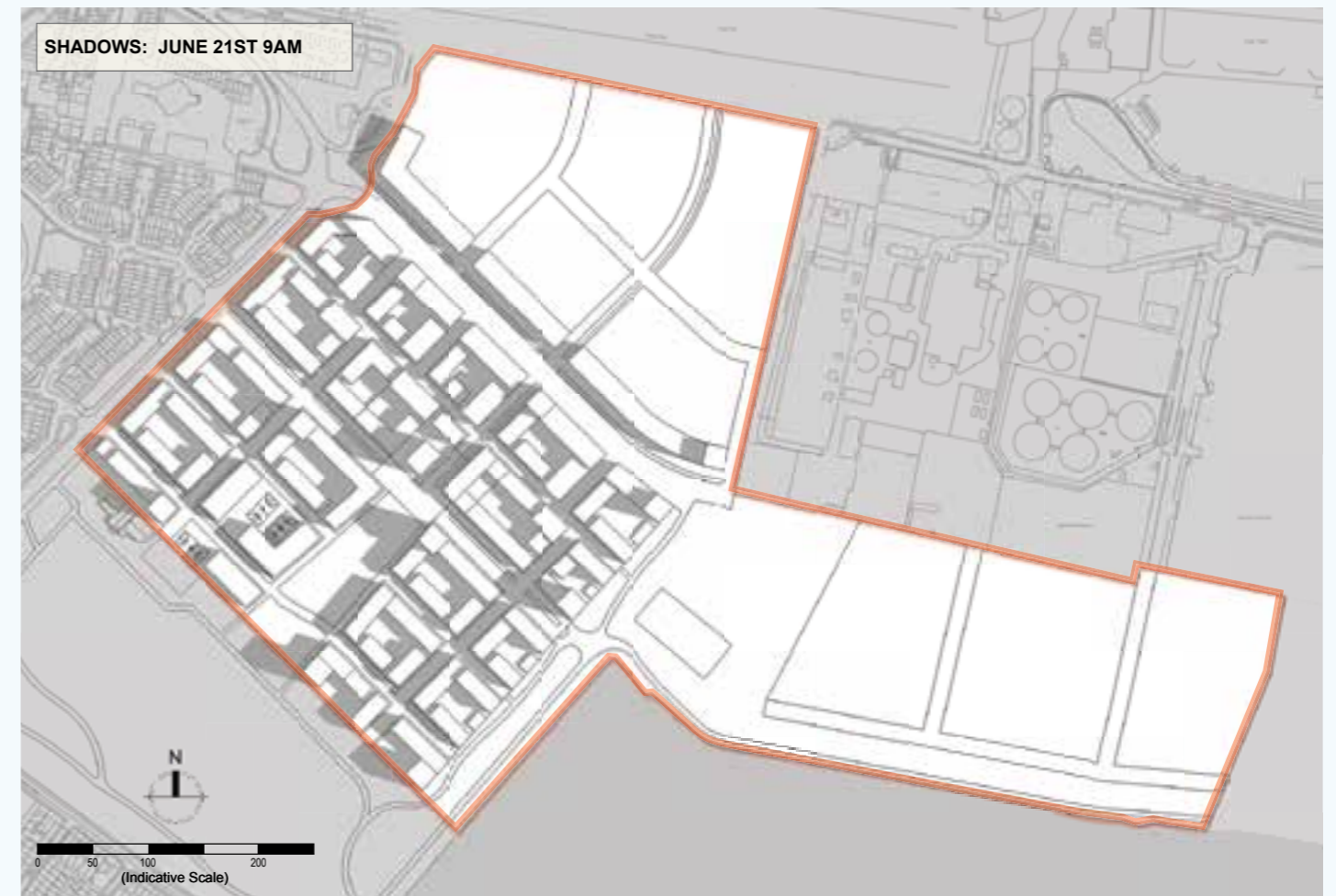


Figure A4.1 Shadows: June 21st 9am

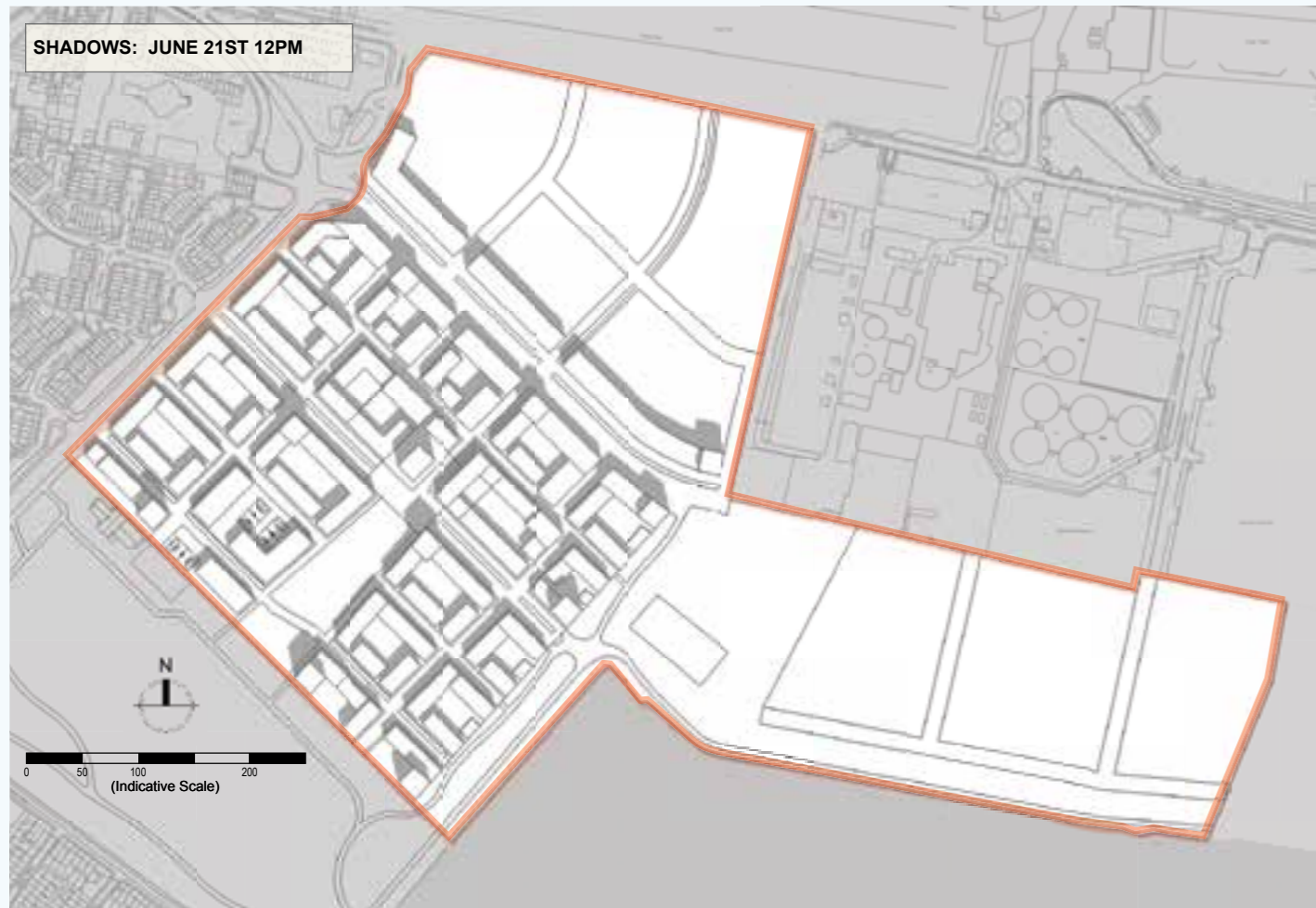


Figure A4.2 Shadows: June 21st 12pm

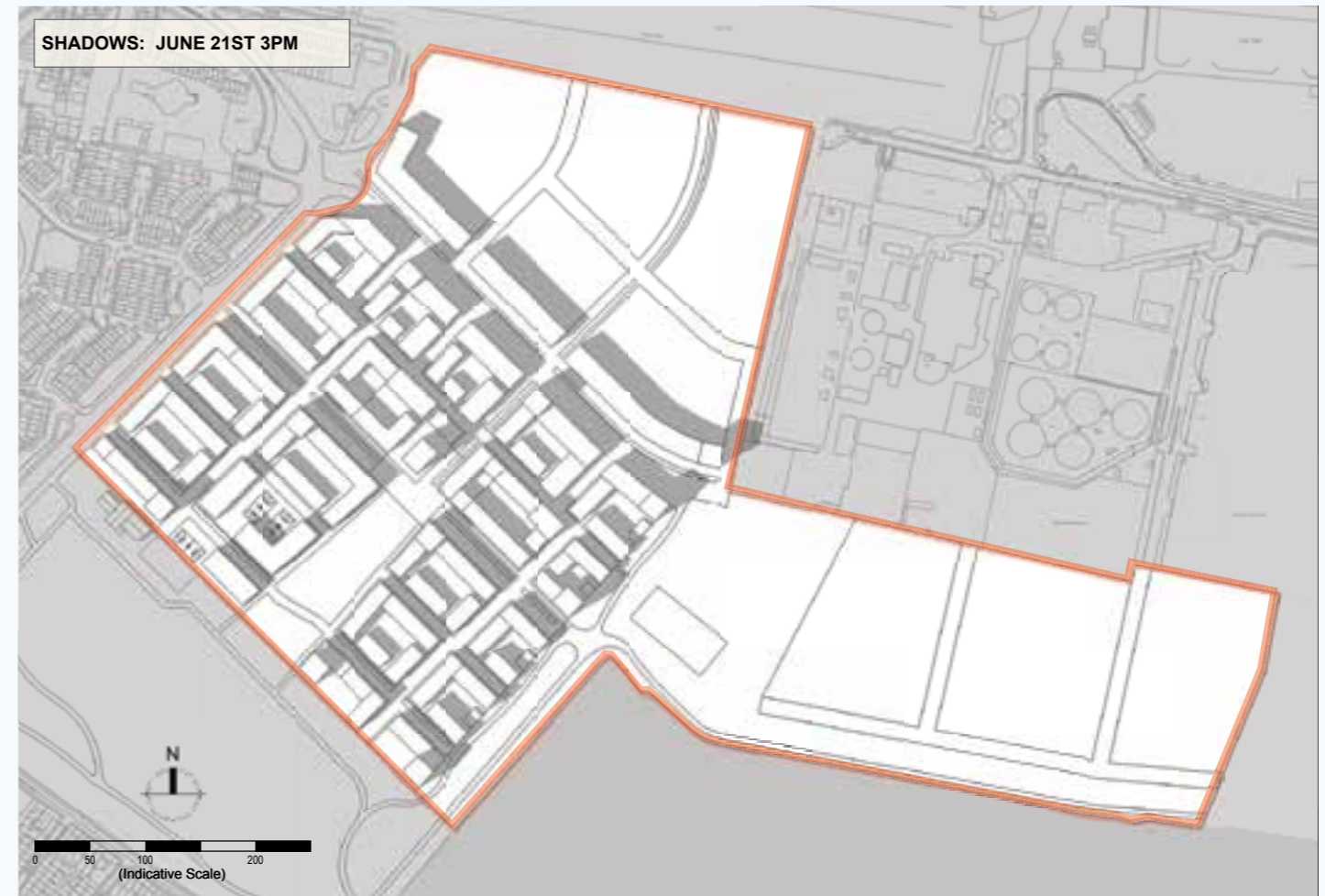


Figure A4.3 Shadows: June 21st 3pm

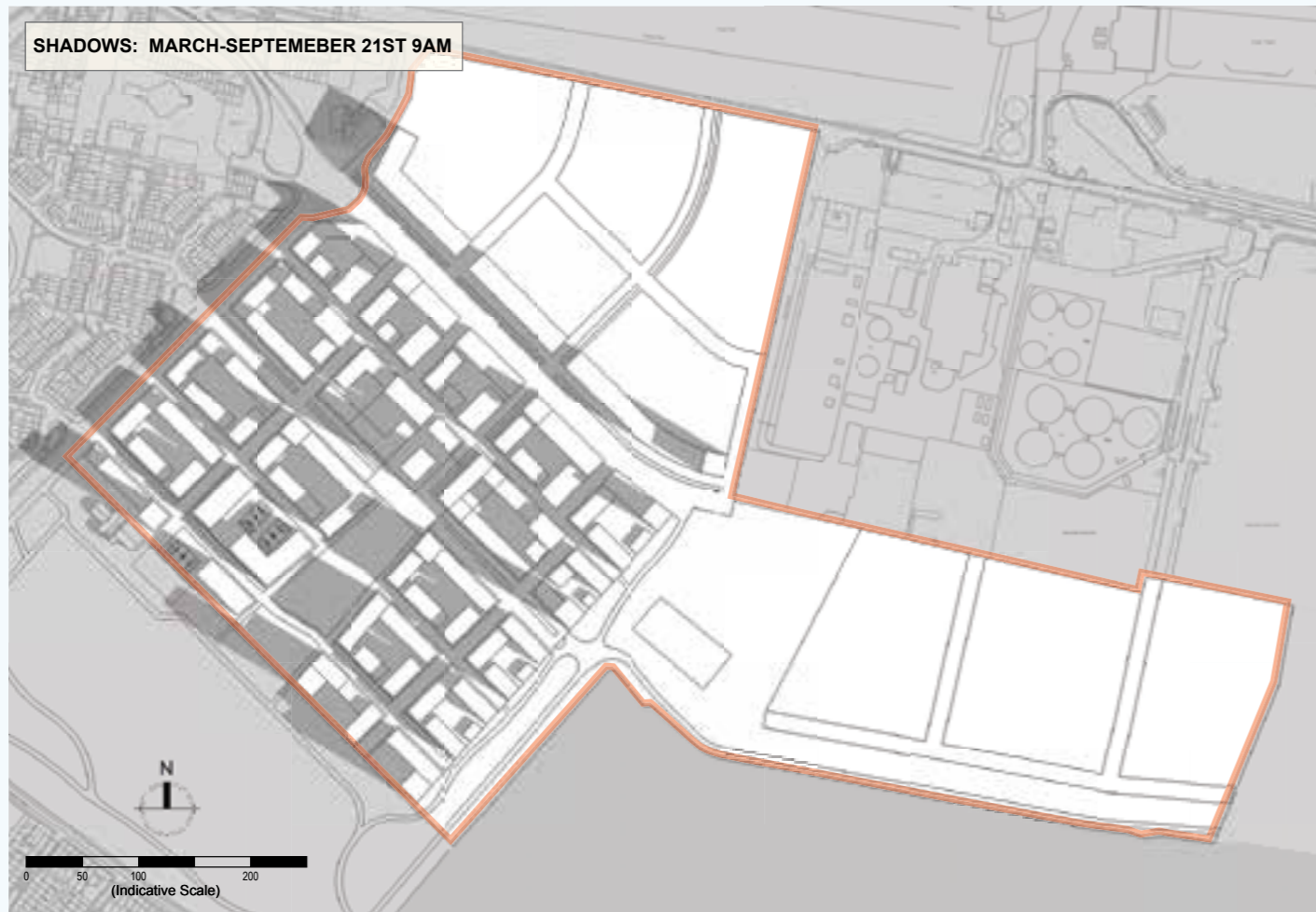


Figure A4.4 Shadows: March–September 21st 9am

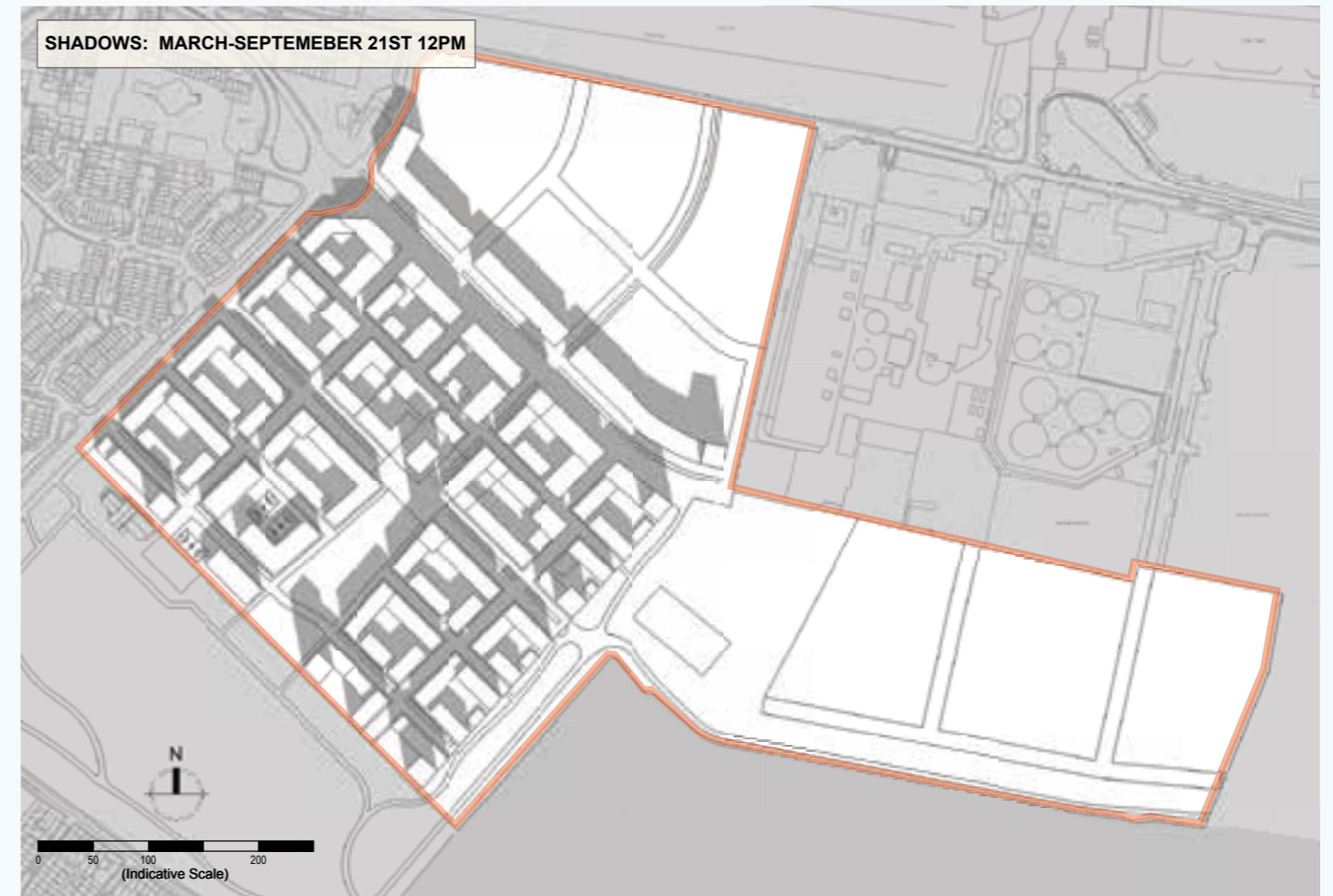


Figure A4.5 Shadows: March–September 21st 12pm

