

# Dublin City Development Plan 2016–2022

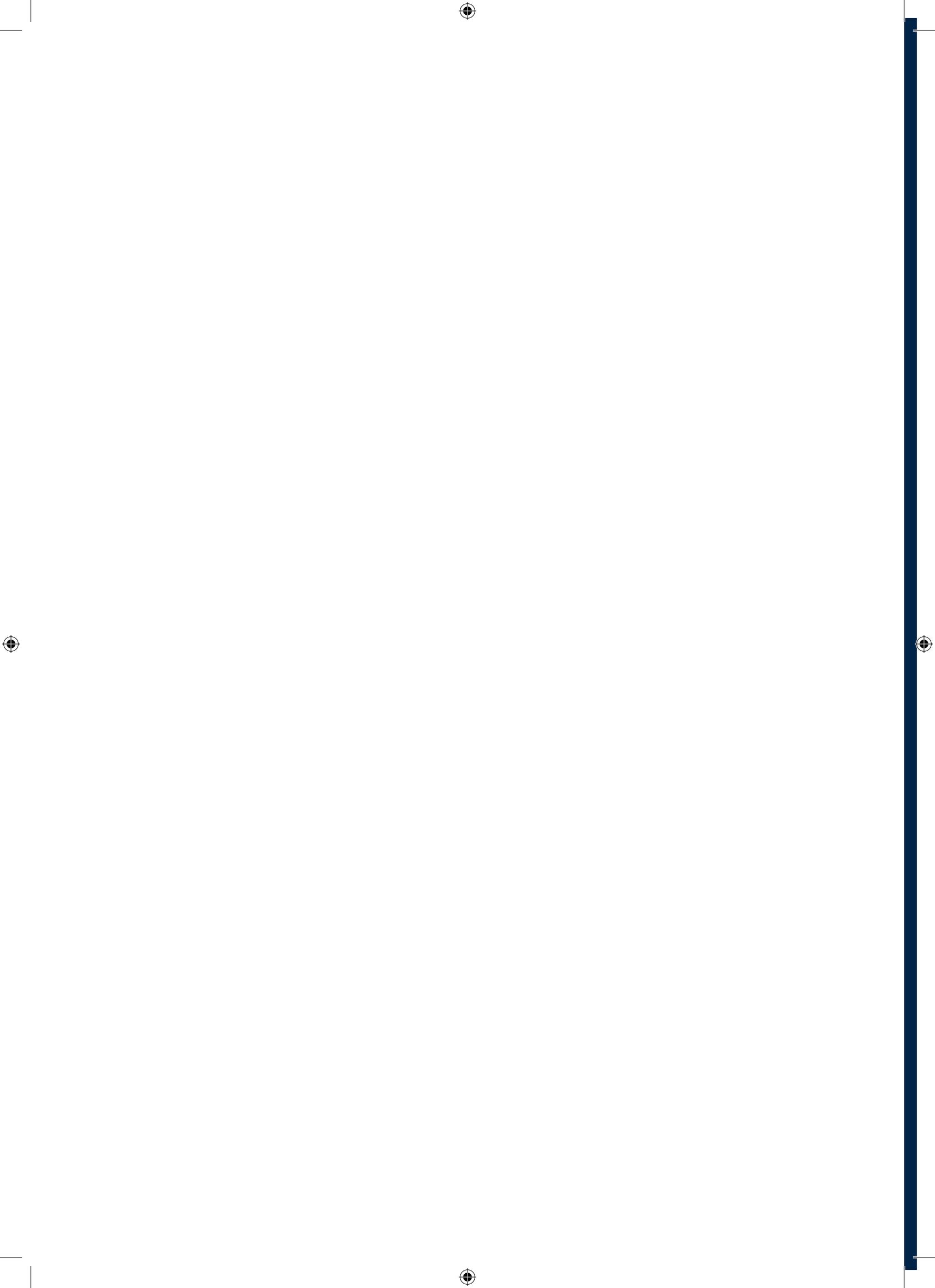
Written Statement



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council







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Dublin City Council



## Lord Mayor's Foreword



As Lord Mayor of Dublin City I am proud to have led the final stages of the making of the Dublin City Development Plan 2016-2022. I wish to thank my predecessor Councillor Criona Ni Dhálaigh, who was Lord Mayor at the earlier stage of this process and to thank all elected members of the City Council who worked so tirelessly on the plan's preparations. The support received from the Chief Executive and his staff, particularly from the Planning & Property Development Department, was much appreciated by myself and the elected members and I want to put on record my sincere thanks.

Our new City Development Plan is the product of two years of extensive consultation with a wide range of community groups, residents, businesses and members of the public. In the region of 2,000 submissions were received from the general public and other stakeholders over the course of the City Development Plan preparation process. I wish to take this opportunity to thank all those who gave generously of their time to contribute to the Development Plan.

While drafting the plan was challenging it was also hugely rewarding to have been part of bringing together a coherent document that will guide the future growth and development of the city. This is a six year plan with a core strategy which focuses on addressing the current housing crisis by providing for a range of houses and apartments and for diversity of tenure. The plan contains strong policies to provide for good employment in the city, in areas that are well connected by improved public transport, walking and cycling routes.

There are many opportunities in this new Development Plan to pursue a shared vision to make Dublin a premier European City, based on our strong identity and culture, and most importantly the recognition that the citizens of Dublin are the city's most important asset.

Working together brought this plan into being. I have no doubt that through continued support from the public and elected members the City Development Plan will go a long way to ensure that economic growth and employment generation are maximised for the benefit of Dublin city and ultimately the Dublin region and country as a whole.

A handwritten signature in black ink that reads "Brendan Carr". The signature is written in a cursive, flowing style.

**Lord Mayor of Dublin  
Brendan Carr**

## Development Plan Foreword



The City Development Plan 2016-2022 is probably the City Council's most important corporate policy document. It will have a key influence on the future of our city as it provides the agreed framework which gives spatial expression to the city's economic, social, housing and cultural development. The Plan will have a crucial role in protecting the environment, heritage and amenities of the city and in mitigating against the impacts of climate change. The Plan also supports an Active Land Management approach, whereby we use all our resources to bring vacant sites and buildings into productive use.

This City Development Plan comes into effect as the city begins to see renewed growth. The Core Strategy which lies at the heart of the new Plan is centred on the principals of sustainable communities, enterprise and creativity. It seeks to create a quality, connected and resilient city. The Plan also seeks, through a range of policies and objectives, to create a city that will facilitate economic growth, enterprise and employment generation, socially inclusive neighbourhoods (including much needed new homes) in a coherent, sustainable manner for the benefit of the city, the region and the country.

The City Development Plan 2016–2022 was adopted by the Elected Members of the City Council following extensive consultation which took place over a two year period. I want thank everyone who gave so generously of their time during the consultation process. I also want thank the Elected Members and staff of Dublin City Council for their commitment and hard work during all stages of the preparation and making of the Plan.

Building on from the civic engagement that occurred during the Plan's preparation, its successful implementation will necessitate ongoing collaboration, co-operation and support from all sections of society. I am confident that with the City Council undertaking a leadership role in fostering a shared approach to resolving the challenges and opportunities facing our city, the City Development Plan's vision of a city in which people wish to live, work, experience, invest and socialise in will be realised.

A handwritten signature in black ink, reading "Owen P. Keegan". The signature is written in a cursive, flowing style.

Owen P Keegan  
**Chief Executive**  
**Dublin City Council**

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## Members of Dublin City Council 2016

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### Lord Mayor, Councillor Brendan Carr 2016/2017

#### Ballyfermot-Drimnagh

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Councillor Hazel De Nortuin  
Councillor Daithí De Roiste  
Councillor Daithí Doolan  
Councillor Paul Hand  
Councillor Vincent Jackson  
Councillor Greg Kelly

#### Ballymun

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Councillor Áine Clancy  
Councillor Andrew Keegan  
Councillor Paul McAuliffe  
Councillor Andrew Montague  
Councillor Noeleen Reilly  
Councillor Norma Sammon

#### Beaumont-Donaghmede

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Councillor Tom Brabazon  
Councillor Declan Flanagan  
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Councillor John Lyons  
Councillor Michéal MacDonncha  
Councillor Edel Moran  
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Councillor Larry O'Toole

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Councillor Anthony Connaghan  
Councillor David Costello  
Councillor Teresa Keegan  
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Councillor Naoise O'Muire  
Councillor Damian O'Farrell  
Councillor Ciaran O'Moore

#### Crumlin-Kimmage

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Councillor Tina MacVeigh  
Councillor Ray McHugh  
Deputy Lord Mayor Rebecca Moynihan  
Councillor Michael Mullooly  
Councillor Criona Ní Dhalaigh

#### North Inner City

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Councillor Christy Burke  
Councillor Ciaran Cuffe  
Councillor Gaye Fagan  
Councillor Gary Gannon  
Councillor Ray McAdam  
Councillor Nial Ring  
Councillor Éilis Ryan

#### Pembroke-South Dock

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Councillor Chris Andrews  
Councillor Kieran Binchy  
Councillor Claire Byrne  
Councillor Mannix Flynn  
Councillor Frank Kennedy  
Councillor Dermot Lacey  
Councillor Paddy McCartan  
Councillor Sonya Stapleton

#### Rathgar-Rathmines

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Councillor Patrick Costello  
Councillor Anne Feeney  
Councillor Mary Freehill  
Councillor Ruairí McGinley  
Councillor Claire O'Connor  
Councillor Paddy Smyth

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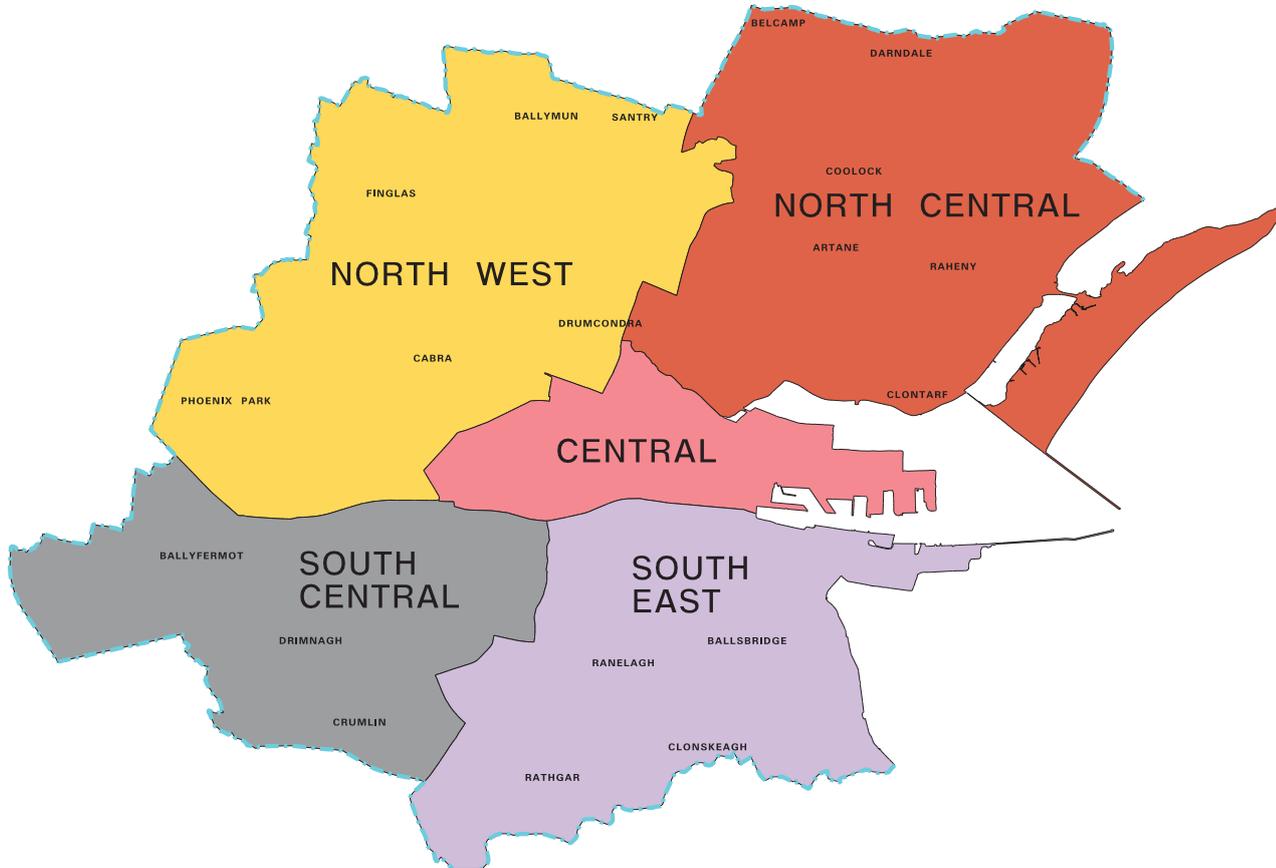
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## Dublin City Council Areas



## Dublin City Council

<b>Owen Keegan</b>	Chief Executive
<b>Richard Shakespeare</b>	Assistant Chief Executive
<b>Paul Clegg</b>	Executive Manager
<b>John O'Hara</b>	City Planning Officer
<b>Conor Finn</b>	Chief Technician Planning





# 01

Strategic Context for the  
City Development Plan  
2016–2022

## 1.1 Introduction

The new city development plan (2016–2022) provides an integrated, coherent spatial framework to ensure our city is developed in an inclusive way which improves the quality of life for its citizens, whilst also being a more attractive place to visit and work.

The recent 6-year long economic downturn, following 15 years of unprecedented growth up to 2008, has created particular challenges for the city and the country. Nevertheless, there are recent signs of recovery, particularly in certain economic sectors, with a more cautious return to the provision of much-needed housing. This new development plan creates a platform to facilitate and promote sustainable, long-term recovery for the benefit of the city, the region and the country.

The last two development plans resulted in considerable achievements for the city, some of which continued to be implemented despite the recession. With the aid of the strong economy up to 2008, new urban quarters were created in Heuston and the Docklands, extending the city core to the east and west. A new strategic development zone (SDZ) was designated for the Grand Canal Dock and North Lotts, which has the potential to provide employment for up to 20,000 people and 2,600 new homes. In a similar vein, an SDZ was designated at Grangegorman for the creation of a new third level educational and health campus, as part of the regeneration of the north inner city. The new national children’s hospital is proposed for the St James’s Hospital campus, which will in turn greatly enhance the rejuvenation of the south west of the inner city. Extensive new neighbourhoods are being created at Pelletstown,

Clongriffin–Belmayne, and Ballymun, with the support of an updated suite of local area plans.

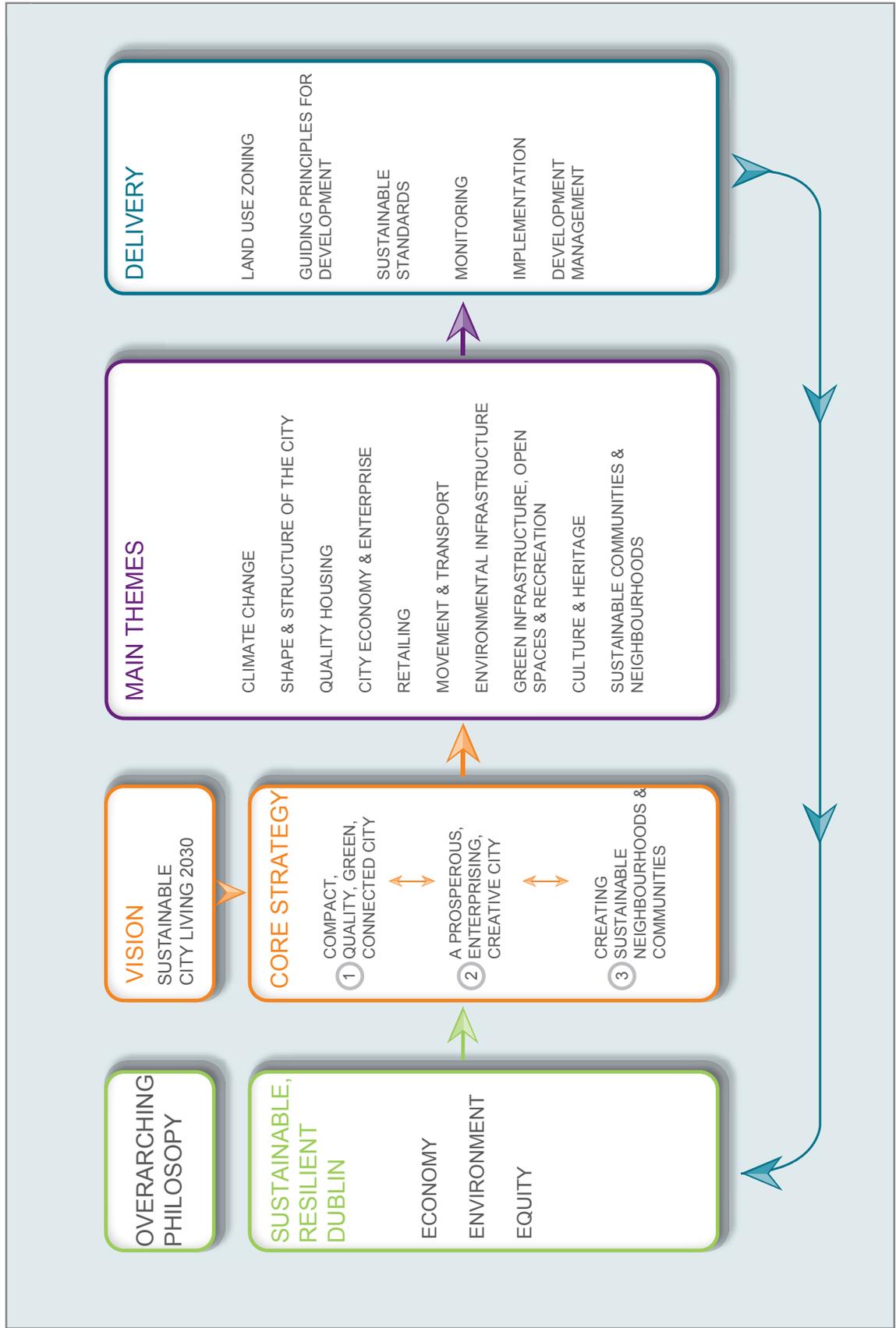
On the public transportation front, the new Luas cross-city line is progressing, as are the premier cycle tracks, whilst plans to enhance the city centre public realm are advancing.

Whilst much has been delivered, it is also acknowledged that the legacy of the recession, particularly in the area of housing construction, may take time to turn around. In this regard, the development plan will progress the proposals of the government-backed housing task force to expedite the supply of the right housing in the right place. This development plan contains measures to improve the supply of housing over a wide range of groups and tenures without compromising quality.

## 1.2 A New Approach (Context for the Development Plan 2016–2022)

The development plan sets out a new approach to meet the needs and aspirations of citizens of Dublin and the country, not only for the 6-year life of the plan, but for the long term. This approach is based on the principles of sustainability and resilience on the social, economic and environmental fronts. This approach imbues the development plan throughout, cascading from the vision, core strategy, policies, objectives and standards through to implementation. The implementation of the measures in the city development plan will be pursued by active land management, whereby the City Council, through its departments and in collaboration with other agencies, will pro-actively work to achieve the aims of the core strategy.

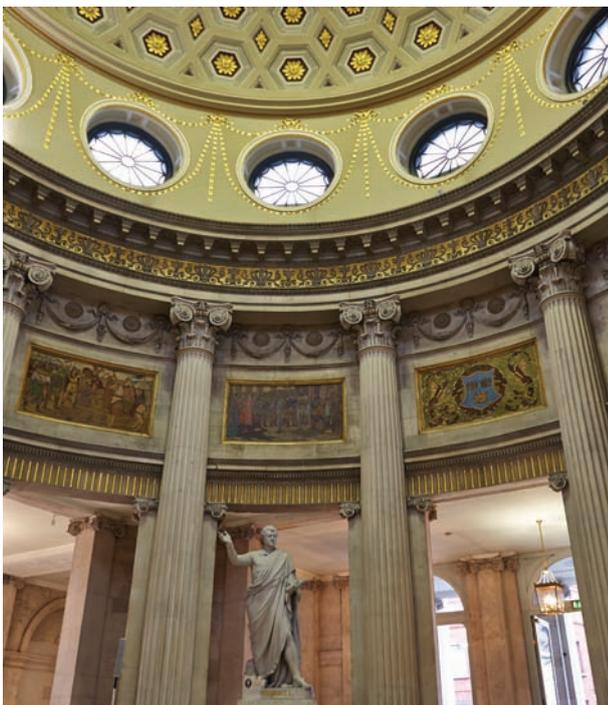
Fig.1 Context for the Development Plan 2016 – 2022



The vacant land levy is a key means of implementing the active land management approach, and the development plan in relevant chapters provides for the implementation of the vacant land levy as set out in the Urban Regeneration and Housing Act 2015 (see also Sections 6.5.4 and 15.1).

The new approach for this city development plan is based on the approach set out in the 2011–2017 plan, but which was largely untested due to the recession. It has also been adjusted to take on the increasing concern at national and global level about climate change, carbon emissions and the depletion of the earth’s resources. It is also notable from the consultation process to date that there is a desire to ensure that Dublin becomes a quality, green, and accessible city with a thriving economy.

It is from these processes that the overarching approach for this development plan and beyond has emerged and which are described briefly as follows:



### ■ A sustainable, resilient Dublin

Dublin must make the transition to a low-carbon sustainable city. The evidence and costly implications of not doing so are indisputable and the benefits of a more sustainable city are numerous. Dublin has made some good progress, but the scale of the challenge is such that there is a need for a coherent and strategic response. Addressing climate change is crucial, and Chapter 3 of the plan is dedicated to this issue.

There are compelling reasons for making Dublin a sustainable and resilient city. A shift in behavioural patterns, renewable energy sources and sustainable infrastructure is critical for the city to make its contribution to emissions reductions and to increase the resilience of the city’s economy. There is also a strong economic case for climate change mitigation. The Stern Review (2006), for instance, states that the cost of inaction is far greater than the cost of early action. Dublin must make the transition to a low-carbon and ultimately a post-carbon economy to become a competitive, resilient, socially inclusive and sustainable city.

The alternative is to continue along an unsustainable path of low-density development with extensive urban sprawl, unsustainable travel patterns, high levels of fossil fuel consumption and a reliance on imported energy sources. This unsustainable path will undoubtedly result in costly penalties for late or non-compliance on climate change commitments, irreparable damage to the city’s image and branding as a clean, green, knowledge economy and will impede the ability of the city to become a centre of innovation and creativity. It will also increase the likelihood of strategic risks in terms of the city’s vulnerability to uncertainties in global

energy supplies and the impacts of extreme weather events due to climate change. This alternative is simply not a viable option for Dublin.

#### ■ Achieving a more sustainable and resilient city

The application of the following principles at all levels, from plan making to urban projects and development management, will help to deliver a better quality of life for all. The principles constitute inter-related and essential elements of a sustainable approach to future development of the city:

- a) Economic – Developing Dublin as the national gateway at the heart of the Dublin region and the engine of the Irish economy, with a network of thriving spatial and sectoral clusters, as a focus for employment and creativity.
- b) Social/Residential – Developing Dublin as a compact city with a network of sustainable neighbourhoods which have a range of facilities and a choice of tenure and house types, promoting social inclusion and integration of all ethnic communities.
- c) Cultural/Built Heritage – Making provision for cultural facilities throughout the city and increasing awareness of our cultural heritage and promoting safe and active streets through the design of buildings and the public realm.
- d) Urban Form – Creating a connected and legible city based on active streets and quality public spaces with a distinctive sense of place. Place making is particularly important in the strategic development and regeneration areas (SDRAs).
- e) Movement – Helping to build an integrated transport network and encouraging the provision of greater choice of public transport active travel.

These components of the over-arching philosophy for the new development plan have informed the vision and the core strategy for the city, both of which are elaborated upon in the next chapter.

### 1.3 Statutory Context

This Dublin City Development Plan 2016–2022 has been prepared in accordance with the requirements of the Planning and Development Act, 2000 (as amended), the Planning and Development (Strategic Environmental Assessment) Regulations, 2004 and Article 6 of the Habitats Directive 92/43/EEC.

The development plan sets out the spatial framework for the city within the context of the National Development Plan, National Spatial Strategy (2002–2020), National Climate Change Strategy, Regional Planning Guidelines for the Greater Dublin Area (2010–2022) and the Transport Strategy for the Greater Dublin Area 2016–2035. The key provisions of the national and regional development frameworks, and also the relationship between these higher level policy frameworks and this development plan for the city, are set out in Appendix 1. The development plan also contains a strategic flood risk assessment, a housing strategy and a retail strategy (contained in appendices).

Taking account of the development framework set out in higher level regional and national plans, the proposed strategy for Dublin promotes the consolidation of the city, maximising efficient use of land and integrating land use and transport, within the context of an over-arching philosophy of sustainability and quality of life factors. The development plan is fully consistent with all of these higher level plans, as is demonstrated in the core strategy (next chapter).



## 1.4 Consultation

The preparation of this plan included pre-draft consultation with communities throughout the city, infrastructure providers, sectoral groups, statutory agencies and adjoining local authorities. The pre-draft public consultation extended over a ten-week period with the launch of an issues paper. The consultation strategy included a number of public information events to encourage as much public engagement as possible. A total of 303 written submissions, together with the opinions and comments arising from the public consultation meetings, and other meetings held, were taken into account when formulating the draft development plan.

The number of submissions and contributions reflects a high level of interest in the future of the city. Dublin City Council hopes that this level of active involvement will continue throughout the entire plan-making process and will follow through to implementation of the final plan.

In considering the views expressed by the public at the pre-draft stage, the elected representatives proposed a total of 394 motions giving the chief executive direction as to what strategic and policy issues to include in the draft development plan. Following consideration of the draft development plan prepared by the chief executive, the elected members proposed 100 motions for amendments to the draft plan. All changes agreed by the City Council were incorporated into the draft plan.

The adoption of the plan is a reserved function of the elected members under the Planning and Development Act 2000 (as amended).

The draft plan was on public display from 1 October 2015 to 11 December 2015. 1,484 submissions were received and the elected members proposed 392 motions. All changes agreed by the City Council were made and an amended draft plan was put on public display from

21 June 2016 to 19 July 2016. A further supplemental report with omitted proposed amendments was placed on public display from 6 July to 4 August 2016. A further 455 submissions were received and elected members proposed 100 motions.

Following consideration of the amended draft plan, the development plan was agreed at a meeting of 23 September 2016.

## 1.5 Implementation

The numerous strategies, policies and objectives in the city development plan cannot be delivered by the City Council alone; rather as part of the shared vision and responsibilities, the plan is to be implemented by a number of agencies at the city, city region and national level. The successful implementation of a significant number of the policies and objectives of the plan will necessitate ongoing collaboration and a sense of goodwill across a range of agencies and stakeholders. Dublin City Council will actively engage with the relevant agencies and undertake an active land management role to progress and secure the implementation of the plan. Monitoring mechanisms will be put in place as a check-and-balance to ensure effective sustainable delivery and also to allow for greater transparency on the progress made in the implementation of the plan (See full details in Monitoring and Implementation Section).

## 1.6 Form and Content of this Development Plan

The city development plan 2016–2022, as approved by the City Council, replaces the 2011-2017 city development plan. The city development plan comprises a number of inter-related documents/volumes which must be interpreted as a whole. These are:

- The written statement, which sets out the core strategy and the aims of the Council for the proper planning and sustainable development of the city.
- The appendices, contained in a separate volume which include the housing strategy, the retail strategy, together with a number of other appendices.
- The record of protected structures is contained in a further volume.
- The zoning maps and other strategic maps give a graphic representation of the proposals in the plan, indicating land use and other objectives of the Council. They do not purport to be accurate survey maps from which site dimensions or other survey data can be measured.
- The Strategic Environmental Assessment Report, the Appropriate Assessment Report under the EU Habitat Directive, and the Strategic Flood Risk Assessment are contained in further separate volumes.

Should any conflict arise between the written statement and the maps or diagrams, the written statement shall take precedence.



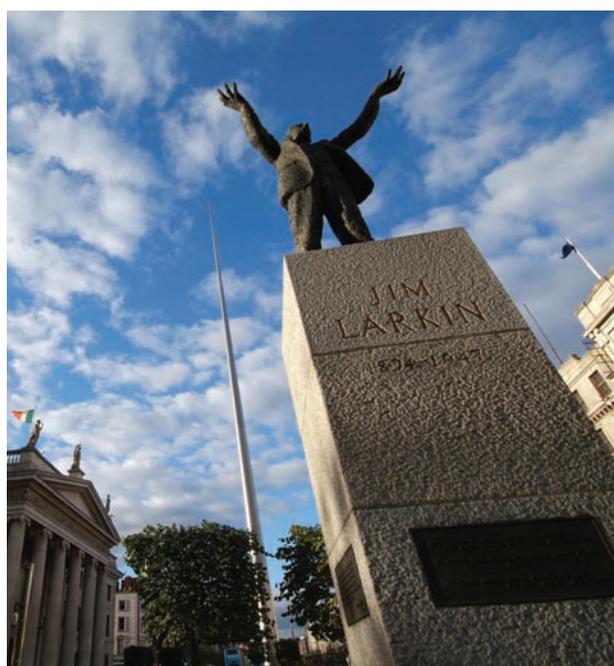
# 02

## Vision and Core Strategy

## 2.1 The Vision for Dublin

This city development plan arrives at a time of a return to economic and employment growth at national and city level, and in a context of economic uncertainty at a global level. Prior to the recession, fifteen years of economic growth and regeneration transformed the capital city economically, socially and physically. The current return to economic growth is an opportunity to create a vision for the city that will not only facilitate economic growth and enterprise and employment generation, but will seek to ensure that this growth takes place in a coherent, sustainable manner for the benefit of the city, the region and the country.

The city must, collectively through its citizens and civic leaders, develop a shared vision of what sort of city we aspire to, not only for the six-year lifetime of a development plan, but for the next 25 to 30 years. It is only by developing a shared vision for Dublin that we can deliver the core strategies of each successive development plan as crucial stepping stones towards



the long-term vision. This development plan is not so much based on short-term forecasts, but on 'backcasting' from a 30-year vision. Without a vision which enjoys broad support, short-term, often competing, interests will prevail, ultimately to the detriment of the city.

The vision for the city is that:

Within the next 25 to 30 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods, all connected by an exemplary public transport, cycling and walking system and interwoven with a quality bio-diverse green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.

Our 30 year vision is for a zero carbon city with all energy coming from renewable energy sources. All buildings will have been built or retrofitted to near zero energy building standards, which will provide comfortable, warm, living and working environments. We will halve the use of 'conventionally-fuelled' cars in urban transport by 2030 and phase them out by 2050; achieve essential CO<sub>2</sub>-free city logistics in Dublin by 2030. Within 30 years we will move close to zero fatalities in road transport. In line with this goal, we will aim to halve road casualties by 2022. This council will work with its neighbouring local authorities and the National Transport Authority to achieve a doubling of all active travel and public transport trips and to halve private vehicular trips to Dublin by 2030.

## 2.2 The Core Strategy

It is the core strategy of this development plan to achieve the vision in a manner that is consistent with the guidance, strategies and policies at national and regional level. In particular, the National Spatial Strategy 2002–2020 (NSS), the Regional Planning Guidelines for the Greater Dublin Area 2010–2022 (RPGs) and the government's Smarter Travel – A Sustainable Transport Future 2009–2020, all guide and direct the fundamentals of the City Council's housing, settlement and retail strategies, which in turn are integrated into the overall development plan vision and core strategy for 2016–2022. A summary of the national and regional policies which inform this plan is set out in Appendix 1 (Volume 2).

### 2.2.1 Development Plan Consistency with the National Spatial Strategy (NSS) and the Regional Planning Guidelines (RPGs)

#### National Spatial Strategy

The National Spatial Strategy (NSS) sets out the strategic planning framework for the future development of Ireland. It 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, particularly for much-needed housing and employment, supported by effective land-use and transportation policies, as an essential requirement for a competitive Dublin.

The NSS places particular emphasis on the physical consolidation of the metropolitan area, which incorporates the entire functional area of Dublin City Council. This necessitates the sustainable

development of all vacant, derelict, and under-used lands with a focus on areas close to public transport corridors as well as areas of under-utilised physical and social infrastructure. There is also an emphasis in the NSS on supporting the city's capacity for employment and innovation and achieving intensification without compromising amenity or environmental quality.

The core strategy, by providing capacity for an additional population in excess of 59,000 during the plan period, and with over 800 hectares of employment-zoned lands, accords with the NSS. Dublin City Council looks forward to the successor of the NSS, the forthcoming National Planning Framework, which will influence future regional guidance.

#### Regional Planning Guidelines

The Regional Planning Guidelines for the Greater Dublin Area 2010–2022 (RPGs) translate the national strategy to regional level, with an emphasis on Dublin as the driver of national development, and the need to physically consolidate the growth of the metropolitan area, with clear direction for greater integration of land-use and transport planning. The RPG settlement hierarchy seeks to prioritise and focus investment and growth to achieve integration in services, infrastructure, transport, economic activity and new housing. There is hence a clear link between both the NSS and RPGs and the Dublin City Development Plan 2016–2022. The Eastern and Midlands Regional Assembly has recently replaced the role of the Dublin and Mid-East Regional Authority, and a Regional Spatial and Economic Strategy for the region will be published by the assembly within the next couple of years following publication of the National Planning Framework.

**Table A – Population and Housing Figures Based on Census Data 2011, Estimate for 2013, and RPG Allocations.**

	A	B	C	D	E	F
	2011 CSO Census figure	2013 figure estimated from CSO regional figure*	2016 RPGs allocation	2022 RPG allocation	Population growth 2013–2022 to meet RPG allocation (i.e. column 'D' minus 'B')	Planned population growth 2015–2022, based on RPG figure (using average annual figure in column 'E')
<b>Population</b>	527,612	530,208*	563,512	606,110	75,902  Average annual equivalent = 8434	59,038
<b>Housing Allocation</b>	-	-	265,519	319,903		Housing requirement for the plan period based on the above figure – assuming 2 occupants per residential unit = 29,500 units

\*The 2013 figure has been estimated from the CSO estimate for the Dublin region, i.e. 1,262,400. It is assumed to be 42% of same (it comprised 42.6% in 2006 and 41.4% in 2011)

Based on the currently available Regional Planning Guidelines 2010–2022, the 2011 Census, and population projections published by the CSO in 2013, this development plan works to a projected population increase of almost 60,000 persons by 2022 – see Table A below. Assuming an average occupancy rate of two persons per residential unit, the housing requirement is 29,500 units approximately. It is, therefore, planned to provide capacity to exceed this figure in the housing strategy for the development plan period 2016–2022, in order to accommodate longer-term sustainable growth.

From the above analysis, and particularly because there is capacity in excess of the required population and housing figures (see housing strategy below), it is concluded that the policies and objectives of this Dublin City Development Plan are consistent with these higher-level national and regional policies.

The policies and objectives in this plan promote intensification and consolidation of Dublin city, all of which lies within the metropolitan area. This will be achieved in a variety of ways, including infill and brownfield development; regeneration and

renewal of the inner city; redevelopment of strategic regeneration areas; and the encouragement of development at higher densities, especially in public transport catchments. The development plan policies also underpin the creation of a compact city with mixed-use environments, sustainable neighbourhoods and green infrastructure, to reduce the city’s reliance of fossil fuels and provide for carbon soakage, all in accordance with the National Climate Change Strategy.

In tandem with policies for a competitive and compact city, the plan addresses amenity and quality of life issues with a strategic and strong policy emphasis on the delivery of quality homes, sustainable neighbourhoods to support successful communities, timely social infrastructure provision and a city-wide green network with links to the city region. These measures

support an effective public transport system and the emergence of a critical mass for the city to compete at an international level and fulfil its role as the national gateway and driver of the national economy.

### 2.2.2 Housing Strategy

(See Appendix 2)

The following table identifies the extent of residential zoned lands and also mixed-use zonings which include residential uses. Zoned areas in the 2011–2017 plan are set out alongside newly proposed re-zonings. These re-zoned lands comprise a total of 47 hectares, with the emphasis on housing, often in a mixed-use zoning. Based on a density assumption of 100 units per hectare and also assuming that 50% of the mixed-use component would be in residential use, this 47 hectares has the potential to provide for an extra 3,650 units.

**Table B – Summary Table; Housing Unit Allocations for Dublin City Council.**

	2011–2017 Development Plan period		2016–2022 Development Plan period	
	Area (hectares)	Proposed Housing Units in the plan	Rezoned Area (hectares)	Additional Proposed Housing Units accommodated
<b>Residential Zoning: Z1 + Z2</b>	4,466	31,800	26	3650*
<b>Mix of residential and other uses</b>	2,043		21	
<b>Totals</b>	Total = 6509		Total = 47	

\*See assumptions in main text above the table.

The content of the above table is further expanded on below in accordance with Section 10 (2A) of the Planning and Development Act 2000 (as amended).

**Table C - Core Strategy Figures.**

Zoned in Dublin City Development Plan 2011–2017 for residential use or a mix of residential and other uses (includes adopted variations/amendments)	Size of area in hectares (includes previously developed areas)	Proposed no. of housing units to be included in the area
<b>Residential zonings: Z1+Z2</b> See 'Note 1' below table.	4466*	31,800 to meet population growth envisaged in Regional Planning Guidelines (rounded figure from Table 3.2 of Development Plan 2011–2017)
<b>Other zonings incorporating residential uses: Z3, Z4, Z5, Z8, Z10, Z12, Z14, and Z15 zonings.</b>	2043*	
	Total: 6509 hectares	
Re-zoned areas in Dublin City Development Plan 2016–2022 for residential use or a mix of residential and other uses	Size of rezoned area (hectares)	How zoning proposals accord with national policy that development takes place on a phased basis.
<b>New residential zonings: Z1+Z2</b>	26	See explanation set out in 'Compliance with phasing requirements' heading below.
<b>Other re-zonings incorporating residential uses: Z3, Z4, Z5, Z8, Z10, Z12, Z14, and Z15 zonings.</b>	21	
	Total: 47 hectares	

\* See text below in relation to remaining areas of land to be developed as of 2015.



Whilst the table above contains the information required for the core strategy under the Planning Acts, it must be interpreted in the Dublin City context, whereby all of the land is already zoned for different uses. The vast majority of the 4466 hectares of existing Z1 and Z2 zonings (residential and residential conservation areas respectively) are already built out. However, for purposes of this plan, it is estimated that there are circa 210 hectares remaining to be developed in these zones, with the potential to provide for 34,000 residential units (based on the housing land availability study).

**Table D – Zoned Lands and Planned Housing Units.**

Development Plan period	Zoned land available for residential or a mix of residential and other uses (hectares) based on Housing Land Availability studies	Housing units to meet population growth envisaged in Regional Planning Guidelines
<b>2011–2017 Development Plan period</b>	503*	31,800 (2011–2017)
<b>Current Development Plan period 2016–2022</b>	440	29,500 (see section above on Regional Planning Guidelines above for how this figure is calculated)

\* figure based on RPG as set out in section 3.2.2 of the Dublin City Development Plan 2011-2017.

Similarly, the other zones which can accommodate residential (and other) uses are also largely built out, yet it is estimated that 230 hectares of the 2043 hectares (from Table C) remain to be developed, which will give a yield of circa 18,000 units (excluding windfall sites and vacant lands of which 61 hectares of the latter have been identified in the inner city).

When the additional figure of 3650 units (i.e. additional proposed housing units) is incorporated into the adjusted zonings, the units that can be accommodated total in excess of 55,000 units (i.e. 34,000 + 18,000 + 3650) on the remaining 440 hectares.

Hence, it is concluded that there is sufficient zoned land to provide for the development plan period.