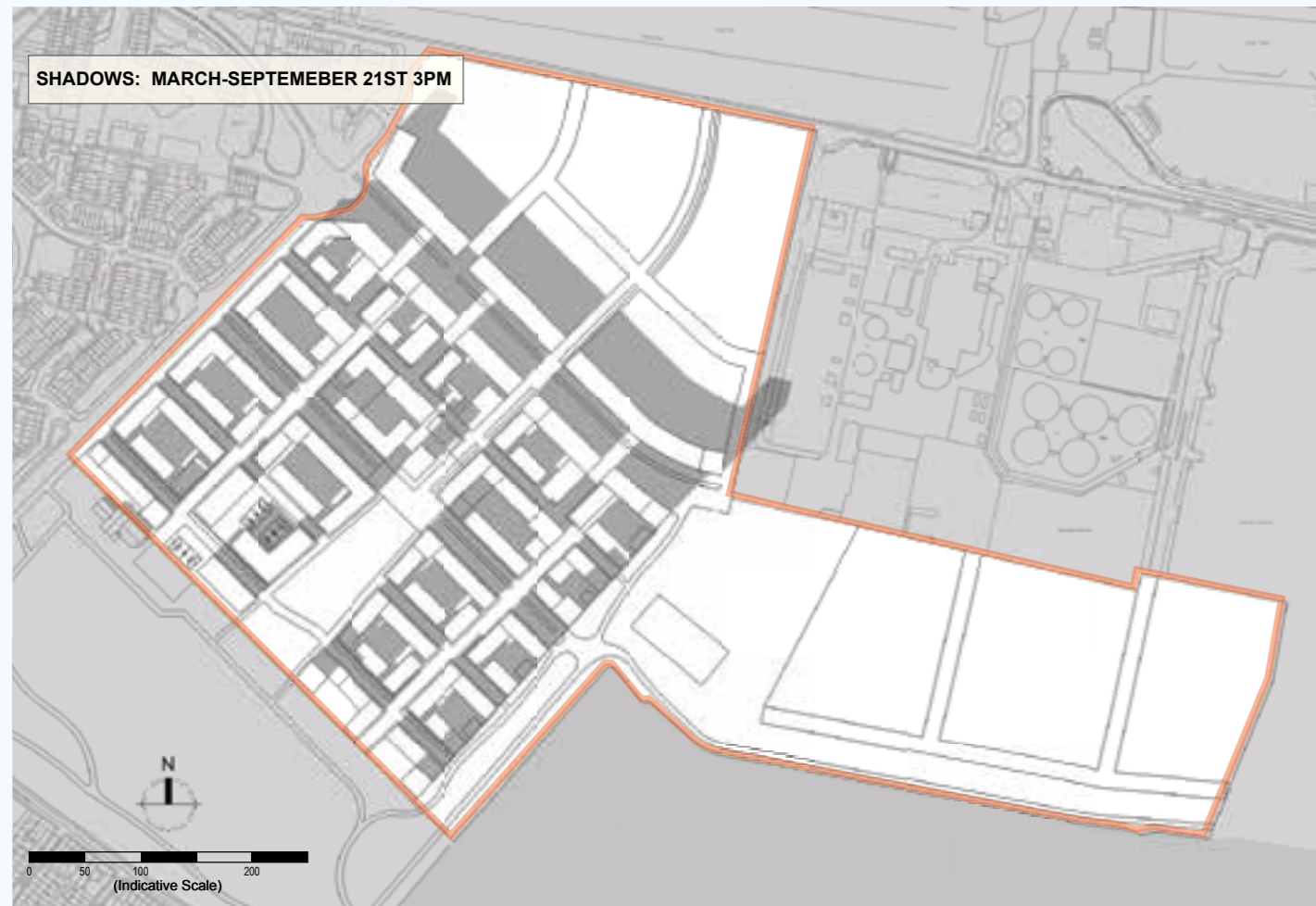


Figure A4.6 Shadows: March–September 21st 3pm

# Appendix 5. Development Codes for Blocks A1–A4 and the Neighbourhood Square

## A5.0 Development Codes

This Appendix provides a series of Development Codes for Phasing Area A<sup>2</sup>, which includes Urban Blocks A1–A4 (see also Figure 5.1). A Design Code is also provided for the Neighbourhood Square, which is located at the centre of the four Urban Blocks.

Sections A5.1–A5.4 provide a block-by-block breakdown for each Urban Block. Section A5.5 provides a Development Code for the Neighbourhood Square. A description of each Urban Block (including an artists illustration) and the Square (including a layout plan) is provided for context. This is followed by further illustrations and text addressing key issues relating to land use, urban form and height and public realm for each Urban Block, or with regard to the Square, how it interfaces with and incorporates these elements.

This will provide additional clarity with regard to the requirements of the Scheme, including fixed and flexible elements<sup>4</sup>, ensuring a robust development framework whilst allowing for sufficient flexibility so as to encourage innovative design responses.

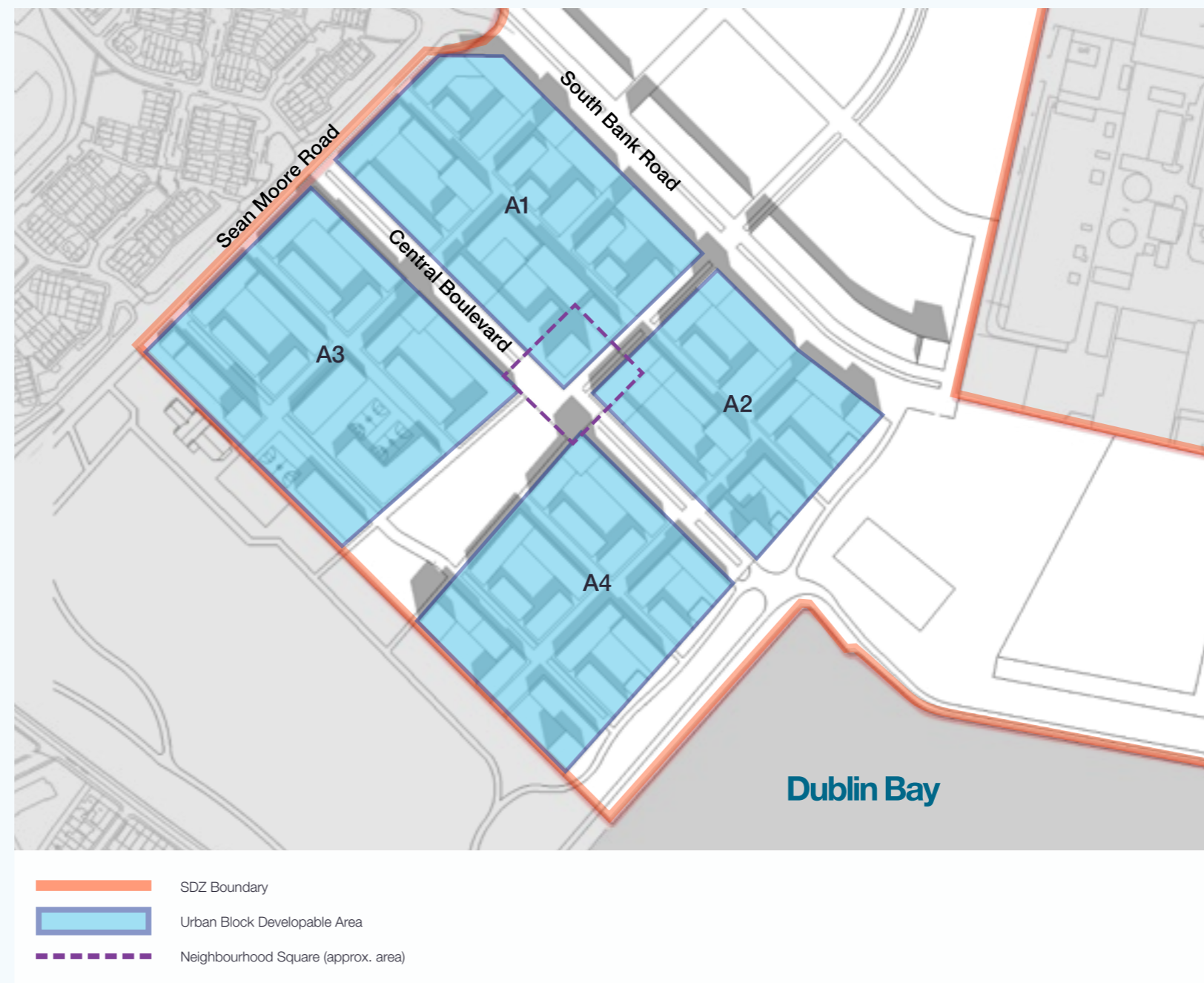


Figure A5.1. Urban Blocks A1-A4 and the location of the Neighbourhood Square

<sup>2</sup> Refer to Chapter 11, Section 11.1

## A5.1 Urban Block A1

### A5.1.1 Context

- Urban Block A1 is located in the north-west quadrant of the A lands on the former ‘Glass Bottle’ site. The Block is bounded by Sean Moore Road and South Bank Road, and the proposed Central Boulevard and South Bank Link Street.
- To the west of the Block is the residential area of Ringsend. To the north are lands within the ownership of the Dublin Port Authority.
- The Dublin Port lands are used for port related activities. The northern side of South Bank Road may also be developed for commercial purposes.
- Lands to the north are also located within the South Port Access/Eastern By-Pass Corridor<sup>3</sup>.

### A5.1.2 Specific Objectives

#### Land Use Mix

- 60–70% of the Net Developable Area is to be used for residential purposes (including commercial, retail, community or cultural uses on the ground floor with residential uses over). The remaining 30–40% of Net Developable area is to be used for commercial purposes.
- Commercial uses are primarily located along South Bank Road. Commercial development on South Bank Road provides a buffer for residential development from port related/ industrial activity to the north<sup>4</sup>. Commercial development, or other significant landscaping and/or acoustic measures<sup>5</sup>, shall be delivered in tandem with residential uses in the Block.
- Retail shall be located towards the south-east of the Block, at ground floor level<sup>6</sup> around the Neighbourhood Square and along the eastern end of the Central Boulevard.
- Supplementary retail uses<sup>7</sup>, may also be located at ground floor level<sup>8</sup> along the Central Boulevard and part of Sean Moore Road.
- Community uses along the Central Boulevard/ Sean Moore Road should include a Health Centre<sup>9</sup> and essential local services.
- Other community uses such as resident meeting rooms, crèche and artist studios may be located elsewhere in the Block and/or located on the upper floors of buildings.



Figure A5.2. Artists Impression

<sup>3</sup> See Chapter 6, Figure 6.3

<sup>4</sup> See also Chapter 11, Figure 11.6..

<sup>5</sup> See Chapter 9, Section 9.4.

<sup>6</sup> With possible extensions to mezzanine and basement levels.

<sup>7</sup> Including commercial, cultural, community and leisure uses, see Chapter 11, Section 11.3.1.

<sup>8</sup> With possible extensions to mezzanine and basement levels.

<sup>9</sup> Major community facilities may also occupy the upper storeys of a building.

### Urban Form and Height

- Buildings lines are fixed around the exterior of the Block (i.e. Sean Moore Rd, South Bank Rd, Central Boulevard and South Bank Link Street) to create a well defined urban edge.
- The edge of the Block is also reinforced via 6-7 storeys. Building heights along Sean Moore Road are lower however (4–5 storeys) to provide a transition to existing lower scale residential development opposite. Building heights within the interior of the Block are 4–7 storeys, with heights distributed to maximise solar access to internal courtyards<sup>10</sup>.
- A landmark building of up to 20 storeys is to be located adjacent to the Neighbourhood Square.
- A (inner) gateway building of up to 12 storeys is to be located along South Bank Road.
- The location of the Neighbourhood Square is fixed and located partially within the Block). A more flexible approach may be taken in regard to layout and form of the Square and the location of the central landmark<sup>11</sup>.
- Residential sub-blocks are to be laid out in a perimeter block format to clearly define public and private space. More varied block forms may be considered where there is a high proportion of commercial uses and/or retail uses to enable public access to all sides of a building.