**Compliance with Phasing Requirements**

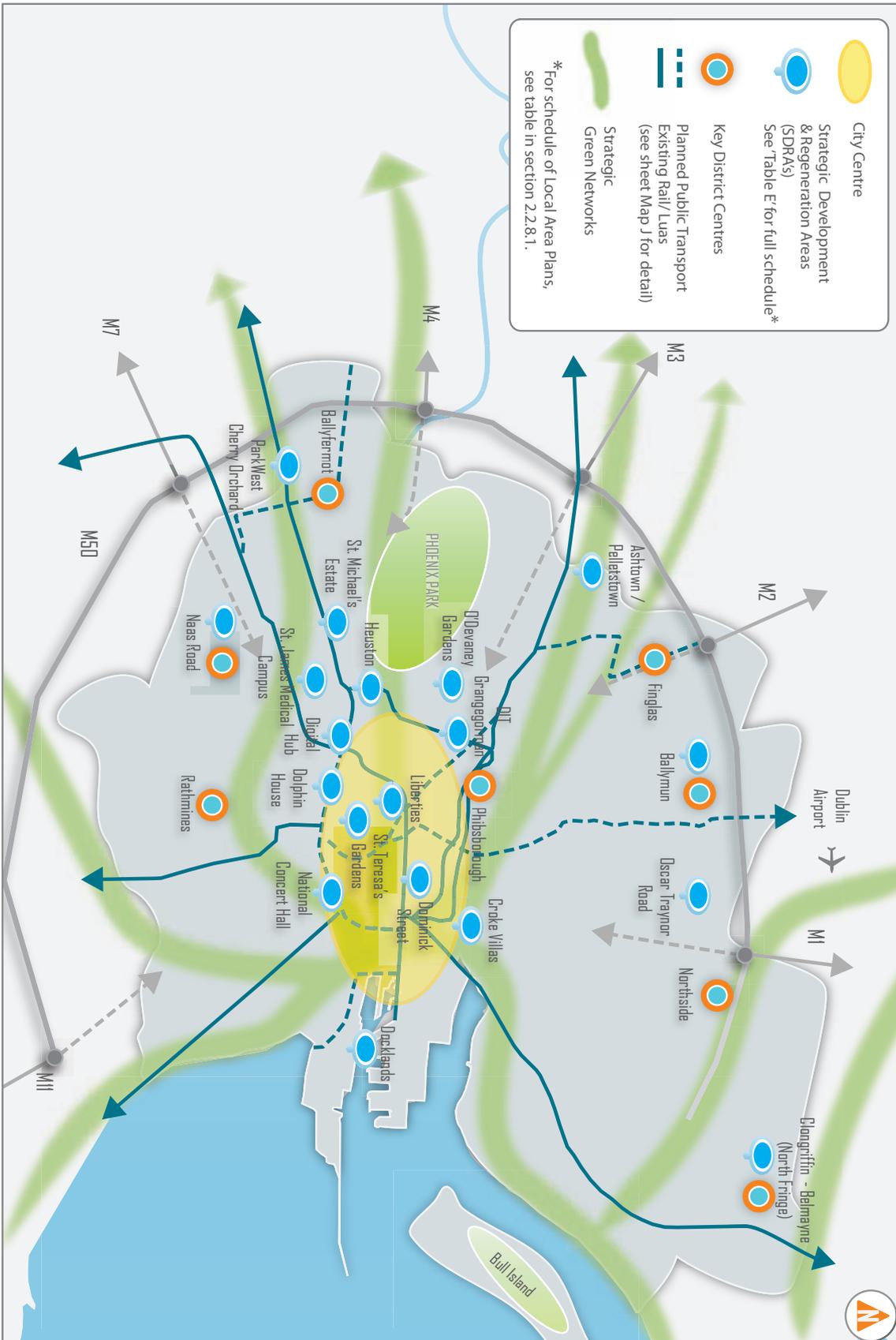
Dublin city is designated as a gateway core in the RPGs. All of Dublin City Council’s functional area is located within the metropolitan area, which the guidelines seek to consolidate to achieve a more compact urban form allowing for the accommodation of a larger population.

The city is largely built out, with the built-up area and suburbs extending into the surrounding counties of Fingal, South Dublin, and Dún Laoghaire–Rathdown. The available remaining lands within the city are serviced and fully zoned. In this context, local area plans, strategic development zones, and some zonings which require the preparation of masterplans may establish more detailed phasing or prioritisation for the delivery of residential uses, other uses, or infrastructure, as appropriate. Such locally-based plans, and related requirements, are set out in this chapter under the heading ‘Delivering the Core Strategy’ (section 2.2.8), and also in Chapter 14 (Regarding Zoning-related Requirements), and Chapter 15 (Strategic Development and Regeneration Areas).

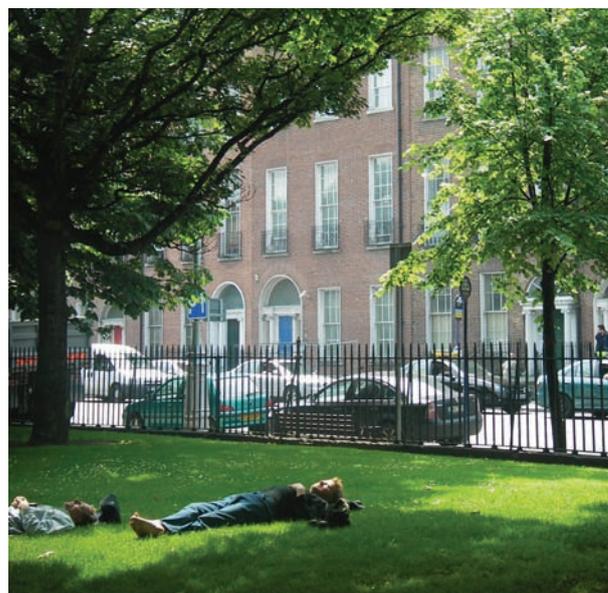
**2.2.3 Settlement Strategy**

Dublin city in its entirety lies within the metropolitan area and the RPGs give direction to Dublin city as the ‘gateway core’ for high-intensity clusters, brownfield development, urban renewal and regeneration. The RPG settlement strategy for the metropolitan area includes a strong policy emphasis on the need to gain maximum benefit from existing assets, such

Fig.2 Core Strategy



as public transport and social infrastructure, through the continuation of consolidation and increasing densities within the existing built footprint of the city. A further key aspect is that future expansion, whether housing or mixed-uses, occur in tandem with high-quality rail-based public transport and on a phased basis. The development plan incorporates these principles in a settlement hierarchy which prioritises the inner city, key district centres and strategic development and regeneration areas (SDRAs).



**Table E – Capacity of Sub-areas of the City for Residential Development.**

	<b>Estimated Capacity – Number of Residential Units</b>
Inner City Area (excluding SDRA 7, SDRA 18, and SDRAs 10–16 inclusive)	8,900
<b>SDRA 1</b> North Fringe (including Clongriffin/Belmayne)	7,100
<b>SDRA 2</b> Ballymun	3,000
<b>SDRA 3</b> Ashtown/Pelletstown	1,000
<b>SDRA 4</b> Park West/Cherry Orchard	2,000
<b>SDRA 5</b> Naas Road lands	2,100
<b>SDRA 6</b> Docklands (including SDZ area and Poolbeg West)	4,600
<b>SDRA 7</b> Heuston Station and Environs	1,200
<b>SDRA 8</b> Grangegorman and Environs	800
<b>SDRA 9</b> St Michael's Estate	500
<b>SDRA 10</b> Dominick Street	200
<b>SDRA 11</b> O'Devaney Gardens	1,000
<b>SDRA 12</b> St Teresa's Gardens	800–1,000
<b>SDRA 13</b> Dolphin House	600
<b>SDRA 14</b> Croke Villas and Environs	100
<b>SDRA 15</b> St James's Medical Campus and Environs	500
<b>SDRA 16</b> Liberties (including Newmarket and Digital Hub)	2,500
<b>SDRA 17</b> Oscar Traynor Road	650–700
<b>SDRA 18</b> National Concert Hall	350–400
Rest of City	14,400
<b>Total</b>	<b>52,300–52,600</b>

The majority of SDRAs relate to a zoning objective which seeks the social, economic, physical development or rejuvenation of an area with residential, employment and mixed-uses (Z14). These SDRAs have substantial development capacity, not only for residential uses, and a series of detailed guiding principles incorporating urban design and green infrastructure guidance have been set out for each SDRA in Chapter 15.

Table E specifies the housing capacity of different parts of the city. This focuses mainly on the potential of the SDRAs whilst also providing figures for the inner city area and remaining areas ('rest of city'). The figures are derived from housing land availability data which identifies areas of undeveloped land and provides estimates of housing capacity.

The figures demonstrate that there is more than adequate capacity to meet the city's housing requirements, the available capacity for 52,600 units being well in excess of the 29,500 units required for the plan period (see previous Tables A and D).

For the inner city, the plan seeks to strengthen and consolidate the robust city-centre mixed-use zoning (Z5), with active promotion of the inner city as an attractive place for urban living, working and visiting; the delivery of housing regeneration projects, the emergence of spatial clusters of economic specialisms, public realm improvements and the strengthening of the retail core, all supported by multiple levels of public transport accessibility in the city centre. It is part of this settlement strategy to fully regenerate the Docklands (via the approved SDZ scheme), and the western end of the central city area including Grangegorman, Heuston environs, and the St James's Hospital campus and environs.

The key district centres (KDCs) represent the top-tier of urban centres outside the city centre, a number of which form part of the larger SDRAs. Each of the 8 KDCs underpins a wider area and acts as a strong spatial hub providing a comprehensive range of commercial and community services to the surrounding populations. All of the designated KDCs closely align to public transport rail corridors, with the exception of two (Finglas and Northside) which perform an important regeneration role for local communities. This development plan will reinforce the KDCs as sustainable anchors for the suburbs. The KDCs are as follows:

Key District Centres (KDCs):

1. Clongriffin and Belmayne (North Fringe East and West)
2. Northside
3. Ballymun
4. Finglas
5. Ballyfermot
6. Naas Road
7. Rathmines
8. Phibsborough

## 2.2.4 Employment and Enterprise Strategy

Almost 350,000 people work in the Dublin City Council area, with more than 750,000 in the Greater Dublin Area. More than 800 hectares are zoned for employment purposes (Z6 and Z7) throughout the city. The city centre zoned area (Z5) is the key employment location and is well served by public transport, whilst the concentration of employment in the Dublin 2 area has now been complemented by Docklands and emerging locations such as Smithfield/Grangegorman, Heuston and the Digital Hub.

The SDRAs with their development potential provide a great opportunity for employment creation as well as housing provision, so that people have the possibility of walking or cycling to work. The North Lotts and Grand Canal Dock SDZ planning scheme provides for major job creation potential with 345,000 sq.m of commercial space in addition to 2,600 new residential units. Planned investment for St James's Hospital will allow the campus and its surrounding area to become a significant employment hub.

The ultimate purpose of the development plan is social, providing for people's needs in all aspects of their lives and across their life cycle in areas such as housing, employment, recreation, social and commercial services, in a sustainable manner. This is reflected in the three principles of the core strategy and in every chapter of the development plan. The social purpose of the development plan is complemented by the Local Economic and Community Plan.

#### 2.2.4.1 Local Economic and Community Plan

The Local Economic and Community Plan (LECP) is a statutory plan prepared under the Local Government Reform Act of 2014 and sets out high-level goals, objectives and actions needed to promote and support economic development and local and community development over the six year period of the LECP. The focus of the LECP is on the social and economic issues and goals that can be addressed by Dublin City Council, local businesses and community and voluntary organisations and state bodies.

The local community development committee and the economic and enterprise development strategic policy committee, who have responsibility for the plan, have identified twelve key social and economic goals for the city, to be addressed over the

lifetime of the LECP. The LECP sits within the context of the regional spatial and economic strategy to be prepared by the Eastern and Midland Regional Assembly. The LECP must be consistent with the development plan.

The implementation of the Local Economic and Community Plan 2016–2021 is a central element of the core strategy. The high level goals of the LECP are as follows:

1. Ensure that all residents and visitors, regardless of social or cultural background, feel a sense of ownership and engagement with the city, feel safe in their communities and are welcome to fully participate in the community, social, cultural, business and political life of the city.
2. Work in partnership with communities to promote social inclusion, tackle poverty and disadvantage and promote participation, empowerment and positive social change.
3. Support the adequate provision of a range of mixed tenure, affordable, adaptable housing and work spaces that are fit for purpose in economically, socially and culturally mixed and sustainable neighbourhoods.
4. To put in place the infrastructure that positions Dublin as a safe, environmentally sustainable, vibrant, diverse and attractive place to live, work, visit and invest in by planning and providing for balanced and sustainable social and economic development, catering for a growing population.
5. Provide and protect a range of public, safe and affordable amenities, activities and facilities that are relevant and accessible to people of all ages and abilities and that contribute to the health and well-being of all.

6. Maximise opportunities and support for the creative industries and cultural and artistic sectors to develop. Promote the Irish language and access to cultural experiences for all through the provision of diverse cultural artistic programming.
7. Identify and support the growth sectors such as tourism, technology, food chain, education, retail and green business that will create, sustain and grow quality employment and self-employment opportunities for all.
8. Promote access to a range of education, training and developmental opportunities starting in early childhood, leading to a culture of lifelong learning and an appropriately qualified and skilled workforce.
9. Develop the eco-system of start-ups, social enterprise, micro business and small business in the city economy.
10. Support the continued development of a quality, affordable and accessible movement system within the city prioritising walking, cycling and quality public transport which serves both the needs of local neighbourhoods and the economy of the city and the health and well-being of all.
11. Tackle the causes and consequences of the drugs crisis and significantly reduce substance misuse across the city through quality, evidence-informed actions.
12. Enhance the recognition of Dublin as a globally connected city region and as the national economic generator.

### 2.2.5 Retail Strategy

The retail strategy for Dublin city is to consolidate the city centre retail core as the premier retail destination in the State, to promote an upper tier of retail development in the KDCs and a lower tier

of district centres to cater for surrounding communities. Below this tier, the strategy provides for daily shopping needs and local services of a residential community in neighbourhood centres. This approach reflects the settlement strategy for the city and is consistent with the Retail Strategy for the Greater Dublin Area 2008–2016 (see Appendix 3).

### 2.2.6 Public Transport

The transportation policies and objectives of this development plan are guided by the objectives of the National Transport Authority's (NTA's) transport strategy for the Greater Dublin Area 2016–2035. The document 'Smarter Travel – A Sustainable Transport Future' (Department of Transport, Tourism and Sport) is also influential in encouraging the growth of more sustainable modes of transport. It set out ambitious national-level targets for the period 2009–2020 which included a reduction in the total share of car commuting from 65% to 45%, and a related increase in walking, cycling and public transport modes to 55% of total commuter journeys to work.

Following the government's earlier 'Transport 21' strategy and the economic difficulties encountered nationally over the last 5–6 years, the planned public transport network has been modified in recent NTA proposals. Some objectives may take longer to achieve than originally envisaged and, therefore, interim measures are proposed. The development plan supports the concept of a rail link to the airport.

A mixed-use, sustainable approach to city living, with an emphasis on quality, compact neighbourhoods, transcends the land-use zoning and over-arching policies of the plan. The plan pursues a sequential approach to securing modal shift from private motorised modes of transport to more sustainable modes including walking, cycling and public

transport. The settlement and retail strategy align closely with sustainable transport policies in this plan.

### 2.2.7 Core Strategy and SEA / AA

The content of this core strategy has been informed by Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), undertaken as parallel processes in tandem with each stage of the development plan, thereby ensuring full integration and consideration of environmental issues throughout the plan-making process. This represents a further iteration of environmental assessments at development plan level, given that the higher-level RPGs have also been subject to separate SEA and AA.

The EU Floods Directive (FD) 2007/60/EC on the 'Assessment and Management of Flood Risks' requires member states to assess and manage flood risks. The Office of Public Works (OPW) is the lead agency in implementing this process. The Department of the Environment, Community and Local Government (DECLG) and OPW prepared 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009)' in order to integrate the assessment and management of flood risk into the planning process. Planning Authorities are required to introduce flood risk assessment as an integral and leading element of their development planning functions. The Flood Risk Assessment is aligned with the Strategic Environmental Assessment (SEA). All future development of the city will be carried out in accordance with the requirement of the Habitats, Birds, Water Framework, Floods, SEA and EIA Directives.

### 2.2.8 Delivering the Core Strategy

To deliver the core strategy a number of mechanisms will be employed as follows:

#### 2.2.8.1 Area-Specific Plans

Dublin City Council will prepare area-specific guidance for the strategic development and regeneration areas (SDRAs) and key district centres, using the appropriate mechanisms of local area plans (LAPs) and schematic masterplans and local environmental improvement plans (LEIPs). LAPs will be prepared for areas subject to large-scale development within the lifetime of this plan. A schedule of statutory local area plans is set out below, having regard to the core strategy, and in particular the need to promote the inner city and the SDRAs, all of which lie within the metropolitan area (see Table F). The rationale for selection of these plan areas also has regard to the national guidance that LAPs are particularly suited to areas undergoing significant development (Department of the Environment, Heritage and Local Government (DoEHLG) guidelines on Sustainable Residential Development, 2007).



Two strategic development zone (SDZ) planning schemes – one for Grangegorman and one for North Lotts and Grand Canal Dock have been put in place. Local area plans have been adopted for the Liberties, Naas Road, George’s Quay, Ashtown/ Pelletstown, and North Fringe (Clongriffin–Belmayne). The life of the Liberties LAP has been extended, whilst a new LAP for Ballymun is being prepared. The preparation of LAPs in a complex city environment has proven to take up considerably more resources and time than was envisaged when the 2011–2017 development plan was being prepared.

**Table F – Schedule of Proposed Statutory Local Area Plans/Strategic Development Zones to Deliver the Core Strategy. The ordering of the delivery of such LAPs to be determined by City Councillors.**

1.	Ballymun LAP
2.	Harold’s Cross LAP
3.	Moore Street and Environs LAP
4.	Park West/Cherry Orchard LAP
5.	Phibsborough LAP
6.	Poolbeg West SDZ
7.	Stoneybatter, Manor Street and O’Devaney Gardens LAP

A number of local environmental improvement plans or village improvement plans, or other appropriate plans will be prepared in conjunction with the local area committee, in so far as priorities and resources permit, with the objective of preparing up to 3 LEIPs for each area from the following list:

1. Artane
2. Ballyfermot
3. Bluebell
4. Cabra
5. Camden St/Wexford St/Redmond’s Hill/Aungier St and Georges St area
6. Clontarf
7. Crumlin
8. Donnycarney
9. Donnycarney, including Malahide Rd and Collins Avenue
10. Dolphin’s Barn
11. Drimnagh
12. Drumcondra Village
13. East Wall Area
14. Finglas
15. Glasnevin
16. Gracepark Area
17. Inchicore/St Michael’s/Kilmainham
18. Irishtown
19. Killester Village
20. Liffey Quays
21. Little Camden
22. Navan Road
23. North Strand
24. North Strand – North Strand/ Ballybough/Clonliffe
25. Phibsborough
26. Ringsend
27. Sheriff Street/North Wall
28. Stoneybatter
29. Terenure
30. Walkinstown
31. Whitehall

Also, schematic masterplans will be prepared for the linear parks proposed along the length of the Dodder and Tolka rivers.

Objectives set out in the various plans should have regard to likely available resources and investment, whether from public or private sources.

### 2.2.8.2 Monitoring Indicators

This is a dynamic plan that will be actively implemented. In order to consistently and properly track and measure progress on the implementation of the plan, a set of city performance indicators has been devised and these are set out in Appendix 20. The Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), which have informed the policies in the development plan, will also be monitored. A biennial report to the City Council will be prepared to demonstrate progress (see section 13.2.3 for detail).