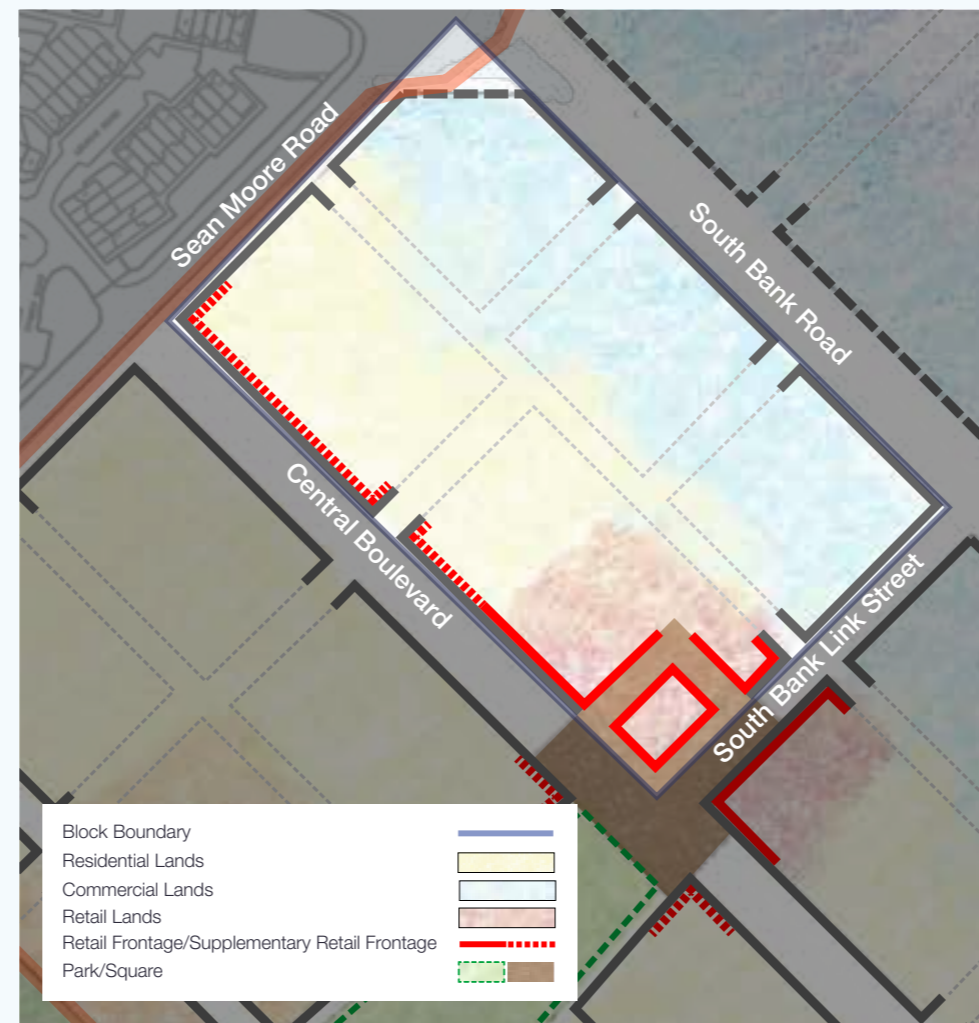


Figure A5.3. Land Use

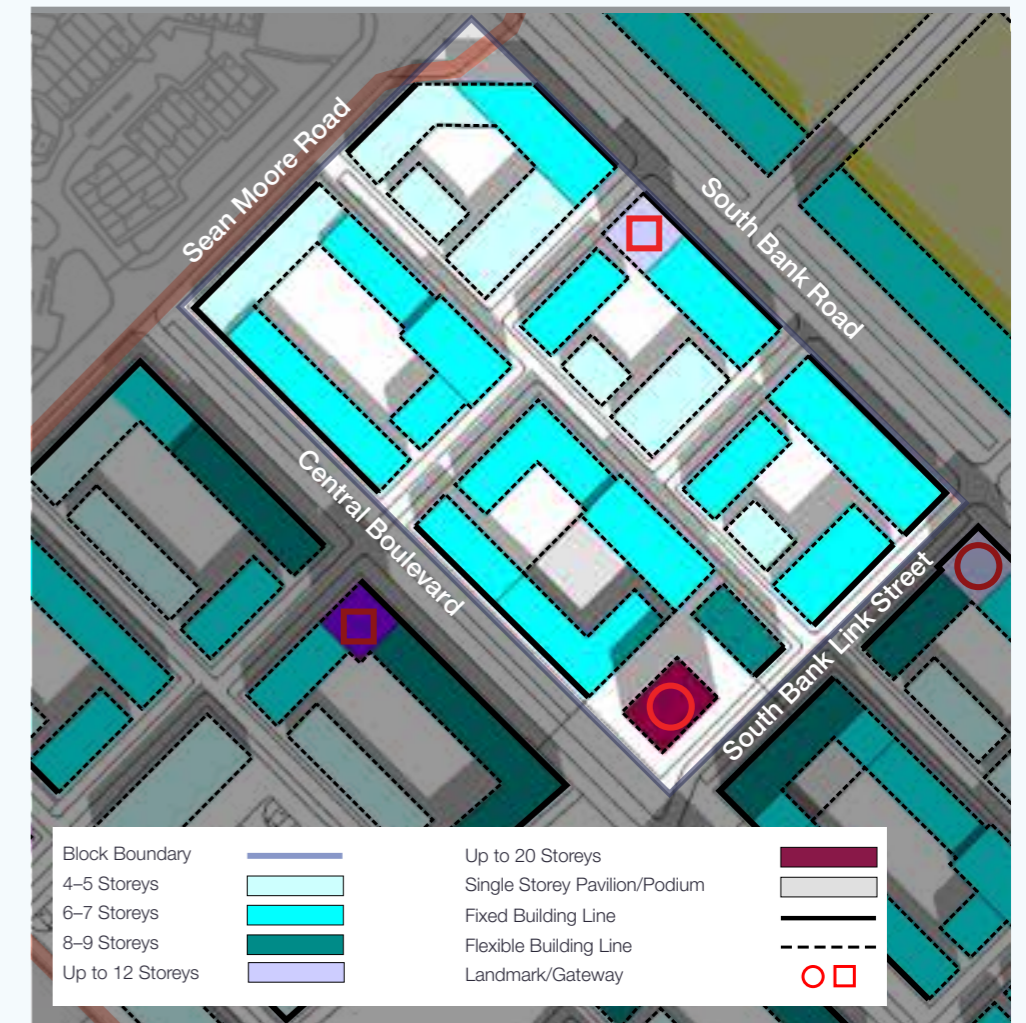


Figure A5.4: Urban Form and Height

<sup>10</sup> An additional setback storey, above the Maximum Height (excluding landmark/gateway buildings), may be permitted, subject to detailed analysis, see Chapter 11, Section 11.5.1.

<sup>11</sup> See also Chapter 11, Sections 11.4.1 and 11.5.2 and Section A5.2 below.

## A5.1 Urban Block A1 (continued)

### Public Realm

- The provision of the Neighbourhood Square is also required as part of the development of the Block<sup>12</sup>, if not already under construction (or where clear early delivery is agreed with DCC) under an earlier permission.
- South Bank Road (western section to South Bank Link Street) is to be upgraded as part of the Block.
- South Bank Link Street, Central Boulevard are Green Links (see Section 11.4.5) and are to be characterised by high quality materials significant rows of street trees, SuDS and other landscaping features.
- A minimum of one north-south and one east-west local street to service the interior of the Block.
- Where separate applications for permission for buildings are submitted at sub-block level, the first application shall detail phasing for the public realm to ensure a coherent build out.
- Prior to the occupation of any sub-block, all external streets required for access and those immediately fronting sub-blocks shall be completed and accessible to pedestrians.

### Infrastructure

- Utility Provision and Phasing Shall be developed with the Planning Authority and relevant utility provider.
- All development shall adopt a SuDS Management Train strategy, incorporating a sequence of techniques that work together in series to control flow, volume and frequency of runoff.
- All development shall be district heating shall enabled to a standard agreed by the Dublin City Council (or agent of) in each sub-block.
- Each application shall demonstrate compliance with the Specific Recommendations contained in the Contamination and Remediation Assessment (CRA) report for the Planning Scheme.
- The first application for buildings within the Block shall address how recycling facilities (including glass) will be accommodated.



Figure A5.5. Public Realm

<sup>12</sup> See also Section A5.2 below



## A5.2 Block A2

### A5.2.1 Context

- Urban Block A2 is located in the north-east quadrant of the A lands on part of the former 'Glass Bottle' and 'Fabrizia' sites. The Block is bounded by the South Bank Road and the proposed Central Boulevard, South Bank Link Street and Port/Coastal Park.
- To the east and north of the Block are lands within the ownership of the Dublin Port Authority.
- The Dublin Port lands are used for industrial and port related activities. The northern side of South Bank Road may also be developed for commercial purposes.
- Part of the Block and lands to the north are also located within the South Port Access/ Eastern By-Pass Corridor<sup>13</sup>.

### A5.2.2 Specific Objectives

#### Land Use Mix

- 60–70% of the Net Developable Area is to be used for residential purposes (including commercial, retail, community or cultural uses on the ground floor with residential uses over). The remaining 30–40% of Net Developable Area is to be used for commercial purposes.
- Commercial uses are primarily located along South Bank Road. Commercial development on South Bank Road provides a buffer for residential development from port related/ industrial activity to the north<sup>14</sup>. Commercial development, or other significant landscaping and/or acoustic measures<sup>15</sup>, shall be delivered in tandem with residential uses in Urban Block A1.
- Retail shall be located toward the south-west of the Block, at ground floor level<sup>16</sup> around the Neighbourhood Square.
- Supplementary retail uses<sup>17</sup>, may also be located at ground floor level<sup>18</sup> along the Central Boulevard and part of the Coastal Park.
- Other community uses such as resident meeting rooms, crèche and artist studios may be located elsewhere in the Block and/or located on the upper floors of buildings.



Figure A5.6. Artists Impression

<sup>13</sup> See also Chapter 6, Figure 6.3.

<sup>14</sup> See also Chapter 11, Figure 11.6..

<sup>15</sup> See Chapter 9, Section 9.4.

<sup>16</sup> With possible extensions to mezzanine and basement levels.

<sup>17</sup> Including commercial, cultural, community and leisure uses, see Chapter 11, Section 11.3.1.

<sup>18</sup> With possible extensions to mezzanine and basement levels.

## A5.2 Block A2 (continued)

### Urban Form and Height

- Buildings lines are fixed around part of the exterior of the Block (fronting Central Boulevard and South Bank Link Street) to create a strong urban edge. More flexibility is provided along South Bank Road where buildings are located within the South Port Access/Eastern By-Pass Corridor.
- The edge of the Block is also reinforced via 6-7 and 8-9 storey buildings. Building heights within the interior of the Block are 4-7 storeys, and are distributed to maximise solar access to internal courtyards<sup>19</sup>.
- Residential blocks are to be laid out in a perimeter block format to clearly define public and private space.
- More varied block forms may be considered where there is a high proportion of commercial uses and/or retail uses to enable public access to all sides of a building, or to provide a greener edge and higher levels of visual permeability to the Port/Coastal Park<sup>20</sup>.
- A landmark building of up to 12 storeys is to be located adjacent to junction of South Bank Road and South Bank Link Street.
- Gateway buildings of up to 12 and 18 storeys are located at the north eastern and south eastern corners of the Block, respectively.



Figure A5.7. Land Use

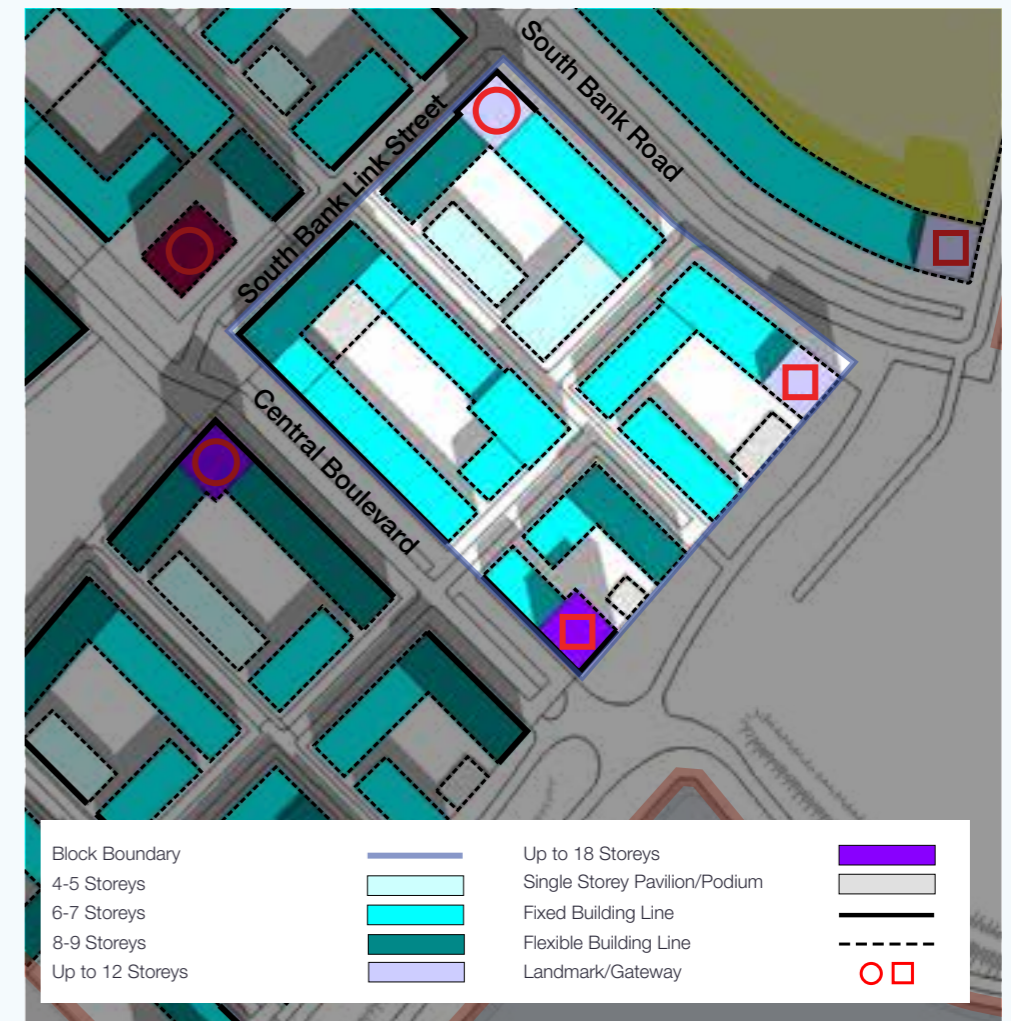


Figure A5.8. Urban Form and Height

<sup>19</sup> An additional setback storey, above the Maximum Height (excluding landmark/gateway buildings), may be permitted, subject to detailed analysis, see Chapter 11, Section 11.5.1.

<sup>20</sup> Occasional projecting or overhanging elements up to 5m may be considered in exceptional circumstances, see Chapter 11, Section 11.5.2.

**Public Realm**

- South Bank Road (to be upgraded), South Link Road and Central Boulevard are Green Links and are to be characterised by via high quality materials significant rows of street trees, SuDS and other landscaping features.
- South Bank Road (eastern section from South Bank Link Street) is to be upgraded as part of the Block.
- A minimum of one north-south and one east-west local street to service the interior of the Block.
- Where separate applications for permission for buildings are submitted at sub-block level, the first application shall detail phasing for the public realm to ensure a coherent build out.
- Prior to the occupation of any sub-block, all external streets required for access and those immediately fronting sub-blocks shall be completed and accessible to pedestrians.

**Infrastructure**

- Utility Provision and Phasing Shall be developed with the Planning Authority and relevant utility provider.
- All development shall adopt a SuDS Management Train strategy, incorporating a sequence of techniques that work together in series to control flow, volume and frequency of runoff.
- All development shall be district heating shall enabled to a standard agreed by the Dublin City Council (or agent of) in each sub-block.
- Each application shall demonstrate compliance with the Specific Recommendations contained in the Contamination and Remediation Assessment (CRA) report for the Planning Scheme.
- The first application for buildings within the Block shall address how recycling facilities (including glass) will be accommodated.



Figure A5.9. Public Realm

## A5.3 Block A3

### A5.3.1 Context

- Urban Block A3 is located in the south-west quadrant of the A lands on the former ‘Glass Bottle’ site. The Block is bounded by the Sean Moore Road, Sean Moore Park (inc. Clanna Gael Fontenoy GAA Club) and the proposed Central Boulevard and Village Green.
- To the west of the Block is the residential area of Ringsend.
- To the south is Sean Moore Park, including the Clanna Gael Fontenoy GAA Club.

### A5.3.2 Specific Objectives

#### Land Use Mix

- The Net Developable Area is to be primarily used for residential purposes (including commercial, retail, community or cultural uses on the ground floor with residential uses over).
- The ‘Community Hub’ is located within the Block and will consist of a school and a multi- purpose/flexible community facility that caters for sports, arts and performance. The community facility is to be a minimum of 2000 sqm (including supporting rooms) and may be integrated with the school hall, providing higher grade quality spaces to the school which are also available to the community, day and night.
- Supplementary retail uses<sup>21</sup>, may also be located at the north-eastern edge of the Block adjacent to the Neighbourhood Square/Village Green.
- Other community uses such as resident meeting rooms, crèche and artist studios may be located elsewhere in the Block and/or located on the upper floors of buildings.



Figure A5.10. Artists Impression

<sup>21</sup> Including commercial, cultural, community and leisure uses, see Chapter 11, Section 11.3.1.

### Urban Form and Height

- Buildings lines are fixed around Sean Moore Road, Central Boulevard and Village Green to create a strong urban edge. Building Lines are also fixed along part of the Coastal link to define it as a key movement corridor.
- Residential blocks are to be laid out in a perimeter block format, however more varied block forms may be considered where buildings front onto Sean Moore Park to provide greener edge and higher levels of visual permeability.
- The edge of the Block is also reinforced via 6–7 and 8–9 storey buildings. Building heights along Sean Moore Road are lower however (4-5 storeys) to provide a transition to existing lower scale residential development opposite. Building heights within the interior of the Block are 4–7 storeys, and are distributed to maximise solar access to internal courtyards<sup>22</sup>.
- (Inner) gateway buildings of up to 16 and 18 storeys are to be located along the Coastal link and Central Boulevard, respectively.



Figure A5.11. Land Use

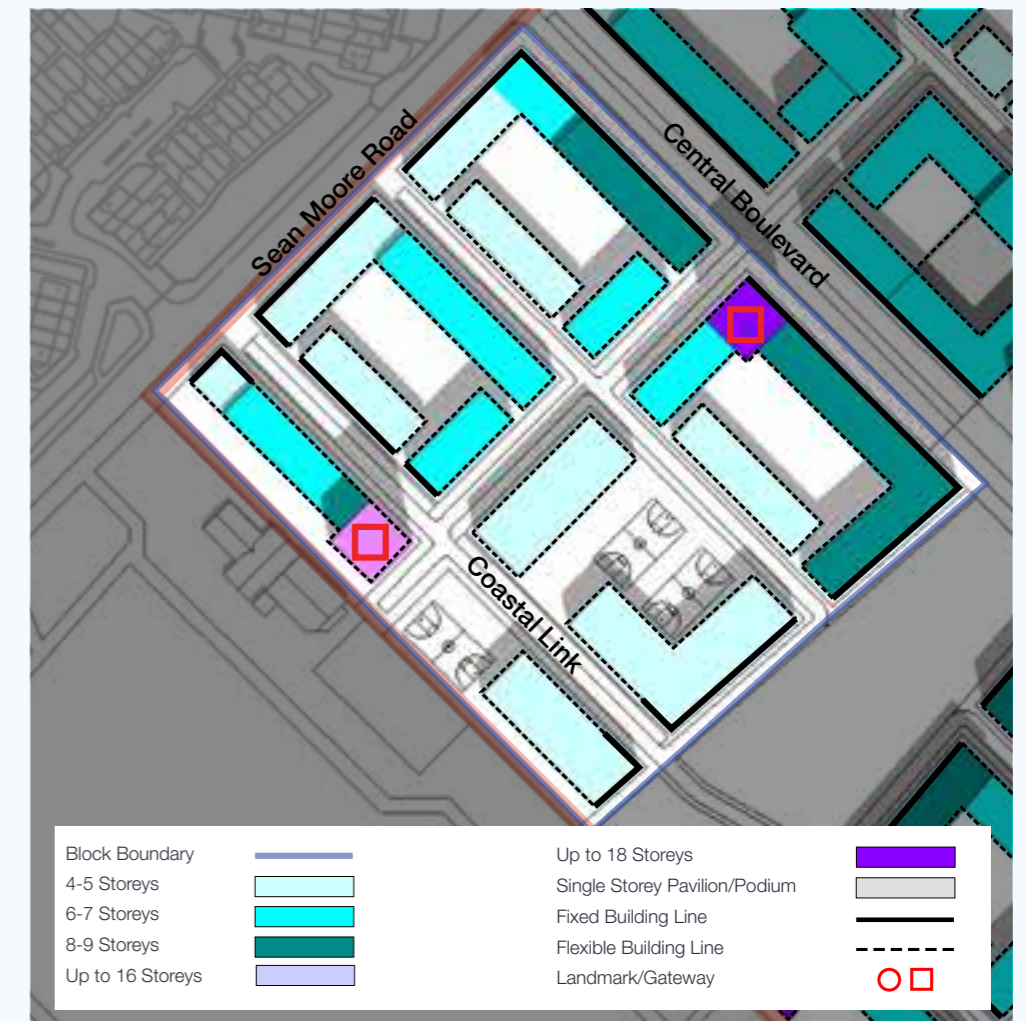


Figure A5.12. Urban Form and Height

<sup>22</sup> An additional setback storey, above the Maximum Height (excluding landmark/gateway buildings), may be permitted, subject to detailed analysis, see Chapter 11, Section 11.5.1.

### A5.3 Block A3 (continued)

#### Public Realm

- The Village Green is required as part of the Block, if not already under construction (or where clear early delivery is agreed with DCC) under an earlier permission.
- The Coastal Link (to be upgraded) and Central Boulevard are Green Links and are to be characterised by via high quality materials significant rows of street trees, SuDS and other landscaping features.
- A minimum of one north-south and one east-west local street to service the interior of the Block.
- Where separate applications for permission for buildings are submitted at sub-block level, the first application shall detail phasing for the public realm to ensure a coherent build out.
- Prior to the occupation of any sub-block, all external streets required for access and those immediately fronting sub-blocks shall be completed and accessible to pedestrians.

#### Infrastructure

- Utility Provision and Phasing Shall be developed with the Planning Authority and relevant utility provider.
- All development shall adopt a SuDS Management Train strategy, incorporating a sequence of techniques that work together in series to control flow, volume and frequency of runoff.
- Supplementary SuDS features may also be provided on north-south streets, including the Village Green.
- All development shall be district heating shall enabled to a standard agreed by Dublin City Council (or agent of) in each sub-block.
- Each application shall demonstrate compliance with the Specific Recommendations contained in the Contamination and Remediation Assessment (CRA) report for the Planning Scheme.
- The first application for buildings within the Block shall address how recycling facilities (including glass) will be accommodated.



Figure A5.13. Public Realm

## A5.4 Block A4

### A5.4.1 Context

- Urban Block A4 is located in the south-east quadrant of the A lands on part of the former 'Glass Bottle' and 'Fabrizia' sites. The Block is bounded by the Sean Moore Park and the proposed Central Boulevard, Village Green and Coastal Park.
- To the west of the Block is the Village Green and to the south Sean Moore Park.
- The east of the Block fronts onto Dublin Bay (including the proposed Coastal Park).

### A5.4.2 Specific Objectives

#### Land Use Mix

- The Net Developable Area is to be primarily used for residential purposes (including commercial, retail, community or cultural uses on the ground floor with residential uses over).
- Supplementary retail uses<sup>25</sup> may also be located at the north-western edge of the Block adjacent to the Neighbourhood Square/Village Green or along the edge of the Coastal Park.
- Other community uses such as resident meeting rooms, crèche and artist studios may be located elsewhere in the Block and/or located on the upper floors of buildings.



Figure A5.14. Artists Impression

<sup>25</sup> Including commercial, cultural, community and leisure uses, see Chapter 11, Section 11.3.1.

## A5.4 Block A4 (continued)

### Urban Form and Height

- Buildings lines fixed long the Central Boulevard and Village Green. Building Lines are also fixed along part of the Coastal link to define it as a key movement corridor.
- The edge of the Block is also reinforced via 8–9 storey buildings. Building heights within the interior of the Block are 4–7 storeys, and are distributed to maximise solar access to internal courtyards<sup>24</sup>.
- Residential blocks are to be laid out in a perimeter block format, however more varied block forms may be considered where blocks front Sean Moore Park and the proposed Coastal Park to provide greener edge and higher levels of visual permeability<sup>25</sup>.
- A landmark buildings of up to 18 storeys are to be located adjacent to the southern and northern ends of the Village Green.
- A Gateway building of up to 16 storeys is to be located at the southern end of the Coastal Park.



Figure A5.15. Land Use



Figure A5.16. Urban Form and Height

<sup>24</sup> An additional setback storey, above the Maximum Height (excluding landmark/gateway buildings), may be permitted, subject to detailed analysis, see Chapter 11, Section 11.5.1.

<sup>25</sup> Occasional projecting or overhanging elements up to 5m may be considered along the Coastal Park in exceptional circumstances, see Chapter 11, Section 11.5.2.



### Public Realm

- The Coastal Link (to be upgraded) and Central Boulevard are Green Links and are to be characterised by via significant rows of street trees, SuDS and other landscaping elements.
- Central Boulevard and Coastal Link are to contain a higher specification of materials.
- A minimum of one north-south and one east-west local street to service the interior of the Block.
- Where separate applications for permission for buildings are submitted at sub-block level, the first application shall detail phasing for the public realm to ensure a coherent build out.
- Prior to the occupation of any sub-block, all external streets required for access and those immediately fronting sub-blocks shall be completed and accessible to pedestrians.