### 2.2.8.3 Engagement with City Stakeholders

Engagement around the vision and implementation of the plan is essential to achieving a sustainable Dublin. Through existing networks and bodies, engagement with citizens, agencies and other stakeholders will be effected and a two-way communication on the plan and its delivery will be established. The Council will also utilise mechanisms such as online forums and discussion threads to engage with as many people and communities as possible.

### 2.2.8.4 Vacant Sites

Vacant development sites are both a challenge and an opportunity for the city to provide for additional housing, employment and other space. Active land management including the implementation of the vacant land levy are key planning policies to implement the vision and core strategy of the plan.

The Urban Regeneration and Housing Act 2015 provides for a levy on vacant sites

and this is a key measure in implementing the core strategy by encouraging the development of such vacant development sites.

The Act sets out two classes of land:

- Regeneration land, under Section 10(2)(h) of the Planning Act 2000 as amended.
- Residential land, under Section 10 (2)(a) of the Planning Act 2000 as amended. In accordance with the Urban Regeneration and Housing Act 2015, it is a key pillar of the development plan to promote the development and renewal of areas, identified having regard to the core strategy, that are in need of regeneration, in order to prevent:

- (i) adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land,
- (ii) urban blight and decay
- (iii) anti-social behaviour or
- (iv) a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

## 2.3 Translating the Core Strategy into Development Plan Policies and Objectives

For the purposes of guiding this plan, both the long-term vision and the core strategy, as set out above, can be translated into three strongly interwoven strands:

1. Compact, Quality, Green, Connected City
2. A Prosperous, Enterprising, Creative City
3. Creating Sustainable Neighbourhoods and Communities

The core strategy will guide development in both policy and spatial terms. Delivered together, these priorities represent an

integrated and holistic approach to the delivery of essential infrastructure and services within an over-arching sustainable framework. The core strategy supports the long-term vision for the city and will act as an important stepping-stone towards realising that longer-term vision.

The application of the core strategy in spatial terms across the city is shown on the core strategy map. This strategy is amplified in the following chapters of the development plan.

### 2.3.1 Climate Change Adaptation and Mitigation

Tackling Climate Change is a global issue, and it is essential to implement changes at city level to both adapt to the impacts of change and also to mitigate climate change in accordance with national policy. The 'Climate Change Strategy for Dublin City' is being revised and updated and this will include key targets and indicators. Adaptation measures are required to prevent the negative impacts arising from potential flooding and storm events, and the city will develop an adaptation strategy in accordance with the National Climate Change Adaptation Framework (2012).



The policies and objectives of this plan have been informed by strategic flood risk assessment in accordance with statutory guidance, and future flood prevention adaptation works have been considered and are set out in Appendix 11. The burning of fossil fuels is the main cause of climate change, and Dublin City Council works closely with Codema (the city's energy agency) to continuously implement initiatives and projects to raise awareness of energy issues, monitor energy use, increase the share of renewable energy and improve energy efficiency at work and in the home. A spatial energy demand analysis study is ongoing and its outcomes will help influence new and more efficient approaches to energy in the city.

### 2.3.2 Shaping the City – Urban Form and Structure

It is a central aim of the core strategy to consolidate and enhance the inner city in order to augment its crucial role at the heart of the capital city and the city region. The inner city of Dublin is the most connected destination in the country and at international level, and supports a dynamic range of economic, educational and cultural clusters, together with a growing residential population. It is a central part of the core strategy to enhance the links between the existing and emerging clusters in the city as depicted on the core strategy map.

The strategy of extending the inner city eastwards and westwards, towards the Docklands and Heuston respectively, is now complemented with a strategy for the quality consolidation of the inner city, protecting heritage while promoting diversity. The structure of the city will be augmented by the development of the SDRAs and the KDCs. There is an emphasis on the contribution that good

streets and architecture can make to regeneration and a re-affirmation that Dublin will remain a predominantly low-rise city with defined height in limited locations.

### 2.3.3 Promoting Quality Homes

Consistent with creating a compact city and with Dublin's role in the region, the continued, sustainable management of land zoned for housing is a central element of the core strategy. This will be done in a way that reduces urban sprawl and provides for a quality compact city of mixed-tenure neighbourhoods, catering for a wide range of family types, including the elderly. It is part of the core strategy to manage the 440 hectares of zoned and serviced residential lands as a scarce resource and in a sustainable manner so that the housing needs of the city are met.

The provision of quality housing that is suitable for citizens throughout their lives and adaptable to people's changing circumstances is fundamental to creating a compact city with sustainable neighbourhoods. Requiring apartment schemes to have good local facilities, and that large schemes are phased to ensure support infrastructure is provided in tandem with residential development, will assist in achieving this key strategy. An emphasis on effective property management for both apartment and housing complexes will also improve the quality of residential development. Expediting the regeneration of those disadvantaged areas which remain in the city as sustainable neighbourhoods is also central to this approach. Providing quality homes for all citizens includes the provision of social housing. The delivery of the housing strategy contained within this development plan (Appendix 2) will help meet the needs of those on lower incomes and those in special circumstances across the city.

### 2.3.4 City Economy and Enterprise

It is of crucial importance that Dublin, as the national gateway, generates the critical mass to operate as a city region in Europe and worldwide. Dublin must operate effectively at regional, national and international levels to attract creative talent and foreign investment. It is only by developing a strong city region around a central city core that the necessary critical mass to compete and collaborate with other cities can be achieved.

This priority seeks to promote economic development, enterprise and employment generation in the city, consolidating and strengthening the role of Dublin as the main economic engine in the State and putting Dublin at the heart of the region. It seeks to develop sustainable employment in the areas of innovation, digital industries, science, academic research, healthcare, leading edge green/clean technologies, the financial, legal and insurance services sector, tourism, and the various food sectors.

### 2.3.5 Strengthening the City as the National Retail Destination

Despite the growth of suburban shopping centres, Dublin city still retains its position as the prime retail destination in the region and the State. The development plan seeks to retain and indeed re-capture market share through a variety of policies and initiatives, all in accordance with the retail strategy for the Greater Dublin Area. With increasing visitor numbers, the city is attracting an increasing share of international shoppers.

The development plan will facilitate healthy competition by providing for a variety of floorplates in the retail core, without

compromising the architectural quality or retail heritage of Grafton Street or O’Connell Street, while promoting other streets to ensure vitality. It is proposed to improve linkages between the north and south retail cores by improving facilities for pedestrians through implementation of the city’s Public Realm Strategy. The existing and new Luas lines and further transport proposals will increase connectivity both within the city centre and also to the suburbs, and should be exploited to attract more retail trade.

Providing quality shopping facilities for neighbourhoods across the city is also recognised as essential for sustainable communities, as is the provision of dedicated retail space to serve emerging residential communities in various areas for which LAPS and SDZs have been completed (e.g. Ashtown/Pelletstown and Docklands).

### 2.3.6 Movement and Transport

In order to create a more sustainable city, the development plan, in accordance with national policy, places emphasis on the need for a modal shift from motorised private modes of transport towards public transport, cycling and walking. This requires improvements to both the current public transport network and to facilities for pedestrians and cyclists. Dublin City Council will work with the emerging strategy of the National Transport Authority and supplement it with supporting local improvements, particularly to the city centre environment through the implementation of the public realm strategy and locally-focused objectives. A pro-active approach is taken to influencing travel behaviour, and additional through-traffic restrictions will be implemented within the city centre in order to give greater priority to more sustainable modes.

Throughout the city, an integrated approach will be taken towards land use and transport planning, with more intensive uses promoted at locations with higher public accessibility. Improvements to green infrastructure will complement sustainable transport aims, and specific measures such as contra-flow cycle lanes and the Sutton-to-Sandycove cycleway and walkway will much improve connectivity.

### 2.3.7 Sustainable Environment and Infrastructure

The efficient and timely delivery of necessary infrastructure capacity in advance of the planned quantum of development is a prerequisite for successful urban development. Ensuring the delivery of this infrastructure in a sustainable manner, which enhances the quality of the city’s environment and facilitates the sustainable economic growth and co-ordinated development of the city, is also an essential requirement.

Dublin City Council promotes more sustainable energy technologies that are clean sources of energy and which have a lower environmental impact on the receiving environment. Sustainable energy sources can reduce air emissions as well as water consumption, waste, noise and adverse land-use impacts.

### 2.3.8 Green Infrastructure, Open Space and Recreation

Dublin is shaped by its major landscape features – the Phoenix Park, the River Liffey, Dublin Bay, and also the river valleys of the Tolka and Dodder. These features are complemented by the man-made amenities and green spaces of the city squares and historic gardens, the canals and waterfront promenades. All of these features contribute to the city’s high-quality environment. Green Infrastructure in the city development plan will make a significant contribution in

the areas of development management, climate change and environmental risk management.

Green infrastructure features in cities deliver health-related benefits such as clean air and better water quality. Space offers possibilities in terms of increasing social activity, improving community cohesion, developing local attachment and lowering crime levels, particularly in deprived communities. In addition, there is much evidence of green infrastructure delivering key benefits for public health and wellbeing.

### 2.3.9 Conservation, Culture and Heritage

The development plan recognises that Dublin's built and natural heritage is the core determinant of the city's character and is a unique cultural asset, invaluable for our collective memory and identity, to be enjoyed by all the communities of the city, all Irish people and visitors. The role of the city's heritage in providing an authentic urban landscape is important for city marketing, investment and tourism and is acknowledged as a key social, cultural and economic asset for the development of the city.

It is a key objective of the core strategy to protect and enhance the special characteristics of the city's built and natural heritage. The principal measures enabling the City Council to achieve this objective are the Record of Protected Structures and the designation of Architectural Conservation Areas. The City Council has identified priority areas of special historic and architectural interest and within these areas will review the Record of Protected Structures, consider the recommendations of the National Inventory of Architectural Heritage and, where required, designate Architectural Conservation Areas.

In developing the city's cultural resources, Dublin City Council is a key driver behind

the new cultural strategy for the city, to promote the cultural alliances between the Arts Council and other cultural groups. There is a need for a concerted effort to upgrade the public domain in the city to facilitate festivals, events and enjoyable movement between the city's cultural attractions. There are policies to promote artists' accommodation in new development and to allow for cultural uses in residential areas.

The city's built heritage makes it unique. Key to the approach of this plan is to seek to increase the sustainability of urban planning, new investment, infrastructure improvement and regeneration by taking into account the existing built environment, intangible heritage, cultural diversity, socio-economic and environmental values along with community values.

### 2.3.10 Sustainable Communities and Neighbourhoods

The creation of good, sustainable neighbourhoods which support thriving communities and provide for a wide range of household types, age groups and tenures with community facilities close by is a priority of this plan. In order to achieve this, criteria and standards for good neighbourhoods are a central part of this strategy. These principles are intended to ensure, for example, that infrastructure such as schools, shops and childcare facilities are provided in a phased and co-ordinated manner. The creation of good neighbourhoods and socially-inclusive communities applies to both the inner and outer city.

The importance of local neighbourhood shopping centres within walking distance of residential communities is re-affirmed in this key strategy. Guiding principles to promote the regeneration of certain social housing areas into attractive mixed-use

neighbourhoods is also included in the plan. Significantly, the development plan puts a new emphasis on institutional lands as an important community resource for the city in providing educational, recreational, community and health facilities, for both the city and local neighbourhoods. The plan protects these lands as a strategic asset for the city.

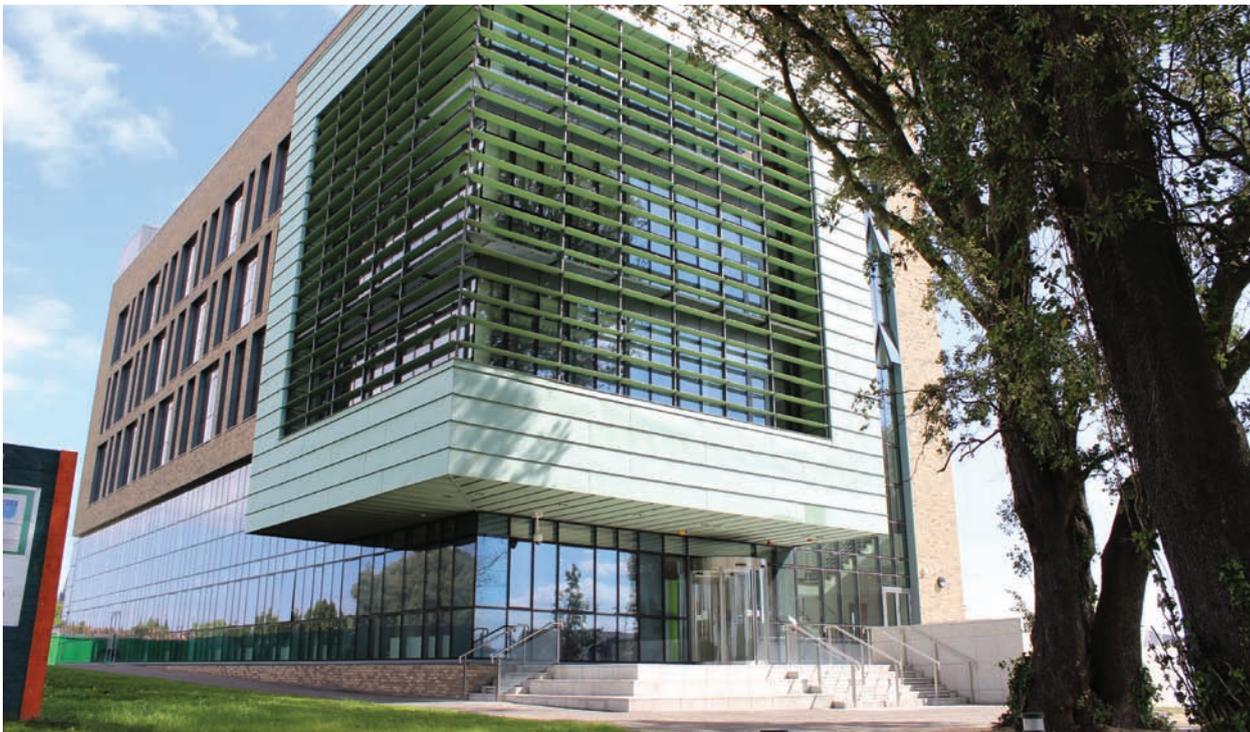
### 2.3.11 Zonings and Standards

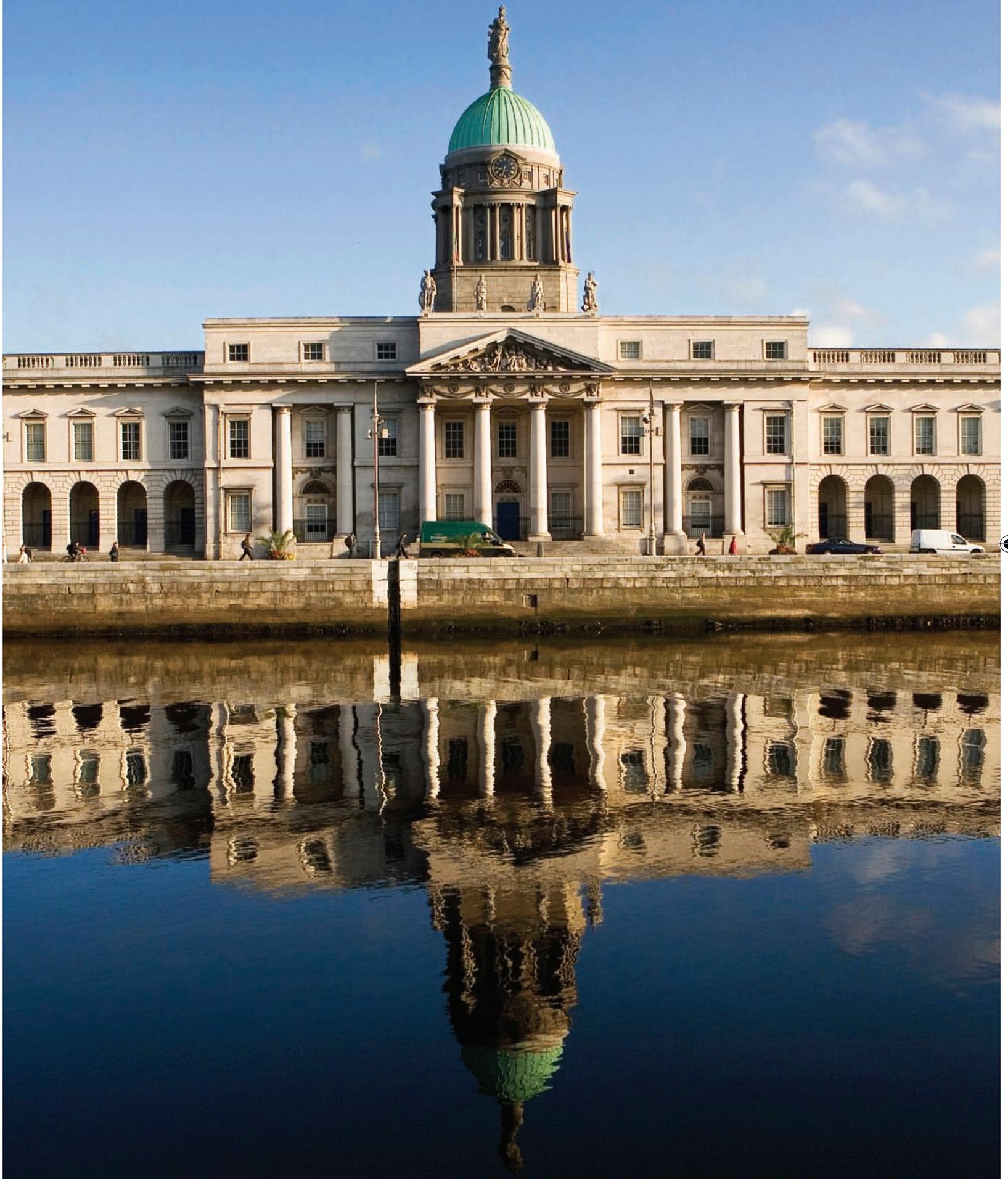
The zoning and standard provisions of this plan have been devised to support the delivery of the core strategy. In particular, the zoning provisions ensure adequate land to meet the population targets and economic role of the city as the national gateway; intensification along public transport corridors and a mixed-use approach to zonings (Z4, Z5, Z6, Z10, Z14) to underpin a compact and sustainable city. The standards reinforce this approach with clear guidance for quality residential development, successful neighbourhoods

and green infrastructure as essential elements of the intensification of the city.

### 2.3.12 Guiding Principles for Strategic Development and Regeneration Areas

The plan designates 18 strategic development and regeneration areas (SDRAs), see Table E, in addition to the inner city. These represent significant areas of the inner and outer city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city. For each of these 18 SDRAs, guiding principles are provided, setting out how to optimise on the potential, the city role and the character of each area. Key objectives that must be achieved are set out on issues such as: mix of uses; street network and linkages within the area and to surrounding areas; provision of urban spaces, parks and playgrounds; and provision of retail and recreational facilities.







# 03

## Addressing Climate Change

### 3.1 Introduction

The fifth assessment report by the Intergovernmental Panel on Climate Change (IPCC) in 2014 confirmed that warming of the atmosphere and ocean system is happening and that there is clear human influence on the climate. The concentration of greenhouse gases in the atmosphere has increased to unprecedented levels, and there is evidence that the extent of sea level rise since the mid-1800s has been greater than the mean sea level rise of the previous two millennia. Fossil fuel use is responsible for over half of all greenhouse gas (GHG) emissions globally, and the majority of these come from energy supply, transport, residential and commercial buildings, and industry. The main greenhouse gases include carbon dioxide, methane, nitrous oxide, and fluorinated gases. It is predicted that further warming will continue if greenhouse gases continue to be emitted. At the end of the 21st century, the global surface sea temperature is likely to be 2 degrees warmer than that of the 1850–1900 periods. Climate change will impact globally on climate systems, air and ocean temperatures, and sea levels. Some parts of the world will become drier and others will have an increased risk of flooding, and these changes will impact on nature and human populations. Negative socio-economic impacts will arise.