### Infrastructure

- Utility Provision and Phasing Shall be developed with the Planning Authority and relevant utility provider.
- All development shall adopt a SuDS Management Train strategy, incorporating a sequence of techniques that work together in series to control flow, volume and frequency of runoff.
- Supplementary SuDS features may also be provided on north-south streets, including the edge of the Village Green.
- All development shall be district heating shall enabled to a standard agreed by Dublin City Council (or agent of) in each sub-block.
- Each application shall demonstrate compliance with the Specific Recommendations contained in the Contamination and Remediation Assessment (CRA) report for the Planning Scheme.
- The first application for buildings within the Block shall address how recycling facilities (including glass) will be accommodated.



Figure A5.17. Public Realm

## A5.5 Neighbourhood Square

### A5.5.1 Context and Layout

- The Neighbourhood Square is centrally located between Blocks A1–A4, at the convergence point of the Central Boulevard, South Bank Link Street and Village Green.
- The Neighbourhood Square is central to the development of the Neighbourhood Centre, which will be the focus of retail activities within the SDZ.
- While being a unique space with its own identity. The Neighbourhood Square forms a transition from a more urban environment on the Central Boulevard to a more natural environment on the Village Green. The design of the Square will facilitate:
  - Long views across the Green and beyond towards Sean Moore Park and Dublin Mountains.
  - Direct connections to planned green links on either side of the Village Green.
  - Opportunities for informal and safe crossings across Central Boulevard to further strengthen physical connectivity with the Village Green.
  - Continuity of built frontage with the Village Green to create the impression of a larger urban space that is organised into different parts with unique uses and character
- The Planning Scheme allows for a range of design solutions with regard to the layout of the square, particularly with regard to the location of the central landmark<sup>26</sup>.
- Figure A5.1 below shows the fixed and flexible lines surrounding the Neighbourhood Square. In addition the zone for locating the Landmark Building is illustrated by a hatched area, within which the exact location is flexible.
- Future detailed proposals for the Square are to provide clear justification and rationale for the exact layout and dimensions of the space, subject to a minimum area requirement of 2,000m<sup>2</sup> and minimum dimension of 50m<sup>27</sup>.
- Detailed proposals should also make reference to comparable spaces (such as Figure A5.2 below) and address key issues such as access and movement, interface with surrounding land uses, public realm and landscaping, as detailed below.

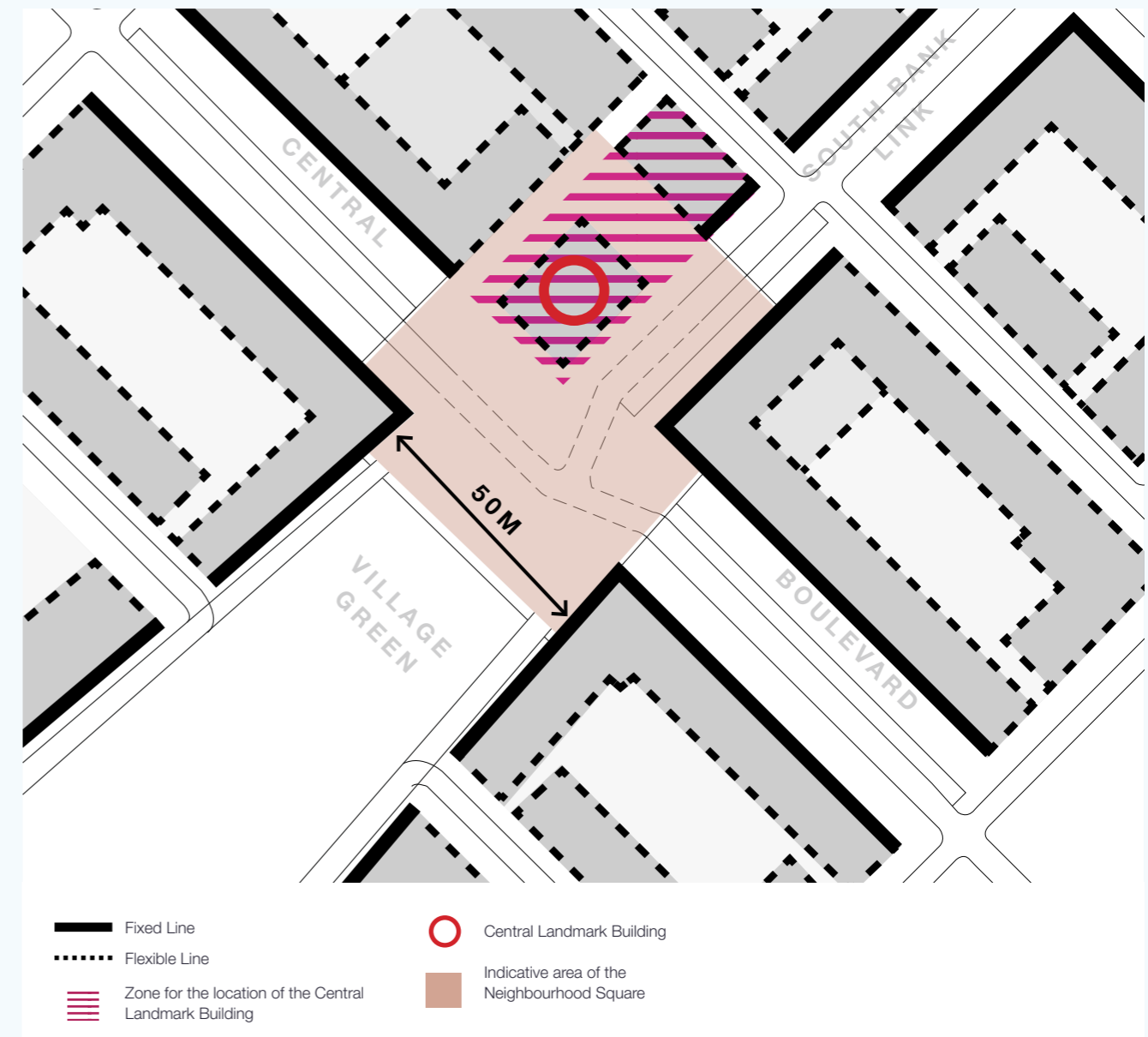
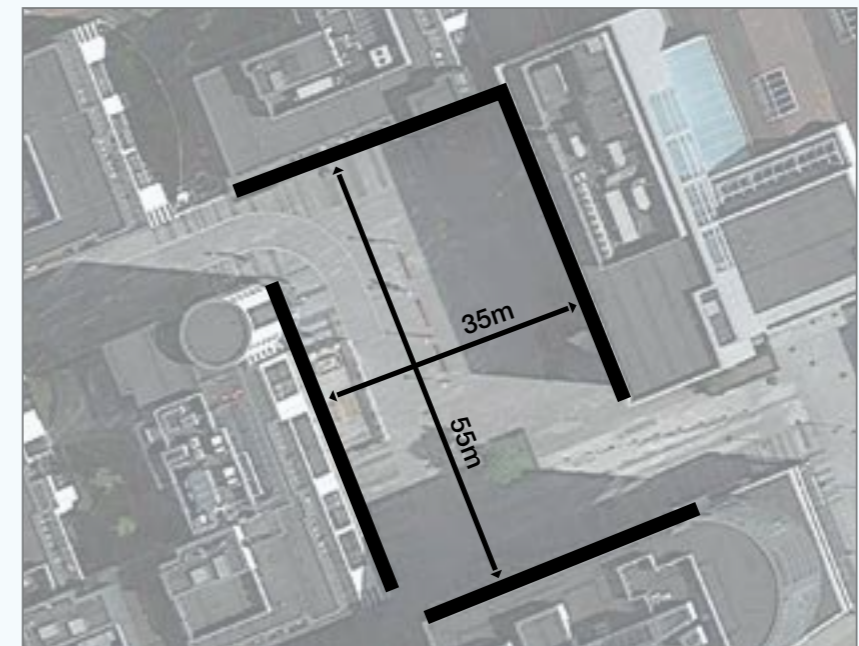
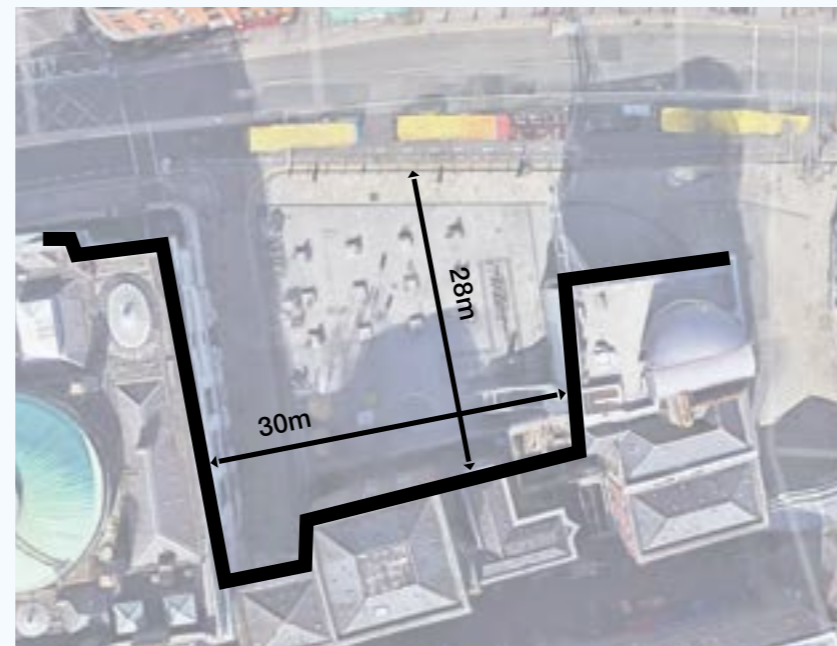
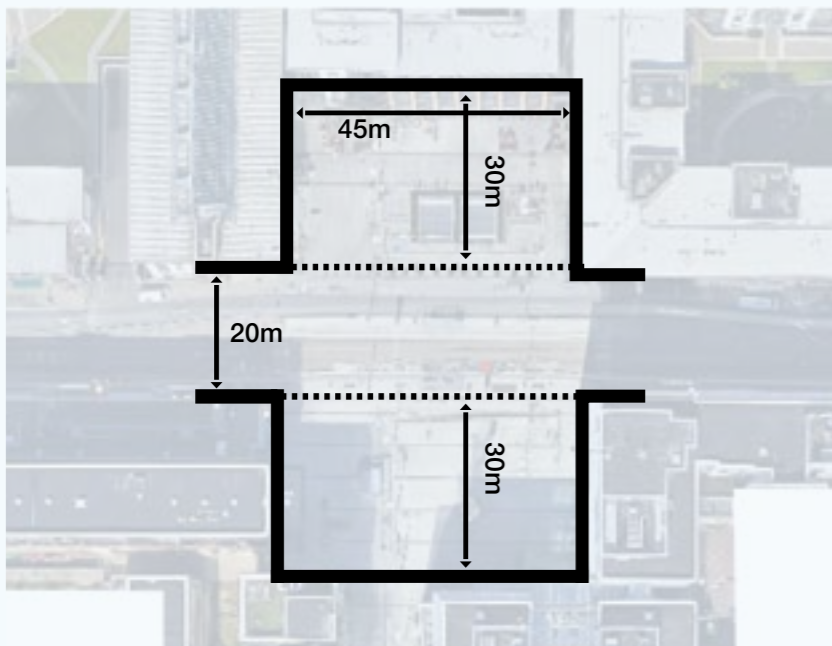


Figure A5.18. Layout of the Square, illustrating zone for locating the Landmark Building.

<sup>26</sup> See also Chapter 11, Figure 11.3.

<sup>27</sup> See also Chapter 11, Section 11.4.1)



Mayor Square, Dublin

Barnardo Square, Dublin

Tallaght Central Square, South Dublin

Figure A5.19. Some comparable Squares within Dublin.

## A5.5 Neighbourhood Square (continued)

### A5.5.2 Specific Objectives

#### Surrounding Land Uses and Access

- Buildings surrounding the Square are to accommodate retail uses, including cafe and restaurant uses, at the ground floor<sup>28</sup>, with residential and commercial uses located on the upper floors<sup>29</sup>.
- Supplementary retail uses, including (commercial, cultural, community and leisure uses) may also be provided at ground floor level where the square interfaces with the Village Green.
- All retail units are to be designed to maximise the number of openings to the Square. In the case of cafes and restaurants, frontages should be designed to facilitate the opening of units on the square, to create a highly permeable interface between indoor and outdoor areas.
- Other non-residential uses, such as community/cultural space (i.e. along the Central Boulevard Street) should also cluster as close as possible to the Neighbourhood Square.
- Entrances to upper floors (i.e for residential uses commercial) may front onto the square, however these should be minimised in term of width (no more than 5m) and dispersed amongst retail frontages.
- No plant, servicing or storage areas are to front onto square where visually prominent.
- Loading bays may be located in close proximity to the Square, but not within it. This is to ensure that retail frontages are adequately serviced without compromising the continuity of the Square.

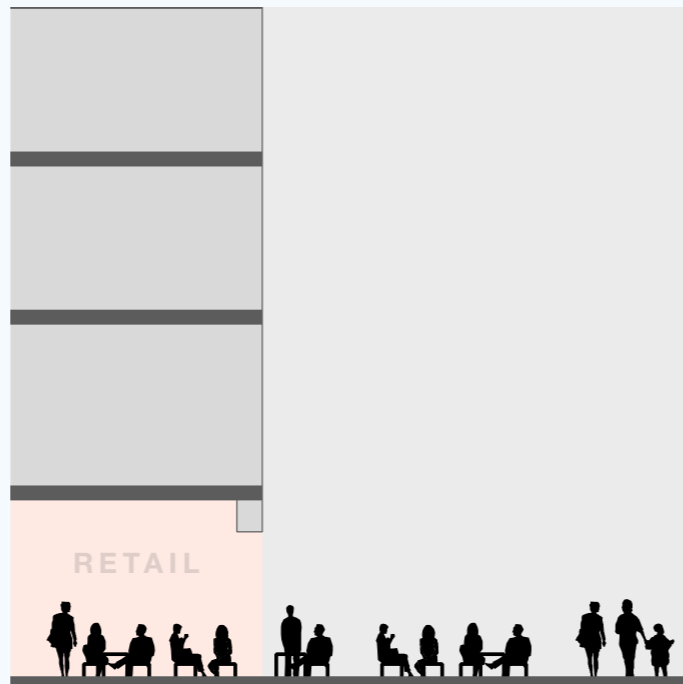


Figure A5.20. Typical Retail Space with spill out.

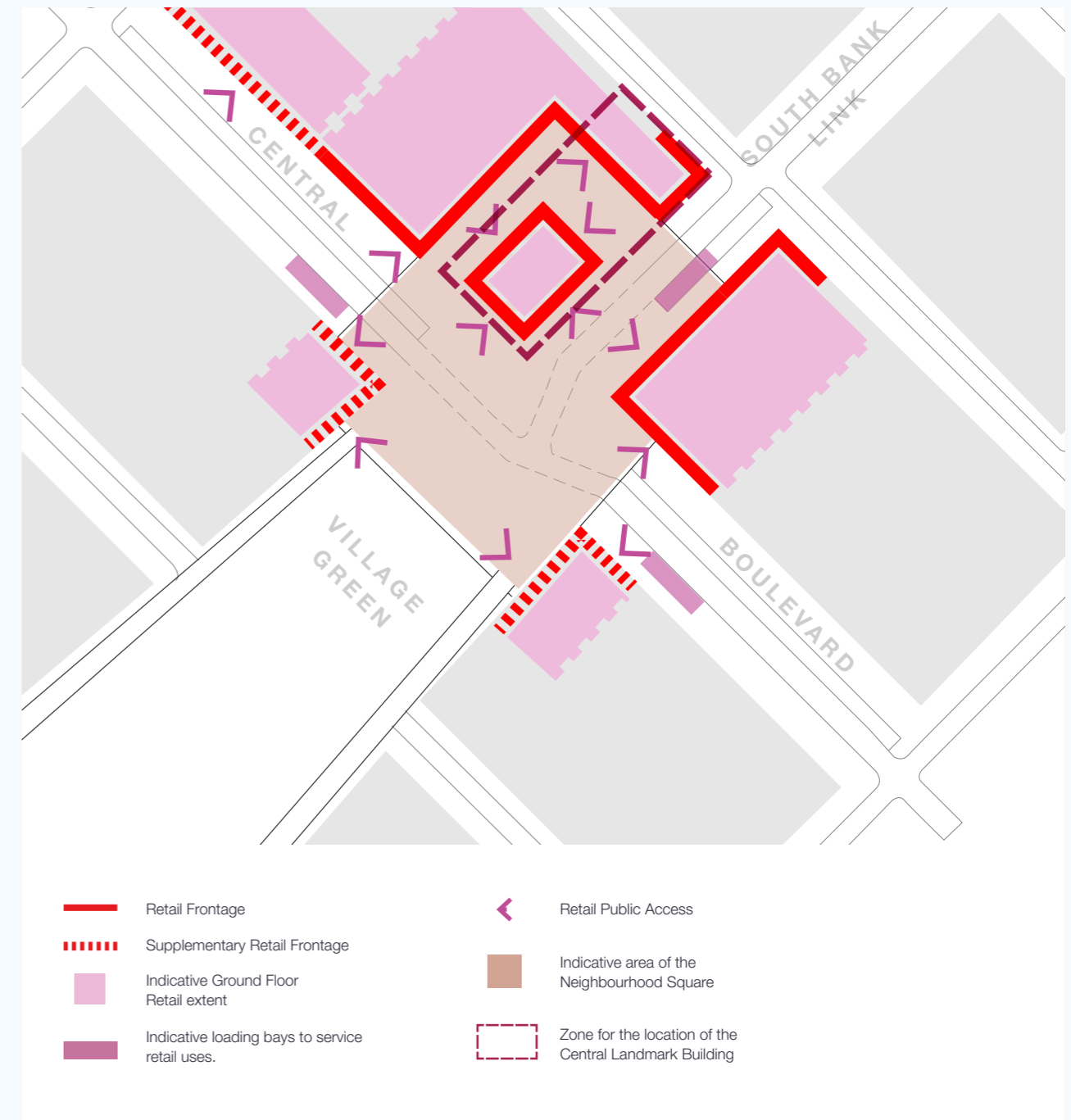


Figure A5.21. Typical ground floor uses, frontages & potential access.

<sup>28</sup> With possible extensions to mezzanine and basement levels.

<sup>29</sup> Major commercial buildings are uses are restricted to Urban Blocks A1 and A2, see Chapter 11, Section 11.3.2.

**Surrounding Urban Form and Height**

- Buildings lines are fixed along part of the Square, following the line of development along Central Boulevard, the Village Green and the eastern side of the South Bank Link Street.
- Building lines within the Square however are more flexible to allow for a greater range of design solutions with regard to the layout of the square and the location of the central landmark.
- The landmark building (up to 20 storeys) may be setback from the edge of the Square to create a larger more open space. Future detailed proposals of the Square are to provide clear justification and rationale for the exact layout and dimensions of the space.
- Offsets in the building alignments at the Square will further emphasise its role as a key orientation point in the Scheme. This will help terminate long views in the Scheme.
- A Gateway (up to 18 storeys) building will define its south-eastern corner, framing views along the approach from Sean Moore Road.

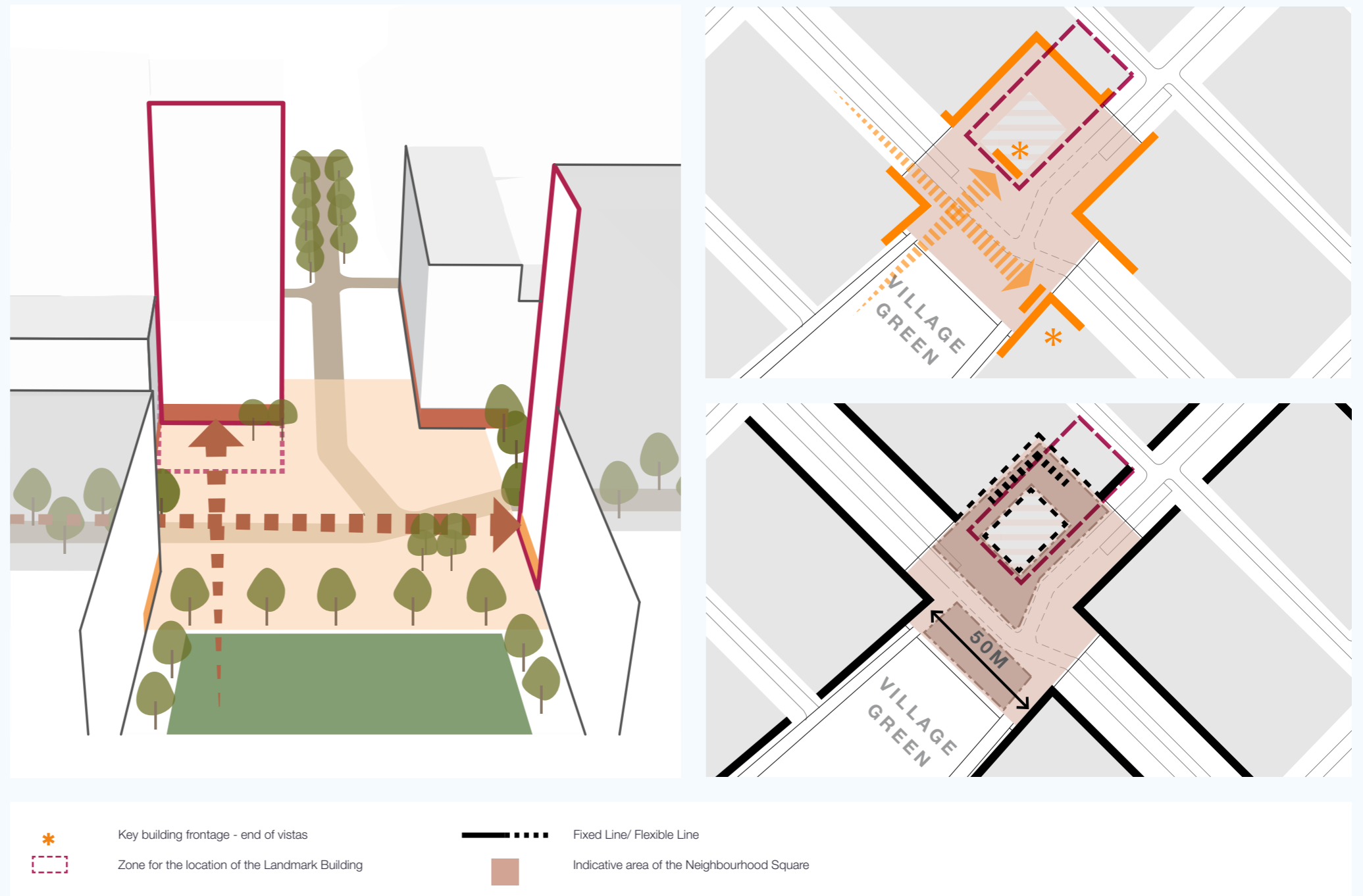


Figure A5.22. Building lines on the eastern side of the Square are flexible and the Landmark Building may be pushed back to enable creation of a larger gathering space on the northern side of the Square, provided the Key views are framed.