The Environmental Protection Agency's publication in 2012 titled 'The Status of Ireland's Climate, 2012' provides some facts and trends that are cause for concern. Both mean annual surface air temperature and average annual national rainfall have been increasing. Sea level is rising at approx. 1.7cm per decade. Addressing the problem requires co-ordinated action at various levels, and also changes in behaviour. The city must aim to implement effective

mitigation and adaptation measures. The two terms are explained below:

*'Adaptation refers to the adjustment or preparation of natural or human systems to a new or changing environment, with the aim of moderating harm or exploiting beneficial opportunities. Climate change adaptation comprises all spontaneous responses and planned action taken to cope with the impacts of changing climate conditions.'* (DoECLG, 2012). Flood risk assessment and management is a key element of this.

*'Mitigation refers to actions to reduce emissions of the greenhouse gases that are driving climate change.'* (DoECLG, 2012).

Because a response to climate change requires an inter-disciplinary approach, this chapter necessarily cross-references other sections of this plan which include some detailed adaptation and mitigation measures. Of particular relevance are policies and objectives set out in Chapters 2, 8, 9, and 10 which address the core strategy, movement and transport, sustainable environment/infrastructure, and green infrastructure (see section 3.5.4).



## 3.2 Achievements

Addressing climate change requires effective leadership and commitment at international, national, regional and local level. Whilst the actions of Dublin City Council may seem small in this context, it is important that progress is made in conjunction with the efforts of other authorities and agencies. The Council has been active in progressing the following policies and projects:

- The Council, in co-operation with Codema (City of Dublin Energy Management Agency), has embarked on various initiatives/events to help reduce energy usage. These include the 'Think Energy' campaign, a 3-year programme to reduce energy demand, and also other initiatives for the business/industrial sector including the 'Green IFSC' initiative, and the 'E-merge' project.
- Dublin City Council's Climate Change Strategy is now being updated, with a focus on actions and targets.
- Current policies and objectives aiming to encourage active travel, and particularly cycling, have been relatively successful. This helps reduce CO<sub>2</sub> emissions associated with transport.
- A number of planned physical adaptation measures for coastal areas have been progressing in accordance with works set out in Appendix 17 of the 2011–2017 development plan.
- Flood risk management and related measures/works have been advancing on foot of statutory guidance and project work (see Chapter 9). This process will help prevent inappropriate future development in areas prone to flooding.
- Dublin City Sustainable Energy Action Plan 2010–2020 aims to reduce carbon emissions by 20% over the lifetime of

the plan. A progress report for 2014 states that energy consumption in the city fell by 36% between 2006 and 2011 although this is mostly attributable to the downturn in commercial and construction activity during the recession.

## 3.3 Challenges

Whilst climate change is a global-scale problem requiring a multi-faceted international response, the overall challenge for Dublin City Council is to develop and improve its inter-disciplinary approach in order to meet and exceed national targets. The EU has committed to reducing greenhouse gases to 20% below 1990 levels by the year 2020, and this sets a higher target than that set in Kyoto for 2012. Dublin city has sought a more ambitious target of a 20% reduction for the whole city and for a 33% reduction for the Council's own energy by 2020, and the EU Mayors Adapt Initiative has agreed to reduce carbon dioxide emissions by at least 40% by 2030.

In relation to adaptation measures, the city needs to ensure that the threat of coastal inundation, storm surge and fluvial flooding does not give rise to an unacceptable threat to the functioning of the city and the welfare of citizens. Risk must be assessed and a co-ordinated response devised. A national level climate change adaptation framework (DoECLG, 2012) sets out a phased strategy to assess vulnerable areas and develop local and sectoral adaptation plans. The Climate Action and Low Carbon Development Bill 2015 was passed in December 2015 and requires the preparation of a new national mitigation plan and an adaptation framework. Such a plan will be developed by Dublin City Council for the city in accordance with guidance and building on current work.

Climate change mitigation measures need to focus on progressing more sustainable energy use, and the national level 'Strategy for Renewable Energy 2012–2020' sets strategic goals seeking reductions in energy demand and reduced anthropogenic gas emissions. On foot of this, the National Renewable Energy Action Plan (NREAP) sets national sectoral targets, and the National Energy Efficiency Action Plan (NEEAP) sets out a policy roadmap to 2020, setting a higher target of 33% energy reductions in the public sector (for example).

Dublin City Council works in tandem with Codema (City of Dublin Energy Management Agency) to devise energy policy and recognises that future improvements require strategic vision in relation to energy planning, working to both short- and long-term goals.

### 3.4 The Strategic Approach

**The following components comprise the strategy for the duration of this development plan:**

- a) To comprehensively update the 'Climate Change Strategy for Dublin City' (2008–2012). Prepared in association with Codema, the strategy set out actions, targets and indicators relating to the following areas: energy, planning, transport, waste management, and biodiversity. Progress is ongoing to update the strategy, which is likely to be a significant document influencing the overall approach to climate change.
- b) To progress local authority requirements under the National Climate Change Adaptation Framework.
- c) To ensure policies and objectives of this development plan are informed by strategic flood risk assessment in accordance with statutory guidance.
- d) To implement flood-prevention adaptation works as set out in Appendix 11 of this Plan.
- e) In conjunction with Codema (Dublin's Energy Agency), to continue to implement initiatives/projects relating to spatial energy planning, increasing energy awareness, energy use monitoring, increasing the share of renewables, and improving energy efficiency in the built environment. The outcome of a current spatial energy demand analysis will be key to determining the course of future actions for specific areas of the city.

## 3.5 Policies and Objectives

### 3.5.1 Strategy

Following on from the strategic approach set out above, it is critical that mitigation and adaptation initiatives are implemented and improved over time.

Firstly, the forthcoming 'Climate Change Strategy for Dublin' will include measures relating to important areas such as transport, energy, waste management and biodiversity, and will set out specific indicators for each area.

Secondly, the Council will develop and adopt a local climate change action plan as part of the 'National Climate Change Adaptation Framework – Building Resilience to Climate Change'. Based on the EU approach, the framework requests local authorities to prepare and publish local adaptation plans which will complement mitigation actions and reduce our vulnerability to the negative impacts of climate change. In Dublin City Council, the climate change action plan will be completed by an inter-disciplinary team by the end of 2018 and will contain adaptation

and mitigation measures. Once adopted, it will become part of the development plan, and a variation to the development plan will be made in the event of the strategy requiring any material alteration to the plan.

In relation to energy, there are a number of requirements to be met, including reduced energy consumption, reduced energy wastage/loss, and increased supply from renewable sources. The Council supports the implementation of the national level 'Strategy for Renewable Energy 2012-2020' and the related National Renewable Energy Action Plan (NREAP) and National Energy Efficiency Action Plan (NEEAP). At local level, Dublin City Sustainable Energy Action Plan 2010–2020 remains active.

#### It is the Policy of Dublin City Council:

- CC1:** To prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.
- CC2:** To mitigate the impacts of climate change through the implementation of policies that reduce energy consumption, reduce energy loss/wastage, and support the supply of energy from renewable sources.

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

- CCO1:** To implement the 'National Climate Change Adaptation Framework' (2012) by adopting a Climate Change Action Plan for Dublin City which will assist towards meeting National and EU targets. This will be adopted by end of 2018.
- CCO2:** To support the implementation of the forthcoming 'Climate Change Strategy for Dublin and Climate Change Action Plan for Dublin City'.

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

**CCO3:** To support the implementation of the national level 'Strategy for Renewable Energy 2012–2020' and the related National Renewable Energy Action Plan (NREAP) and National Energy Efficiency Action Plan (NEEAP).

**CCO4:** To support the implementation of the 'Dublin City Sustainable Energy Action Plan 2010–2020' and any replacement plan made during the term of this development plan.

### 3.5.2 Sustainable Energy/Renewable Energy

Dublin City Council is committed to pursuing sustainable energy policies in accordance with the White Paper 'Towards a Sustainable Energy Future for Ireland 2007–2020' and 'Ireland's Transition to a Low Carbon Energy Future 2015–2030'. Fossil fuel use is responsible for over half of all GHG emissions globally, and the majority of these emissions come from energy supply, transport, residential and commercial buildings, and industry (IPCC, 2007). Reducing energy consumption and finding alternative, non-polluting, and renewable sources for energy provision and transport are the more prominent issues targeted by national and international policies in order to reduce CO<sub>2</sub> contributions.

The national level 'Strategy for Renewable Energy 2012–2020 (Dept of Communications, Climate Action and Environment) seeks a 20% improvement in energy efficiency by 2020, along with 20% of energy to come from renewable sources and a 20% reduction in EU CHGs. In 2014, the EU Commission published its Climate Change and Energy Framework 2030, which seeks to make progress to achieve a low carbon economy. It proposes to achieve a 40% reduction in greenhouse gases by 2030 relative to 1990. The two main EU

Directives which aim to meet these targets are the EU Energy Efficiency (EE) Directive (2012/27/EU) and the EU Renewable Energy Sources (RES) Directive (2009/28/EC).

Under the RES Directive, the target set for Ireland is for 16% of national gross final energy consumption to come from RES by 2020. On foot of this, the National Energy Action Plan (NREAP) outlines how the 16% target can be achieved, and sets national sectoral targets. The National Energy Efficiency Plan (NEEAP) sets out a policy road map to 2020 setting a higher target of 33% energy reductions in the public sector. Also of relevance are the Irish Building Regulations 2011, Part L of which aims to incorporate high levels of energy efficiency and RES in new dwellings.

### Renewable Energy Sources

Renewable energy comes from natural sources that are continuously replenished by nature and is, therefore, a more sustainable alternative to our dependency on fossil fuels. The main sources are wind energy, solar energy, water energy (hydro, wave and tidal energy), geothermal energy (from heat below the surface of the earth) and biomass (wood, biodegradable waste and energy crops).

The Dublin Waste to Energy Project is a public private partnership (PPP) between Dublin City Council (acting on behalf of the four Dublin local authorities) and Covanta, to provide a thermal treatment plant to treat municipal waste that cannot be re-used or re-cycled. Located in Poolbeg, the plant will generate energy from up to 600,000 tonnes of waste per year that would otherwise go to the landfill, and will generate enough electricity for up to 80,000 homes annually. Operations are expected to commence by 2017.

### Dublin City Spatial Energy Demand Analysis (SEDA)

The purpose of SEDA is to enable a greater understanding of the current and future energy demand and local energy resources of Dublin city within a spatial context. A methodology has been developed by Codema which allows estimations of energy demands in each building in the city in the residential and commercial sectors which will be mapped along with real energy data for municipal sector buildings. This mapping process provides a visualisation of areas of high energy consumption, high fossil-fuel use, high heat demand density and approximate associated energy costs across the city. From this information, 'energy character areas' can be defined, that is, areas with distinct types of energy needs, consumption patterns and fuel types used, and these needs can then be matched to the best available technical solution which incorporates renewable resources and energy-efficient solutions. In particular, this mapping allows areas of high heat demand density (over 150 TJ/km<sup>2</sup>) to be classified as suitable for large-scale district heating schemes. The spatial energy demand analysis was completed in June 2015.



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

- CCO5:** To support and collaborate on initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.
- CCO6:** To promote the concept of carbon-neutral sustainable communities throughout the city and to seek to initiate and support carbon neutral demonstration projects in conjunction with local communities.
- CCO7:** To actively promote and facilitate the growth of the new emerging green industries to contribute both to the reduction of the city's energy consumption levels and to the role of the city as a leader in environmental sustainability.
- CCO8:** In conjunction with Codema, to complete a comprehensive spatial energy demand analysis to help align the future energy demands of the city with sustainable energy solutions.
- CCO9:** To encourage the production of energy from renewable sources, such as from bio-energy, solar energy, hydro energy, wave/tidal energy, geothermal, wind energy, combined heat and power (CHP), heat energy distribution such as district heating/cooling systems, and any other renewable energy sources, subject to normal planning considerations, including in particular, the potential impact on areas of environmental sensitivity including Natura 2000 sites.
- CCO10:** To support renewable energy pilot projects which aim to incorporate renewable energy into schemes where feasible.
- CCO11:** To support and seek that the review of the national building regulations be expedited with a view to ensuring that they meet or exceed the passive house standard or equivalent, with particular regard to energy performance and other sustainability considerations, to alleviate poverty and reduce carbon reduction targets.

**Energy Efficiency and the Built Environment**

The encouragement of energy efficiency in the built environment relates not only to the building code and individual buildings, but also to the design and layout of schemes by maximising benefits from natural ventilation and lighting and also by encouraging walking/cycling for residents/occupants and reduced reliance on fossil fuels. Also, because the range and design of buildings within the city varies enormously, innovative ways to improve energy efficiency within them are encouraged.

**It is the Policy of Dublin City Council:**

- CC3:** To promote energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments.
- CC4:** To encourage building layout and design which maximises daylight, natural ventilation, active transport and public transport use.

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

- CCO12:** To ensure high standards of energy efficiency in existing and new developments in line with good architectural conservation practice and to promote energy efficiency and conservation in the design and development of all new buildings in the city, encouraging improved environmental performance of building stock.
- CCO13:** To support and encourage pilot schemes which promote innovative ways to incorporate energy efficiency into new developments.

### Electricity

The demand for electricity in the east region is expected to increase by over 80% by 2025. ESB Networks is the key provider of electricity infrastructure in Ireland and works closely with Eirgrid, which is responsible for the operation and the development of the transmission system. Eirgrid’s grid development strategy, GRID25, is designed to ensure that the transmission network has the capacity to provide for growth in electricity demand between now and 2025 (although it is noted that this strategy is being updated and will be replaced by a new grid/transmission strategy plan). There are existing large-scale thermal generating stations at Poolbeg, North Wall, Huntstown and Irishtown and a pumped storage facility at Turlough Hill in Wicklow. Wind resources are confined mainly to offshore locations. Eirgrid and the ESB have a range of major electrical infrastructure projects planned for the coming years.

#### *Electric vehicles and e-bikes*

Electric vehicles (EV) refer to both battery electric vehicles (BEV) and plug-in hybrid vehicles (PHEV) together with e-bikes. Ireland’s target is to achieve 10% electric vehicle usage by 2020. The ESB has installed a number of charge points around the city for electric cars, and transport policy in this development plan (see Chapter 8) promotes the further expansion of such charging points.

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

**CCO14:** To support the government’s target of having 40% of electricity consumption generated from renewable energy sources by the year 2020.

**CCO15:** To facilitate the provision of electricity charging infrastructure for electric vehicles.

### 3.5.3 Climate Change and Flood Risk

The eastern catchment flood risk assessment and management (CFRAM) study aims to meet the requirements of the floods directive, and flood risk/hazard maps are being drawn up with a view to producing comprehensive flood risk management plans (FRAMS). Chapter 9 contains further details. In relation to specific projects, Appendix 11 lists a range of flood defence infrastructure required to protect the more vulnerable parts of the city.

Various projects are currently underway to address areas of the city known to be vulnerable to coastal flooding during extreme events, and therefore requiring new protective works. These include: south campshires flood protection project, Sandymount promenade and flood protection project, and Clontarf promenade development and flood defence project. As part of the proposed Sutton to Sandycove promenade and cycleway project, the planned section adjacent to Bull Island has commenced and this incorporates flood protection works.

The Council carries out flood risk assessments of new plans in accordance with statutory flood risk management guidelines (2009) in order to determine the likelihood of flooding in areas being considered for development or regeneration.

#### It is the Policy of Dublin City Council:

**CC5:** To address flood risk at strategic level through the process of strategic flood risk assessment, and through improvements to the city’s flood defences (see appendix 11).

### 3.5.4 Integrating Climate Change Policies into the Development Plan

Policies and objectives within this chapter are complemented by, and related to, aims contained in other chapters. It is through the implementation of these policies and objectives in their entirety that the overall approach of Dublin City Council to climate change can be considered. The table below provides useful cross-references to each of these chapters, outlining how their content can effectively contribute towards climate change adaptation/mitigation. (Note that this is not exhaustive).



Chapter	Explanation as to how policies and objectives contribute to climate change adaptation and mitigation goals	Predominant emphasis on mitigation (M) or adaptation (A)?
<b>Vision and Core Strategy (Chapter 2)</b>	Focuses at strategic level on the advancement of a compact quality green-connected and resilient city and sustainable neighbourhoods (in association with policies in other chapters).	M + A (concept level )
<b>Shape and Structure of the City (Chapter 4)</b>	Sets parameters for sustainable development in appropriate locations and the creation of sustainable communities in association with the objectives of other chapters.	M + A
<b>Quality Housing (Chapter 5)</b>	Policies support sustainable building design in association with new requirements set out under development standards.	M
<b>City Economy and Enterprise (Chapter 6)</b>	Policies encouraging clean green technologies/industry, and sustainable re-use of existing spaces can help reduce emissions.	M
<b>Movement and Transport (Chapter 8)</b>	Reduced carbon usage and encouragement of more sustainable transport modes and active travel.	M
<b>Sustainable Environmental Infrastructure (Chapter 9)</b>	Sustainable urban drainage measures are encouraged to reduce surface water run-off (which can often exacerbate flooding). Energy efficiencies can reduce both energy loss and energy demand.	M + A
<b>Green Infrastructure, Open Space and Recreation (Chapter 10)</b>	Measures to enhance greening of the city can reduce carbon dioxide in the atmosphere, help adapt the environment to climate change, and encourage reduced motor vehicle usage and more sustainable travel modes.	M + A
<b>Development Standards (Chapter 16)</b>	These have been devised with sustainability goals and improved energy efficiency in mind – from large-scale layouts which are more conducive to active travel, to smaller-scale detail such as improved cycle parking, or permeable hard surfaces.	M + A
<b>Land-use Zoning (Chapter 14)</b>	Takes account of strategic flood risk assessment and also encourages higher densities of development close to public transport routes (which can sustain/facilitate public transport).	A

In addition to, and related to, the above, are the strategic environmental assessment and appropriate assessment processes through which all policies and objectives are assessed. Strategic flood risk assessment influences the pattern of appropriate land-uses.

The following appendices supplement policies and objectives. Appendix 4 helps with climate change mitigation, Appendix 11 contains important adaptation works, whilst Appendix 20 establishes useful indicators.

Appendix no.	Subject	Contribution to climate change adaptation and mitigation goals	Predominantly mitigation (M) or adaptation (A)?
4	Travel Plans + Transport Assessments	Assists in increasing the role of sustainable transport and active travel.	M
11	Flood Defence Infrastructure	Sets out works to address potential flooding alongside rivers and the coast	A
20	City Performance Indicators	Metrics and baseline data helps gauge progress in the future.	Helps develop and improve policies for both A and M.



# 04

## Shape and Structure of the City

## 4.1 Introduction

The spatial structure of Dublin is provided by both its natural setting and man-made features. The River Liffey, along with the canals, contains both the 'old' city and the unique Georgian squares and streets. Together with the larger areas of Victorian and Edwardian architecture both north and south of the canals, and urban villages, these features underpin the city's strong character and identity, which is recognised internationally.

This identity is expressed in a pattern of streets and urban spaces with the natural setting of the city's waterways, the bay and the mountains to the south. The development plan aims to protect and enhance the unique character of the city, derived from both the natural and built environments, while providing opportunities for new development. Dublin's character is derived from its historical layers, ranging from its medieval origins to substantial new contemporary interventions in the built environment in emerging areas such as the Docklands. The basic building blocks of this unique urban character consist of individual buildings, streets (both vibrant and sedate), urban spaces, neighbourhoods and landscapes. New development will be required to respect the unique character of the city by taking account of the intrinsic value of the built heritage, landscape and natural environment.

Streets and urban spaces, which attract people to live, work, shop and exchange ideas, are essential features of a sustainable compact city and the promotion of streets and mixed uses is one of the strategies in this development plan.

In developing strategies for the shape and structure of the city, it is important

to reflect on the changes that have taken place over the past two decades and to set out policies and strategies to ensure that Dublin retains and builds on its renowned urban form and character, while developing new city neighbourhoods which are well connected to their surrounding environment and to the city centre.

This development plan emphasises the importance that good streets, buildings, landscapes and linkages play in regeneration, and reaffirms Dublin as a predominantly low-rise city with height in limited locations.



## 4.2 Achievements

The previous development plan built on the established strategy of developing the spatial structure of the city based on the following 4 key elements:

- a) Expanding the city centre eastwards to the Docklands and westwards to Heuston.
- b) Developing the key district centres as sustainable hubs to anchor the suburbs, for example, Clongriffin–Belmayne, Phibsborough and Naas Road Area.
- c) Creating new development areas and regeneration areas, such as Grangegorman, Pelletstown, the Digital Hub and Poolbeg.
- d) Consolidating the physical development of the city by tackling brownfield, vacant and under-utilised lands, thereby also achieving improvements to the social and economic environments, in addition to the built environment.

Despite the significant contraction of the economy in recent years, considerable progress has and continues to be made on all these fronts. New urban quarters and clusters have emerged in Heuston and the Docklands, thereby expanding the east-west spine of the inner city. Recent developments which further copperfasten this east-west axis include the Criminal Courts of Justice, which sits as a landmark building close to the principal entrance to the Phoenix Park.

In addition to the civic spaces established in recent years, such as Barnardo's Square, the more recent pedestrianisation of Palace Street, together with public realm improvements in the city centre, such as at Fade Street, and the roll-out of the

pedestrian wayfinding scheme across the city centre, have significantly enhanced the urban environment and the attractiveness of the city centre to residents, visitors and investors.

Key also to this strategic approach is the improved delivery of linkages between areas to make a more connected city. The recent provision of the Rosie Hackett Bridge linking Marlborough Street to Hawkins Street builds on the achievements of other recent movement infrastructure such as the Samuel Beckett Bridge.

Dublin city's urban form is continuing to expand to the city's boundaries, for example at Belmayne–Clongriffin and Ashtown–Pelletstown. There have been significant achievements in creating new urban neighbourhoods, and it is critical that these communities are well integrated with and connected to the rest of the city.

While success has been achieved in creating a new spatial form and identity in the suburbs, such as Belmayne–Clongriffin and Ashtown–Pelletstown, for which LAPs have been delivered over the course of the last development plan, it is also acknowledged that others have been less successful to date. However, it is anticipated that the completion and implementation of approved LAPs and SDZs, in addition to SDRAs, will drive the delivery of sustainable, dynamic urban centres.

This development plan strategy is to reinforce the KDCs as the main urban centres outside of the city centre.

### 4.3 Challenges

The challenges to shaping the spatial structure and urban form of the city are threefold:

- To manage change in a sensitive and creative manner, neither making an urban museum nor condoning piecemeal, sporadic development, acknowledging that the value of our city lies in its unique character.
- To cultivate the inner suburbs, and provide neighbourhoods with a choice of homes for a diverse mix of households and communities.
- To extend the form and structure of the city for the benefit of communities in the new developing areas such as Belmayne–Clongfriffin and Cherry Orchard–Park West, including connectivity to these developing areas, and in doing so embrace the potential for quality urban design and place-making.

### 4.4 The Strategic Approach

The vision for the urban form and structure of the city is to achieve a high quality, sustainable urban and natural environment, which is attractive to residents, workers and visitors.

The key approaches to achieving this vision underpinning the development plan are:

- The creation of a more compact city, where residents can live close to their places of work or study, and can easily traverse the city, thereby reducing urban sprawl and unsustainable travel patterns.
- The creation and nurturing of sustainable neighbourhoods, which are designed to facilitate walking and cycling, close to public transport insofar as possible,

and a range of community infrastructure, in quality, more intensive mixed-use environments (please refer also to Dublin City Council policy QH4 which supports proposals from approved housing bodies and voluntary housing bodies).

- The form and structure of the city must be enduring to support and maintain real economic recovery, to take advantage of the opportunities arising as a result of the recent upturn in the economy, and provide a critical mass to support investment, innovation and the smart economy.
- The development of a well-designed and defined network of streets and quality urban spaces, together with the achievement of a good mix of uses to encourage vitality, in well-designed buildings which are appropriate to their context.
- The development of a green infrastructure strategy for recreation, amenity, biodiversity and climate change reasons.
- The pursuit of a distinctive Dublin brand and identity.
- The integration of strategic transportation programmes into the urban form and structure of the city, thereby achieving maximum benefit from investment in public transport infrastructure.
- The integration of a cultural and social vision into place-making.
- The creation of a consolidated city, whereby infill sites are sustainably developed and new urban environments are created, by actively promoting active land management, a key component of which is the vacant site levy.

## 4.5 Policies and Objectives

### 4.5.1 The Inner City and Docklands at the Heart of the Region

Dublin, as the capital city, is at the heart of the city region. The inner city performs the function of a capital city core, extending through the inner and outer suburbs to regional centres, such as Swords, Tallaght and Sandyford, through the proposed innovation corridors described in the core strategy.

With regard to the expansion of the city centre, there has been a remarkable turnaround from the mid-1980s when there was extensive dereliction and vacancy in the inner city, including the quays.

The strong economy in the years leading up to and following the millennium, together with the integrated area plans, strategic land-use zoning policies and the delivery of the Luas system, has pushed investment through the inner city.

With regard to urban form generally, the inclusion of streets in large retail and mixed-use schemes is also a welcome enhancement of the desired urban form for the city.

#### 4.5.1.1 Approach to the Inner City

The rapid expansion of the city has led to isolated clusters of development. It is anticipated that the implementation of the Dublin City Public Realm Strategy and the proposed cycle network will help address this challenge, thereby making both recently developed and established areas more coherent and connected.

While a tremendous amount of urban regeneration has lifted many areas of the new extended inner city, there remains a great sense of unevenness, with pockets

of excellence contrasting with areas still in need of rejuvenation, including the social housing regeneration areas.

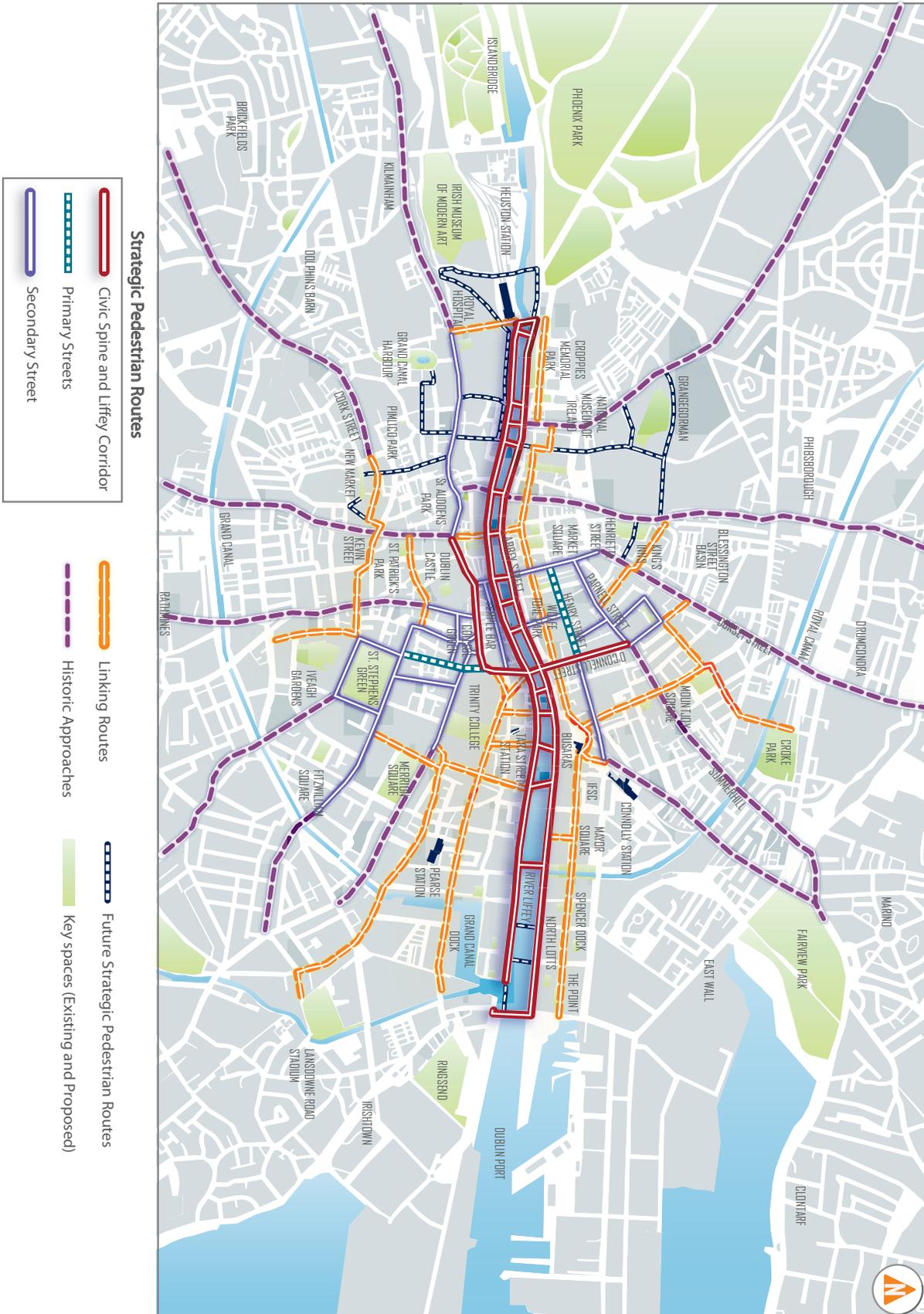
Large tracts of brownfield sites remain in the inner city, and whilst not excessive by international standards, they significantly detract from its character and coherence. The inner city vacant lands study has identified approximately 60 hectares of brownfield or dilapidated lands within the canal ring.

While such lands, both individually and cumulatively, adversely impact on their immediate environs and the wider inner city environment, the appropriate re-development of such lands represents an opportunity to significantly enhance both the built and social environment of the inner city, especially those areas most in need of regeneration, by bringing housing and employment to them.

Of particular significance is the implementation of the Grangegorman SDZ, whereby the relocation of Dublin Institute of Technology to this area and the provision of other services and facilities connect directly with its surrounding area and will anchor the regeneration of this part of the north inner city. The delivery of the Grangegorman SDZ complements the north-south links with the evolving Digital Hub area in the Liberties.

A positive feature of the identity of the inner city is the strength of the sense of place which exists in different clusters. The development plan seeks to strengthen place-making in the city in order to consolidate and enhance the city centre, at the heart of the city region. The traditional radial market streets are an important part of the fabric of the city, and the living city initiative will assist in the renovation and animation of these 'windows' to the city by incentivising residential occupation of vacant upper floors.

Fig.3 Making a Legible City – Key Spaces and Connections



However, the various clusters must also be interconnected. The Dublin City Public Realm Strategy sets out the key actions and projects to deliver a high-quality public realm in and between key public spaces, both in established and emerging clusters.

The key elements of this public space network are:

- The River Liffey quays, including the campshires and the Liffey boardwalk
- The grand civic spine from Parnell Square to Christchurch, via O'Connell Street, College Green and Dame Street
- Extending this network to adjacent regeneration areas, for example, the Liberties, Grangegorman, the Docklands



#### It is the Policy of Dublin City Council:

- SC1:** To consolidate and enhance the inner city by linking the critical mass of existing and emerging clusters and communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Digital Hub, Newmarket, Parnell Square, the Ship Street Area and Smithfield, with each other, and to regeneration areas.
- SC2:** To develop the city's character by cherishing and enhancing Dublin's renowned streets, civic spaces and squares; to create further new streets as part of the public realm when the opportunities arise; to protect the grain, scale and vitality of city streets; to revitalise the north and south Georgian squares and their environs, and to upgrade Dame Street/ College Green as part of the Grand Civic Spine.
- SC3:** To develop a sustainable network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable.
- SC4:** To promote a variety of recreational and cultural events in the city's civic spaces.
- SC5:** To promote the urban design and architectural principles set out in Chapter 15, and in the Dublin City Public Realm Strategy 2012, in order to achieve a quality, compact, well-connected city.

**It is the Policy of Dublin City Council:**

**SC6:** To promote an exceptional urban design and architectural response in relation to any proposed re-development of the ESB headquarters site on Fitzwilliam Street Lower, which respects and enhances the character and composition of the Georgian streetscape in terms of the solid to void ratio, the rhythm of windows and doors, the proportion and scale of the ground floor storey to the upper storeys, parapet height, the quality and craft of materials and finishes (including brickwork), the relationship with the public realm (including the degree of public access), the way by which the building holds the Georgian Street line, together with the long-term durability and environmental sustainability of the building, all in accordance with the development plan's urban design principles.

**SC7:** To protect and enhance important views and view corridors into, out of and within the city, and to protect existing landmarks and their prominence.

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

**SCO1:** To implement a programme of environmental improvements along the Grand Civic Spine from Parnell Square to Christchurch Place, including College Green and Dame Street, arising from the opportunities provided by the introduction of the College Green bus priority system, the Luas cross-city line and the 'Dubline' initiative.

**SCO2:** To implement the actions and projects contained in the Dublin City Public Realm Strategy 2012 and any successor public realm strategy.

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

**SCO3:** To develop an active land management strategy for the city, which shall include mapping of brownfield and other lands, such as vacant, under-utilised or large undeveloped sites including Clontarf Baths; tracking progress on planning applications and identification of barriers to development, and which shall take account of the Dublin Inner City Vacant Land Study 2015 and any successor study, with the aim of promoting development on the lands identified, taking into account the actions contained in the government's strategy for the construction sector, Construction 2020, public transport services and transport investment priorities.

**SCO4:** To undertake a views and prospects study, with the aim of compiling a list of views and prospects for protection and/or enhancement which will be integrated with and complement the urban form and structure of the city.

**4.5.1.2 Approach to the Docklands and the Port**

The Docklands is often viewed as a new urban quarter, where the wider River Liffey and larger block structure, together with the juxtaposition of the Docklands to other waterbodies such Grand Canal Dock and the river Dodder, combine to create the potential for a completely new identity.

The challenge here is to ensure that the character of the Docklands is retained and is enhanced, and that good connectivity between the city centre and the Docklands is achieved such that the Docklands is seen as being an integral part of the city centre, rather than as a separate entity.

Significant achievements have been made in recent years, not only in the scale of commercial and apartment development, but also in creating a strong sense of place

in this new urban quarter. The active use of the public realm in the Docklands to host events and the use of the waterbodies, such as the Grand Canal Dock, for active leisure or recreational uses significantly enhances the vitality of this evolving urban environment. Other symbols of place-making in the built environment include the 3 Arena (Point Depot), Mayor Square, the public spaces and square at Grand Canal Quay, and the campshires.

The North Lotts and Grand Canal strategic development zone (SDZ) includes strategies for the continued development of the Docklands, and builds on the earlier North Lotts planning scheme, the Grand Canal planning scheme, and the Dublin Docklands Masterplan 2008. The provision of new Liffey bridges including the proposed bridge at the river Dodder will further improve connectivity of the Docklands with the city centre and the wider region. 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 city and it is considered prudent to plan the structure of this part of the city, including the proposed public transport network, to fully integrate with the developing new city structure and character, while having regard to the Dublin Port Company Masterplan 2012–2040.

New proposals by Dublin Port to accommodate cruise ships directly east of the Tom Clarke Bridge will further animate the campshires and general Docklands area, enhance the social and commercial environment of this urban quarter and will

improve connectivity between the port and the city. There is potential to include a marine services, hotel and exhibition centre in the Point area immediately east of the SDZ, to consolidate this cluster and complement the cruise shipping facility. Dublin City Council recognises Dublin Port as a major source of employment in the area as well as the need for a ferry terminal service and linkages to the natural amenities of Dublin Bay.

#### It is the Policy of Dublin City Council:

**SC8:** To recognise the distinctive character of the Docklands regeneration area and to work with the relevant authorities to increase connectivity with the city centre.

**SC9:** To support and recognise the important national and regional role of Dublin Port in the economic life of the city and region and to facilitate port activities and development, having regard to the Dublin Port Masterplan 2012–2040.

#### 4.5.2 Inner Suburbs and Outer City as Part of the Metropolitan Area

The built-up area of the city is expanding and is projected to expand to its boundaries with development at Clongriffin–Belmayne, Ashtown–Pelletstown, Park West and Cherry Orchard. These large suburban areas must be integrated into the emerging structure of the city, both in relation to the city centre and the metropolitan area as the city extends along the innovation corridors to the north, west and south.

Some of the key district centres (KDCs) also act as gateways to the city, located either along strategic national primary routes or key public transport routes, such as Finglas or the Naas Road lands. These gateway locations create an opportunity to strengthen the city's visual identity and

signal the entrance to the city, and so are ideal locations for high quality landmark buildings, structures and civic spaces.

**The overall challenge is to develop the suburbs as building blocks to strengthen the urban structure of the city and comprise:**

1. The full range of district centres, e.g. Rathmines, Crumlin, Finglas. These are centres which can provide a strong sense of urban place, are centres for local services and form a basis for sustainable neighbourhoods.
2. The developing areas such as Ballymun, Clongriffin–Belmayne, Ashtown–Pelletstown, Park West, Grangegorman, Phibsborough and Stoneybatter.
3. A strategic green network, comprising river/canal corridors and open/ institutional lands which can contribute to the built and natural landscape of the city.

**4.5.2.1 Approach to the Inner Suburbs and Outer City**

The strategy is to continue to strengthen the hierarchy of suburban centres from the district to the local level, to make these centres capable of providing sustainable city living and good urban place-making and to integrate the three innovation corridors into the fabric of the various centres, where relevant.

1. **Key District Centres:** As the top tier of urban centres outside the city centre, these will be strong spatial hubs, providing for a comprehensive range of commercial and community services. The uses are set out in Chapter 14 (Land-use Zoning) of the Plan and are listed under zoning objective Z4. While some of KDCs may have an

established urban form, these centres should also be capable of achieving a distinctive spatial identity with a high-quality physical environment.

2. **District Centres:** These are usually urban villages. These have a smaller scale than the KDCs but continue to promote an important economic, social and physical focal point for neighbourhoods and communities.
3. **Neighbourhood Centres:** These support the other higher level centres in the hierarchy, within reasonable walking distance. These small centres are extremely important for local communities for providing day-to-day needs, and are considered appropriate localities for a range of community services.



**It is The Policy of Dublin City Council:**

**SC10:** To develop and support the hierarchy of the suburban centres, ranging from the top tier key district centres, to district centres/urban villages and neighbourhood centres, in order to support the sustainable consolidation of the city and provide for the essential economic and community support for local neighbourhoods, including post offices and banks, where feasible, and to promote and enhance the distinctive character and sense of place of these areas.

**SC11:** To promote employment and economic opportunities in the KDCs, district centres/urban villages and in neighbourhood centres in the identified innovation corridors and clusters.

**SC12:** To ensure that development within or affecting Dublin's villages protects their character.

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

**SCO5:** To prepare a number of local environmental improvement plans, village improvement plans, village design statements, or other non-statutory plans for existing district centres and other areas in need of a relevant plan, in conjunction with the relevant Area Committee insofar as priorities and resources permit (*see list of potential list of LEIP's at paragraph 2.2.8.1*).

### 4.5.3 Making a more Compact Sustainable City

#### 4.5.3.1 Urban Density

The National Spatial Strategy 2002–2022 recognises that the physical consolidation of Dublin, supported by effective land-use policies for the urban area itself, is an essential requirement for a competitive Dublin, and that consolidation is also required for the public transport system to function effectively.



Similarly, the Regional Planning Guidelines for the Greater Dublin Area 2010–2022 recognise that land-use and transport are critical inter-linked policy tools that need to work together to better realise economic success, environmental protection and quality of life. Good quality, higher density developments such as those at Heuston South Quarter and Clancy Quay within the inner city, and Seascope in Clontarf (in the outer city) can make a positive contribution to the evolving urban form and structure of the city.

Intensive mixed-use developments on well-located urban sites, including smaller infill sites such as that at 50-58 Percy Place, Dublin 4, can help to achieve sustainable land use and movement patterns.