## A5.5 Neighbourhood Square (continued)

### Public Realm and Movement

- The Square will be designed as a flexible space that can facilitate seating space for adjoining retail uses, accommodate local events and markets and provide a quality public realm where people can meet, gather and interact.
- To support an active retail frontage the ground floors of surrounding buildings will provide level and continuous thresholds with the Squares finished levels. The paving of the Square will extend to meet the building facades to offer strong visual and physical connections between the ground space of the Square and its surrounding ground level accommodation.
- The carriageway of Central Boulevard will be paved as it crosses the Square to unify the space and clearly communicate pedestrian priority. Further tree planting can also be used to further define the Square across the Boulevard calm passing vehicular traffic.
- The landscape design of the square shall emphasise the continuity of routes as well as the unique identity of the square as a key part of the Neighbourhood Centre. Tree planting can be used to help define a continuous space crossed by Central Boulevard.
- Private vehicle movement will be restricted to east-west through the Square to reduce the volume of traffic, providing local access only to part of Urban Block A2 and Block A4.
- North-South Access through the square will be restricted to public transport only (via a bus gate).
- Changes in the tone/type of paving should also be used to guide cyclists through the square area.
- Detailed designs should include flush kerbs to maximise pedestrian mobility and calm traffic. The needs of the visually impaired must be addressed through the use of tree planting, street furniture (inc. bollards where necessary) landscape elements, tactile paving, drainage channels. Clearly demarcated crossing points will also be provided on the edges of the square, to corresponded with key pedestrian desire lines and building lines.
- The offset in building alignments east and west of the Square will also alter the carriageway geometry of the Boulevard, shifting its alignment, further encouraging lower vehicular speeds.



Figure A5.23. The square will be designed to ensure spatial continuity across the northern and southern sides and to the Village Green.



Figure A5.24. Indicative tree planting leading into and within the square (left), paving areas and indicative dimensions for the two major gathering areas.

### A5.5 Neighbourhood Square (continued)

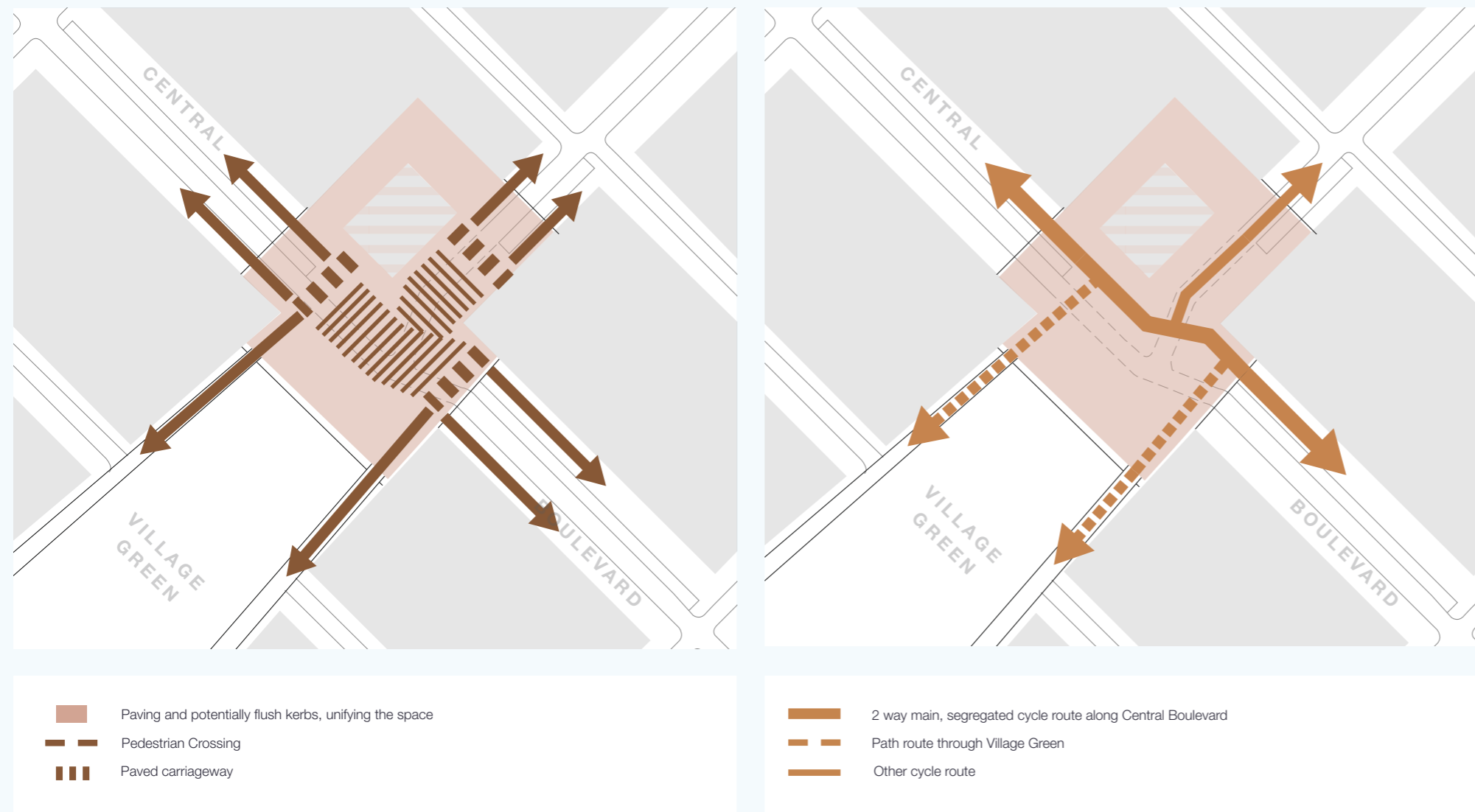
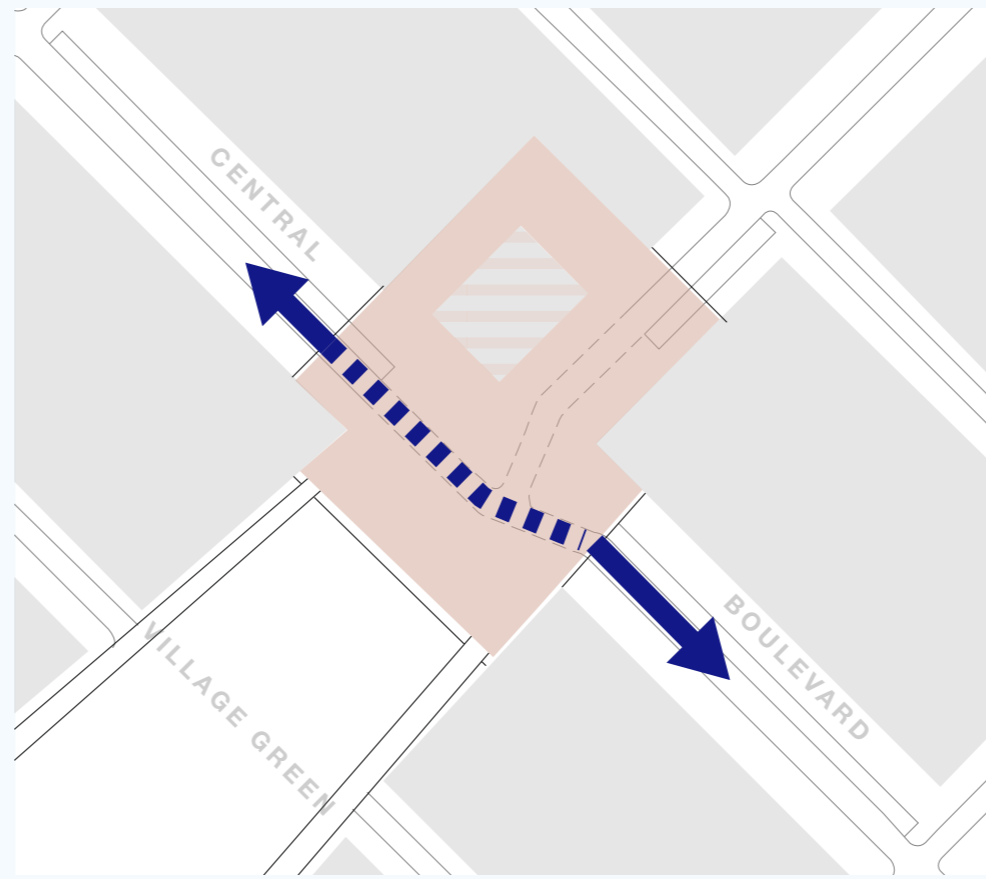
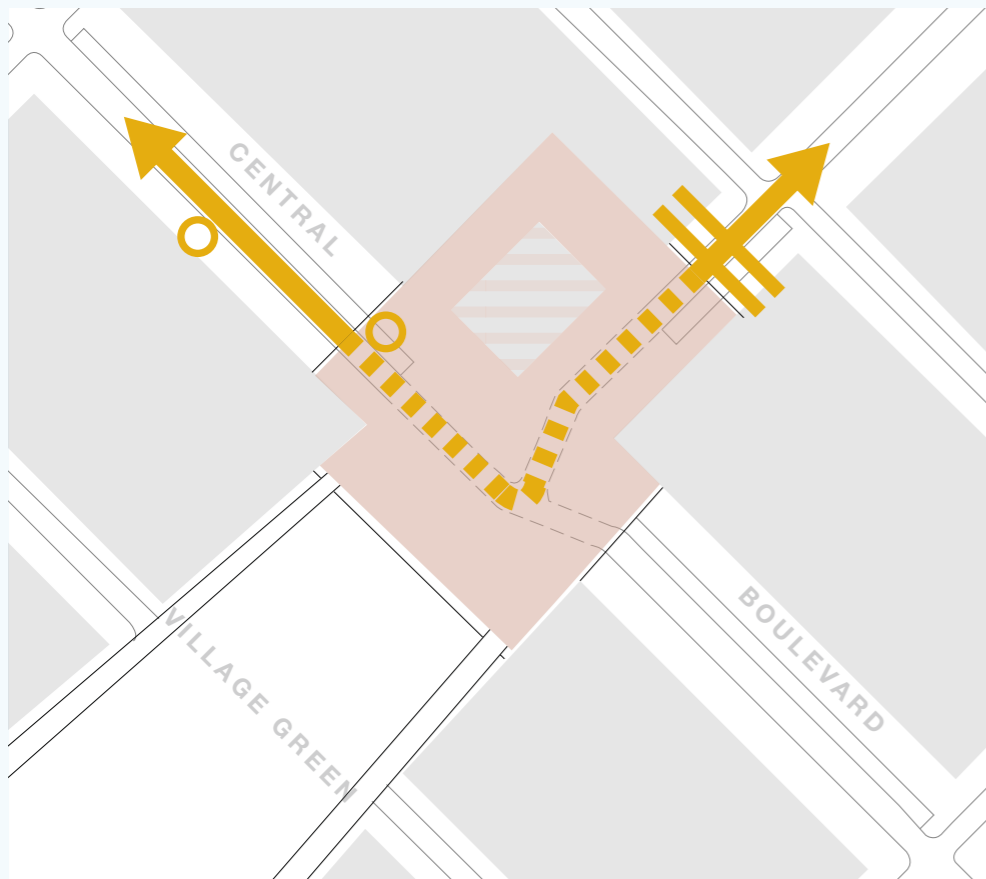






Figure A5.25. Movement through the square by user type





-  Bus route within the Neighbourhood Square
-  Potential Bus Stop
-  Potential Bus Gate

-  Vehicular route within the Neighbourhood Square







Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council