This plan will continue to physically consolidate the city and to optimise the efficient use of urban land. This will minimise wastage of scarce urban land, reduce urban sprawl and provide for a compact city with attractive mixed-use neighbourhoods, a variety of housing types and tenure, and adaptable housing, where people of all ages will choose to live as a matter of choice.

Higher densities will be promoted in the city centre, within KDCs, SDRAs and within the catchment of high capacity public transport. The density standards set out in this plan will promote the development of high quality, sustainable densities and the consolidation of urban form. This approach is consistent with, and has been informed by, Guidelines for Planning Authorities on Sustainable Urban Development (Cities, Towns and Villages), (Department of Environment, Heritage and Local Government, 2009), and its companion document, Urban Design Manual: A Best Practice Guide.

There are a number of inter-linked sustainable standards and safeguards throughout the Development Plan, all designed to ensure that quality density is delivered through a variety of mechanisms such as contextual streetscapes, urban form, stepped heights in transitional zones, together with open space standards and amenity standards.

The green infrastructure network provides for quality recreational, biodiversity and carbon and water soakage areas as an integral part of the city form and structure (See Chapter 10).

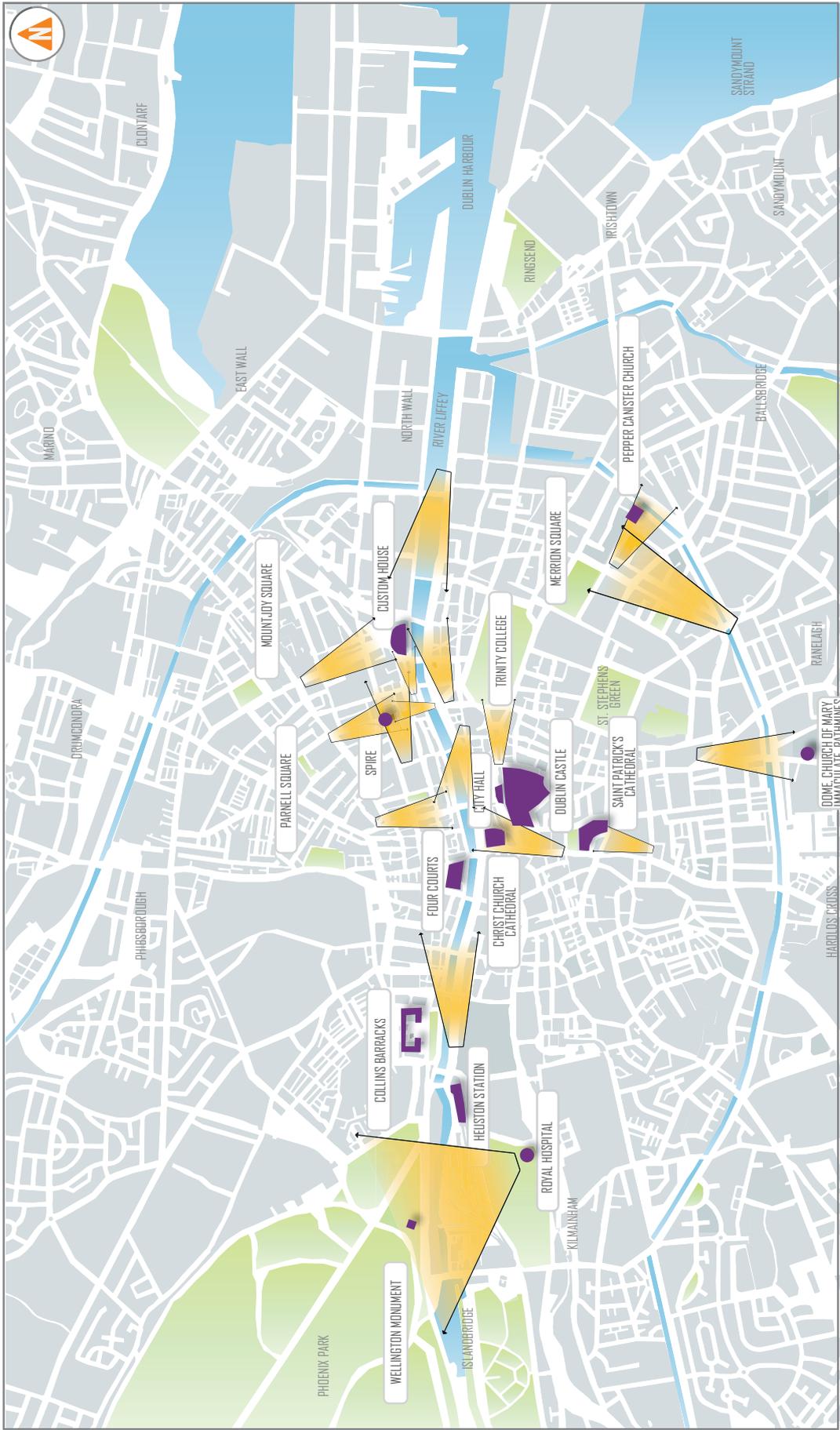
**It is The Policy of Dublin City Council:**

**SC13:** To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city, which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 16 (development standards), including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.

**SC14:** To promote a variety of housing and apartment types which will create a distinctive sense of place in particular areas and neighbourhoods, including coherent streets and open spaces.

**SC15:** To recognise and promote green infrastructure and landscape as an integral part of the form and structure of the city, including streets and public spaces.

Fig.4 Key Views and Prospects (Indicative)



#### 4.5.4 Taller Buildings as Part of the Urban Form and Spatial Structure of Dublin

A study commissioned by Dublin City Council to examine the issue of building height in the context of Dublin, 'Managing Intensification and Change: A Strategy for Dublin Building Height' (DEGW, 2000), identified character areas and locations within the city which would allow for large-scale growth, including height clusters, particularly close to major public transport nodes.

This development plan updates and refines both the DEGW study and the 2011–2017 development plan to take account of the core strategy, including the emphasis on public transport in the Government's Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009–2020, and the NTA's Transport Strategy for the Greater Dublin Area 2016–2035, and to provide clarity in relation to spatial policy on tall buildings.

##### 4.5.4.1 Approach to Taller Buildings

Dublin City Council acknowledges the intrinsic quality of Dublin as a low-rise city and considers that it should remain predominantly so. The vast majority of the city area is identified as not being suitable for mid-rise or taller buildings. The City Council remains committed to the need to protect conservation areas, architectural conservation areas and the historic core of the city.

However, taller buildings can also play an important visual role and can make a positive contribution to the skyline of a city. Dublin City Council recognises the merit of taller buildings, including landmark buildings, in a very limited number of locations at a scale appropriate for Dublin. Accordingly, the spatial approach to taller

buildings in the city is in essence to protect the vast majority of the city as a low-rise city, including established residential areas and conservation areas within the historic core, while also recognising the potential and the need for taller buildings to deliver the core strategy.

Clustering of taller buildings of the type needed to promote significant densities of commercial and residential space are likely to be achieved in a limited number of areas only. Taller buildings (over 50m) are acceptable at locations such as at major public transport hubs, and some SDRAs. For example, the North Lotts and Grand Canal Dock SDZ planning scheme provides for a limited number of tall buildings at Boland's Mills, the Point, Spencer Dock Square and Britain Quay.



There are also a few areas where there are good transport links and sites of sufficient size to create their own character, such that a limited number of mid-rise (up to 50m) buildings will help provide a new urban identity. These areas of the city are the subject of a local area plan, strategic development zone or within a designated SDRA.

The review of the 2011–2017 development plan indicated that there are some anomalies in the height standards such that, for example, a 6-storey residential building at 19m high and a 7-storey office building, at 28m high, could potentially result in an incoherent streetscape. In addition, some uses, for example, hospitals or student halls of residence, do not fall conveniently into the conventional 3m storey height for residential schemes, and 4m storey height for commercial schemes. These anomalies are rectified by reference to maximum heights in metres only.

In all cases, proposals for taller buildings must respect their context and address the assessment criteria set out in the development standards section, to ensure that taller buildings achieve high standards in relation to design, sustainability, amenity, impacts on the receiving environment, and the protection or framing of important views. In addition, a set of development principles for each of the identified areas to inform LAPs, SDZs and SDRAs are set out in Chapter 15.

As such, it is policy to provide for taller buildings in those limited locations identified in the building height in Dublin map in order to promote investment, vitality and identity. Of the 14 specific areas identified for mid-rise (up to 50m) and taller (above 50m) buildings:

- 10 are in the mid-rise category of which 4 are in areas already the subject of local area plans
- 4 are in taller category, and comprise the Docklands Cluster, Connolly, Heuston and George's Quay (part of the Docklands is covered by the SDZ planning scheme).

The guiding principles for development in SDRAs (Chapter 15) set out the locations for taller building in these areas. It is policy to retain the remaining areas of the city to a maximum height of between 16m to 28m depending on location, as set out in Chapter 16 (development standards).

In recognition of the national, social and cultural importance of the Liberty Hall site, the height limitations set out in the development plan may be set aside or relaxed in considering a proposal for the redevelopment of the site which will provide for the continuation of its national, historic, social and cultural status. Any such proposal will be considered against the relevant standards set out in the section dealing with the assessment criteria for high buildings.

#### It is The Policy of Dublin City Council:

**SC16:** To recognise that Dublin City is fundamentally a low-rise city and that the intrinsic quality associated with this feature is protected whilst also recognising the potential and need for taller buildings in a limited number of locations subject to the provisions of a relevant LAP, SDZ or within the designated strategic development regeneration area (SDRA).

**It is The Policy of Dublin City Council:**

**SC17:** To protect and enhance the skyline of the inner city, and to ensure that all proposals for mid-rise and taller buildings make a positive contribution to the urban character of the city, having regard to the criteria and principles set out in Chapter 15 (Guiding Principles) and Chapter 16 (development standards). In particular, all new proposals must demonstrate sensitivity to the historic city centre, the River Liffey and quays, Trinity College, the cathedrals, Dublin Castle, the historic squares and the city canals, and to established residential areas, open recreation areas and civic spaces of local and citywide importance.

**SC18:** To promote a co-ordinated approach to the provision of tall buildings through local area plans, strategic development zones and the strategic development and regeneration areas principles, in order to prevent visual clutter or cumulative negative visual disruption of the skyline.

**4.5.5 The Public Realm**

A high-quality public realm makes a more attractive place to live, work and visit, and provides for an improved quality of life for all. Such a public realm can have a very positive impact on Dublin’s competitiveness with other city regions internationally, both for tourism and for investment.

With regard to the city centre, in particular, ease of access to persons of all ages and abilities is a significant indicator as to how inclusive Dublin is as a city. ‘Your City - Your Space’, Dublin City’s Public Realm Strategy (2012), builds on the Legible Dublin Study 2004, and the implementation of this strategy has and will continue to result in significant upgrading of the city’s public realm.

Proposals to improve the public realm will take account of the Urban Design Manual - A Companion Document to the

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Department of Environment, Heritage and Local Government, 2009) and the Design Manual for Urban Roads and Streets (Department of Environment, Community and Local Government and Department of Transport, Tourism and Sport, 2013). Improvements to the public realm in recent years include the renovation of Grafton Street, the pedestrianisation of Palace Street, environmental improvement works at Fade Street, the removal of brown fingerpost signs within the canal ring, and the environmental and visual benefits to the public realm achieved through the ‘Love the Lanes’ project.

Further enhancements to the public realm are to be designed for the Grafton Street Quarter. Future opportunities for improvements to the public realm also arise with the implementation of the Luas cross-city at St Stephen’s Green and surrounding areas.

It is desirable that the perceived extent of the city core expands over the coming years, due in part to very high footfall and relatively limited pedestrian space in the core. Proposals to create a new cultural quarter at Parnell Square, to include the re-location of the City Library from the ILAC Centre, and to renovate and create a new food hall and café/restaurant destination at the Victorian wholesale fruit and vegetable market at Mary’s Lane, will significantly expand the public’s perception of the city core, and will create new destination points in the city.

The incorporation of seating and landscaping into the design of the Luas-enabled Rosie Hackett Bridge demonstrates a departure from designing a bridge primarily as a movement corridor, to instead



recognise that the inclusion of seating affords the public the opportunity to rest and to enjoy the amenities of the riverscape, thereby significantly enhancing the public's experience of their urban environment.

It is, therefore, very important that the City Council continues to develop public realm strategies and to invest in the urban environment, in order to ensure that a coherent, walkable city centre, which allows for ease of movement and is inviting to persons of all abilities, is achieved.

#### It is The Policy of Dublin City Council:

**SC19:** To promote the development of a network of active, attractive and safe streets and public spaces which are memorable, and include, where appropriate, seating, and which encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.

#### It is The Policy of Dublin City Council:

**SC20:** To promote the development of high-quality streets and public spaces which are accessible and inclusive, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities.

**SC21:** To promote the development of a built environment and public spaces which are designed to deter crime and anti-social behaviour, which promote safety and which accord with the principles of universal design, as set out in the Dublin City Public Realm Strategy.

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

**SCO6:** To carry out an audit of existing street furniture poles and signage in the public realm, with the aim of removing at least 20% of such redundant elements, in order to reduce street clutter and to seek the multiple uses of poles for road and directional signage including butterfly bike locking.

**SCO7:** To examine the possibility of closing the area along the River Liffey in front of the Customs House to motorised traffic on Saturdays and Sundays to create a new public plaza.

**SCO8:** To prioritise the redevelopment of College Green as a pedestrian friendly civic space, including the pedestrianisation of Foster Place.

**SCO9:** To work with city business associations and agencies to provide for appropriately located, independently accessible sanitary facilities (public toilets, changing areas, showers and wash facilities etc) for the use of citizens and visitors to the city and accessible to all. (See Appendix 15).

#### 4.5.6 Outdoor Advertising Strategy

A strategy has been developed for commercial advertising in the public domain (Appendix 19). This strategy forms the basis of a practical policy to be applied to all proposals for outdoor advertising.

This strategy is based on an analysis of how sensitive different parts of the city are to advertisement structures and identifies constraints and opportunities for the location of these structures. It also sets out what types of structures are acceptable as outdoor advertising elements. While commercial viability is a key consideration, it has been balanced with the need to create a high quality public domain and to safeguard and enhance sensitive areas and sites. The strategy also provides for a co-ordinated bartering system, to rationalise the location and concentration of existing advertising structures.

##### It is the Policy of Dublin City Council:

**SC22:** To consider appropriately designed and located advertising structures primarily with reference to the zoning objectives and permitted advertising uses and with secondary consideration of the outdoor advertising strategy. In all such cases, the structures must be of high-quality design and materials, and must not obstruct or endanger road users or pedestrians, nor impede free pedestrian movement and accessibility of the footpath or roadway.

**SC23:** To actively seek the removal of unauthorised advertisements, fabric banners, meshes, banner or other advertising forms from private property and public areas.

#### 4.5.7 Pedestrian Wayfinding System

Clear directional signs are an essential element in helping people to locate the many attractions of the city along the most appropriate route in a safe and efficient manner. Dublin City Council has implemented a pedestrian wayfinding system, which has been designed to help the pedestrian to move around the city and to find destinations easily. The emphasis of the system is on key cultural, civic and religious places of interest, rather than commercial services.

The system comprises two complementary elements. The first element is map panels which contain 'heads up' maps which are cropped from a master map. The second element is the network of finger panels mounted on stainless steel poles. This comprehensive network of directional signage significantly enhances legibility in the urban environment, and in particular improves the visitor experience of the city.

##### It is The Policy of Dublin City Council:

**SC24:** To consolidate and expand the Pedestrian Wayfinding System which will provide a basis for a more coherent system of pedestrian signage.

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

**SCO10:** To review the Pedestrian Wayfinding System in consultation with the Department of Transport, Tourism & Sport, Dublin Tourism, national cultural institutions and other civic interests in order to ensure the provision of appropriate signage for the principal places of interest in the city.

**SCO11:** To develop a map of significant public rights of way during the lifetime of the development plan.

#### 4.5.8 Making Sustainable Neighbourhoods

The importance of creating good neighbourhoods is imbued throughout the development plan, with regard in particular to residential, community and connectivity perspectives. However, these aspects must be fully integrated with the physical shape of neighbourhoods, which together contribute to the form and structure of a consolidated city.

In addition, while there is much emphasis on promoting the appropriate re-development of vacant and brownfield lands in the city, it is equally recognised that there is also a sizeable amount of non-occupancy or under-occupancy of older housing stock and other buildings throughout the city.

The City Council's aim to physically consolidate the city includes the goal of bringing vacant or under-utilised buildings into use, thereby preventing urban sprawl and optimising the use of scarce urban land, a finite resource.

With regard to the south Georgian core in particular, these matters of vacancy and re-use are key matters which are examined in 'The Future of the South Georgian Core – Research Findings and Recommendations to Steering Group' (Planning and Economic Development Department, Dublin City Council, 2013).

#### 4.5.9 Urban Form and Architecture

Well-considered urban design and architecture, through its context to the public realm, use of materials and finishes, can make a positive contribution to the townscape and urban environment, and can improve the environmental performance, competitiveness and attractiveness of the city.

The quality of urban design and architecture improves economic value and is a key element in regeneration proposals, and good design can improve the experience of all the city's communities in everyday life. Furthermore, it is important to consider the economic benefits of future-proofing the design of a building or project, if costs to retro-fit or re-design an existing scheme are to be avoided in the future.

Design principles, policies and standards for urban design and architecture are set out in Chapter 16 (development standards). Chapter 11 (culture and heritage) includes further guidance on development in conservation areas and protected structures.

#### It is The Policy of Dublin City Council:

**SC25:** To promote development which incorporates exemplary standards of high-quality, sustainable and inclusive urban design, urban form and architecture befitting the city's environment and heritage and its diverse range of locally distinctive neighbourhoods, such that they positively contribute to the city's built and natural environments. This relates to the design quality of general development across the city, with the aim of achieving excellence in the ordinary, and which includes the creation of new landmarks and public spaces where appropriate.

**SC26:** To promote and facilitate innovation in architectural design to produce contemporary buildings which contribute to the city's acknowledged culture of enterprise and innovation, and which mitigates, and is resilient to, the impacts of climate change.

**SC27:** To stimulate innovation and quality in design, design competitions will be promoted for significant developments.

**It is The Policy of Dublin City Council:**

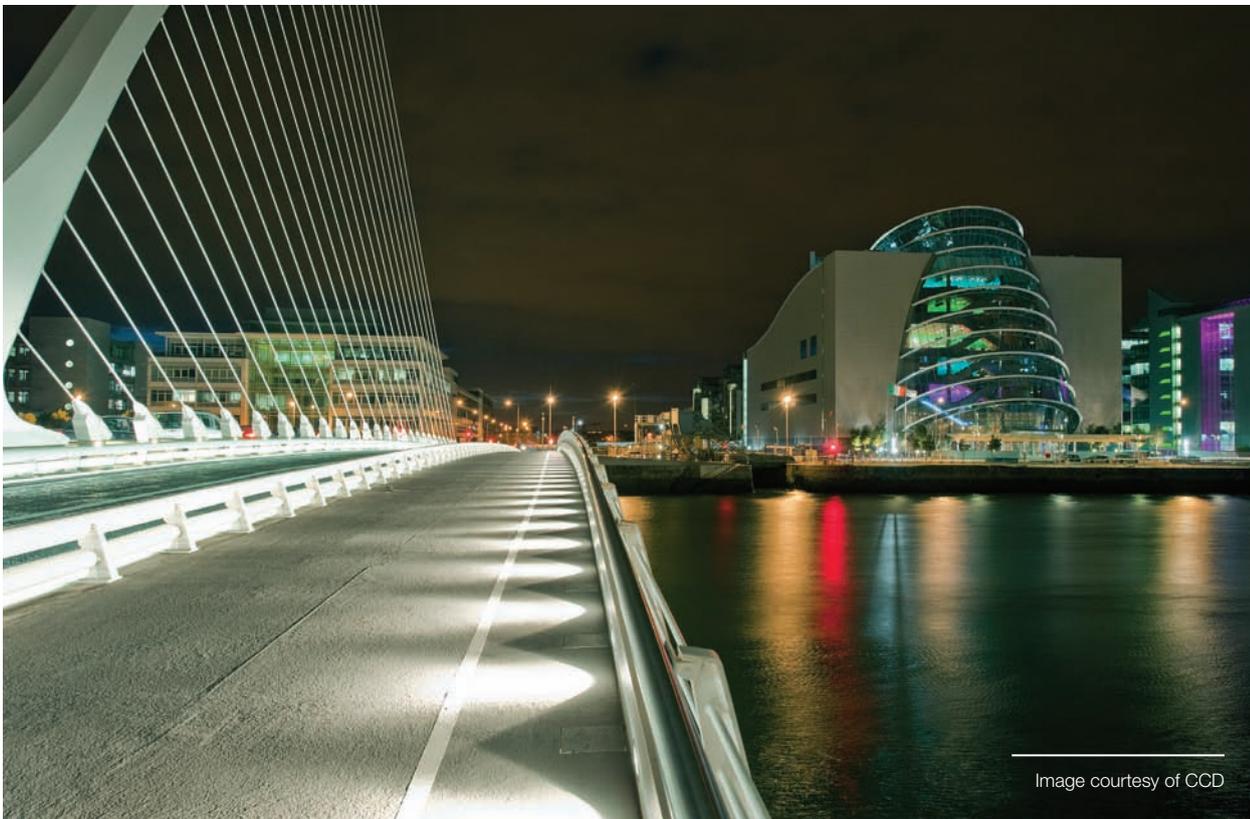
**SC28:** To promote understanding of the city's historical architectural character to facilitate new development which is in harmony with the city's historical spaces and structures.

**SC29:** To discourage dereliction and to promote the appropriate sustainable re-development of vacant and brownfield lands, and to prioritise the re-development of sites identified in Dublin Inner City Vacant Land Study 2015.

**SC30:** To promote residential use on upper floors of existing and new buildings and to support the Government's Living City Initiative.

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

**SCO12:** To investigate opportunities to access EU Structural Funds to support the regeneration of the city.







# 05

## Quality Housing

## 5.1 Introduction

The provision of quality homes which provide for the needs of the city's population and which contribute to the making of good, connected neighbourhoods is a key priority of the Development Plan. Housing completions in Dublin city rose to 7,746 units in 2006 and fell to 502 units in 2013. Demand for social housing grew during the recession and output fell as a result of fewer Part V completions and pressure on exchequer funding. In this context, the Government issued Construction 2020 'A Strategy for a Renewed Construction Sector', the Social Housing Strategy 2020, and the Planning and Development (Amendment) Act 2015.

The Planning and Development (Amendment) Act 2015 brought in significant changes to the provision of social housing under Part V, including the

lowering of the potential obligation to 10% and limiting the application of Part V to developments of 10 or more units, with a view to stimulating housing construction and helping to make housing more affordable by matching housing supply with demand.

Construction 2020 established a roadmap to recovery including the creation of the housing supply co-ordination taskforce for Dublin. The housing market is now in the early stages of recovery and it is recognised that the delivery of quality housing in Dublin city is a key issue for our citizens and competitiveness.



## 5.2 Achievements

The population of Dublin city grew from 506,211 in 2006 to 525,383 in 2011. In Dublin city, some 2,246 housing units were delivered through the Part V mechanism between 2002 and 2013, including 601 voluntary units, and 283 units were delivered as social housing for the local authority.

Dublin City Council is the regional co-ordinating authority for the Dublin housing supply co-ordination taskforce. The Dublin city taskforce results for quarter 1 of 2015 indicate that there are over 4,600 units with full planning permission, and almost 1,500 units subject to current planning applications.

Despite the recession, some progress has been made in the provision of new housing in the city. As part of the regeneration of St Michael's Estate, 75 units were delivered as a mix of houses and apartments in a new development called Thornton Heights which has been built to development plan standards, including the use of renewable energy such as solar panels.

Phase 1 of the regeneration of Dolphin House has been approved to provide 100 dwelling units, including new houses, new apartments and public realm improvements. Demolition has commenced to facilitate the implementation of approved plans for the regeneration of St Teresa's Gardens which will include 50 new units as a mix of houses and apartments and the provision of a new urban park with enhanced permeability.

The 'Kickstart' approach, which leverages existing infrastructure and allows for initial development at a lower density, has been adopted in strategic residential development areas and has resulted in the delivery

of additional homes and the continued development of new neighbourhoods in Pelletstown and Clongriffin.

## 5.3 Challenges

It is important that the city has housing that is affordable and attractive to all who want to live in the city, including: high quality spacious housing units with good levels of amenity in terms of green open space, daylight and sunlight; adaptable and flexible units that readily provide for changing needs over time including the needs of families with children; high-quality, well-designed communal areas; good property management; agreed phasing of larger developments to ensure appropriate infrastructure is provided in tandem with residential development; and sustainable building designs which are energy efficient and utilise renewable energy sources.

The development plan includes a socially inclusive housing strategy for the existing and future population of the city including the needs of those requiring social housing. The housing strategy indicates that: there is a good distribution of zoned and serviced land in Dublin which at 440 hectares has the capacity to meet the regional population target; the population of Dublin city is projected to increase by 59,038 people between 2015 and 2022; there is a need to construct 4,215 units each year over the lifetime of the strategy to meet this target; and it will be necessary to set aside 10% for social housing as permitted under Part V of the Planning and Developments Act 2000 (as amended). The complete housing strategy is contained in the development plan appendices (see Appendix 2A).

Housing completions in Dublin city fell below 600 units per year between 2011 and 2013, which is the lowest level of

output in 20 years, due to a range of issues affecting the housing market, including: the cost of land, the cost of financing, and the difference between the cost of delivering housing and the sale price.

There is a pressing need to facilitate a significant increase in housing output whilst creating high-quality accommodation to address a range of housing issues, including homelessness. In this regard, the City Council will engage in active land management, relax standards to facilitate residential development on upper floors where appropriate, and to recognise and facilitate, where appropriate, distinct components which are developing within the housing market such as: professionally managed private rental, approved housing bodies, student accommodation, and housing for older people.

## 5.4 The Strategic Approach

The delivery of quality homes in the compact city is a key issue for our citizens and competitiveness. The approach is to build on the policies of the last development plan and implement the core strategy by:

- supporting the regional settlement strategy which seeks to re-balance future growth in the region and consolidate development in the metropolitan area
- providing for an appropriate quantity and quality of residential accommodation incorporating sustainable densities and designs
- engaging in active land management through the Dublin Housing Supply Co-ordination Taskforce and working closely with key stakeholders including NAMA
- providing for a variety of housing typologies and tenures which are

adaptable, flexible, and meet family needs and the changing needs of people throughout their lives

- providing for the right quantity of appropriate housing in the right locations that is accessible and affordable for all residents of the city through the implementation of the housing strategy
- providing for the creation and improvement of attractive mixed-use sustainable neighbourhoods which benefit from the phased delivery of supporting infrastructure. In addition the city development plan will through its active land management approach seek to implement the National Action Plan for Housing and Homelessness (2016).

## 5.5 Policies and Objectives

### 5.5.1 National and Regional Guidelines and the Housing Strategy

The Department of Housing, Planning, Community and Local Government (previously the Department of the Environment, Heritage and Local Government) has published several guidelines relating to the government's vision for housing and the promotion of sustainable urban housing, including: 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007), 'Delivering Homes Sustaining Communities – Statement on Housing Policy' (2007), 'Sustainable Urban Housing: Design Standards for New Apartments' (2015), and 'Sustainable Residential Development in Urban Areas' with an associated 'Best Practice Urban Design Manual' (2008). The city development plan seeks to build upon and enhance the provisions of these guidelines.

The Regional Planning Guidelines for the Greater Dublin Area (2010–2022) provide a settlement hierarchy for the region and housing allocations for relevant local authorities. The Dublin Regional Authority has been replaced by the Eastern and Midlands Regional Assembly which will be responsible for the formulation of a new Regional Spatial and Economic Strategy to replace the existing Regional Planning Guidelines. The timeframe for commencement of the Regional Spatial and Economic Strategy will not coincide with the review of the development plan. Therefore, the development plan has been informed by the provisions of the existing regional planning guidelines complemented by an analysis of current data trends including the CSO regional projections.

The Dublin City Council housing strategy contained in the appendices addresses many issues associated with housing in the city, including housing need, the amount of serviced and zoned land required to meet projected housing need, the need for housing units of different types and sizes, improving social mix, and catering for those with particular needs including older people, Travellers, homeless people and disabled people.

#### It is the Policy of Dublin City Council:

**QH1:** To have regard to the DEHLG Guidelines on 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007), 'Delivering Homes Sustaining Communities – Statement on Housing Policy' (2007), 'Sustainable Urban Housing: Design Standards for New Apartments' (2015) and 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual: A Best Practice Guide' (2009).

#### It is the Policy of Dublin City Council:

**QH2:** To have regard to the Regional Planning Guidelines for the Greater Dublin Area and make provision for the scale of population growth and housing allocations outlined in these Guidelines, taking account of the Central Statistics Office Regional Population Projections 2016–2031 and to have regard to any Regional Spatial and Economic Strategy that replaces the Regional Planning Guidelines.

**QH3:** (i) To secure the implementation of the Dublin City Council Housing Strategy in accordance with the provision of national legislation. In this regard, 10% of the land zoned for residential uses, or for a mixture of residential and other uses, shall be reserved for the provision of social and/or affordable housing in order to promote tenure diversity and a socially inclusive city.

(ii) To engage in active land management including the implementation of the vacant levy on all vacant residential and regeneration lands as set out in the Urban Regeneration and Housing Act 2015.

**QH4:** To support proposals from the Housing Authority and other approved housing bodies and voluntary housing bodies in appropriate locations subject to the provisions of the development plan.

### 5.5.2 Sustainable Residential Areas

The Department of Housing, Planning, Community and Local Government Planning Policy Statement 2015 encourages planning authorities to engage in active land management by leading and managing the development process and ensuring that land zoned for development actually comes into use in accordance with development plan policy and in tandem with supporting infrastructure.

Building at higher densities makes more efficient use of land and energy resources, creating a consolidated urban form which fosters the development of compact neighbourhoods and a critical mass which contributes to the viability of economic, social, and transport infrastructure.

Varied housing typologies will be sought within neighbourhoods in order to encourage a diverse choice of housing options in terms of tenure, unit size, and building design in residential communities.

Some large residential schemes will be developed over a substantial period of time. In such cases, an agreed phasing programme will be required to ensure that important physical, social and community infrastructure is delivered in tandem with the residential development. Dublin City Council will ensure that such development is phased in line with the availability of essential infrastructure such as transport, schools, childcare facilities, health facilities and recreational facilities.

**It is the Policy of Dublin City Council:**

**QH5:** To promote residential development addressing any shortfall in housing provision through active land management and a co-ordinated planned approach to developing appropriately zoned lands at key locations including regeneration areas, vacant sites and under-utilised sites.

**QH6:** To encourage and foster the creation of attractive mixed-use sustainable neighbourhoods which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities, and which are socially mixed in order to achieve a socially inclusive city.

**It is the Policy of Dublin City Council:**

**QH7:** To promote residential development at sustainable urban densities throughout the city in accordance with the core strategy, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.

**QH8:** To promote the sustainable development of vacant or under-utilised infill sites and to favourably consider higher density proposals which respect the design of the surrounding development and the character of the area.

**QH9:** To require that larger schemes which will be developed over a considerable period of time are developed in accordance with an agreed phasing programme to ensure that suitable physical, social and community infrastructure is provided in tandem with the residential development and that substantial infrastructure is available to initial occupiers.

**QH10:** To support the creation of a permeable, connected and well-linked city and discourage gated residential developments as they exclude and divide established communities.

**QH11:** To ensure new developments and refurbishments are designed to promote safety and security and avoid anti-social behaviour in accordance with the Safety and Security Design Guidelines contained in Appendix 14.

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

**QHO1:** To undertake a study to examine the potential for existing low to medium density residential development to accommodate additional residential development in a manner which optimises residential density whilst respecting residential amenities.

**QHO2:** To undertake a review of the Dublin City Council Housing Strategy as part of the mandatory 2-year review process.

### 5.5.3 Sustainable Building Design

The City Council will support a sustainable approach to housing development by promoting high standards of energy efficiency in all housing developments, promoting improvements to the environmental performance of buildings including the use of renewable energy, and through the spatial planning, layout, design and detailed specification of proposals.

#### It is the Policy of Dublin City Council:

**QH12:** To promote more sustainable development through energy end-use efficiency, increasing the use of renewable energy, and improved energy performance of all new development throughout the city by requiring planning applications to be supported by information indicating how the proposal has been designed in accordance with the development standards set out in the development plan.

### 5.5.4 Quality Housing for All

Housing with long-term adaptability and potential for flexibility allows for change as circumstances alter or families grow. Adaptability that allows for the alteration of the fabric of a building, and flexibility which allows for spaces to accommodate a range of uses, are key considerations in the design of a home.

Dublin City Council will have regard to the Lifetime Homes guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government's 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

As people live longer, the number over the age of 65 in Ireland is expected to increase substantially, reaching 1.4 million by 2041, or about 22% of the total population.

The Dublin City Age Friendly Strategy 2014–2019 recognises that there is insufficient alternative accommodation, such as sheltered accommodation and nursing homes in local communities. In this context, the provision of specific accommodation for older people is supported and this would provide alternative residential choices for older people not wishing to enter a nursing home and may free up larger family homes in established residential areas. As a general rule step-down housing for the elderly should be located in close proximity to existing village centres/ amenities, to enable people to continue to interact with their local communities.



**It is the Policy of Dublin City Council:**

**QH13:** 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).

**QH14:** To support the concept of independent living and assisted living for older people, to support the provision of specific purpose-built accommodation, and to promote the opportunity for older people to avail of the option of ‘downsizing’. To support the promotion of policies that will:

- Encourage/promote full usage of dwellings units.
- Incentivise property owners of underutilised dwellings to relocate to smaller age-friendly dwellings.
- Actively promote surrendering larger accommodation/financial contribution schemes without compulsion.

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

**QHO3:** To instigate the design of a prototype block of age-friendly apartments for older people based on age-friendly design principles in conjunction with other bodies, as appropriate, in order to inform a model of good practice.

**5.5.5 Good Property Management**

Good property management arrangements are needed to secure the satisfactory upkeep and maintenance of communal areas and facilities. Existing Dublin City Council taking-in-charge standards for water, drainage, roads and open space infrastructure will reflect development plan development standards in order that all

developments permitted can be completed to a satisfactory standard to be taken-in-charge.

The Census 2011 indicates that 32% of households in Dublin city are now renting privately compared to 20% nationally. A key challenge is the shortage of supply of rental accommodation compared to demand, which is causing price inflation. The City Council seeks to foster a strong, sustainable, professional and well-regulated private rented sector and in this regard supports the provision of purpose-built, managed, high-quality, private rented accommodation with a long-term horizon.

**It is the Policy of Dublin City Council:**

**QH15:** To require compliance with the City Council’s policy on the taking-in-charge of residential developments.

**QH16:** To promote efficient and effective property management in order to secure the satisfactory upkeep and maintenance of communal areas and facilities in the context of the Multi-Unit Developments Act 2011, the Property Services (Regulation) Act 2011 and the establishment of the Property Services Regulatory Authority.

**QH17:** To support the provision of purpose-built, managed high-quality private rented accommodation with a long-term horizon.

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

**QHO4:** To undertake a review of private rented sector models serving various population cohorts to inform future planning policy and standards.

### 5.5.6 Apartment Living

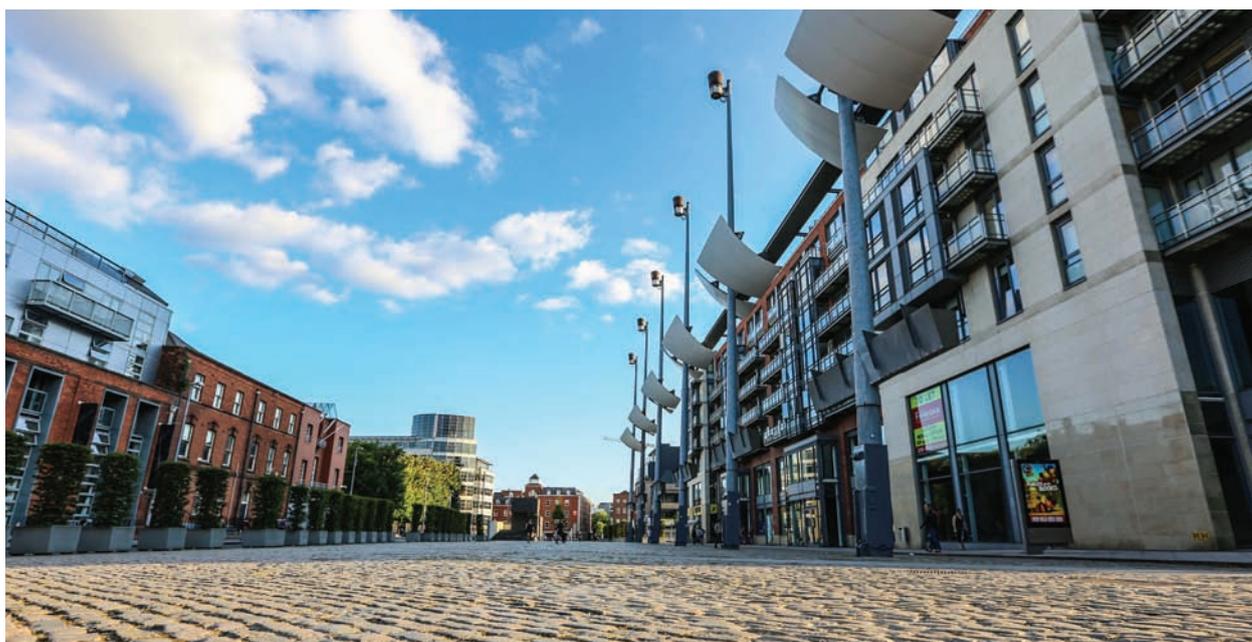
76% of the dwellings completed in Dublin city between 1994 and 2014 were apartments and it is envisaged that the majority of new housing in the city area will be apartments or another typology that facilitates living at sustainable urban densities. Successful apartment living requires that the scheme must be designed as an integral part of the neighbourhood. Apartment standards aim to ensure that new apartment developments provide housing with high levels of amenity: within individual apartments, within the overall development including all communal facilities, and by ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood.

#### It is the Policy of Dublin City Council:

**QH18:** To promote the provision of high-quality apartments within sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, and within each apartment development, and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood, in accordance with the standards for residential accommodation.

**QH19:** To promote the optimum quality and supply of apartments for a range of needs and aspirations, including households with children, in attractive, sustainable, mixed-income, mixed-use neighbourhoods supported by appropriate social and other infrastructure.

**QH20:** To ensure apartment developments on City Council sites are models of international best practice and deliver the highest quality energy efficient apartments with all the necessary infrastructure where a need is identified, to include community hubs, sports and recreational green open spaces and public parks and suitable shops contributing to the creation of attractive, sustainable, mixed-use and mixed-income neighbourhoods.



### 5.5.7 Houses

As outlined in Sustainable Residential Areas above (5.5.2), it is important to provide a good mix of house types and sizes designed to Lifetime Homes standard which are well managed and provided in tandem with suitable physical, social and community infrastructure.

#### It is the Policy of Dublin City Council:

**QH21:** To ensure that new houses provide for the needs of family accommodation with a satisfactory level of residential amenity, in accordance with the standards for residential accommodation.

**QH22:** To ensure that new housing development close to existing houses has regard to the character and scale of the existing houses unless there are strong design reasons for doing otherwise.

### 5.5.8 Demolition and Re-use of Housing

The demolition of existing housing is generally discouraged on sustainability grounds and it may lead to a loss of residential accommodation and streetscape character.

Providing residential accommodation on upper floors is encouraged, particularly in central commercial areas as it will contribute to the creation of vibrant mixed-use areas within a compact urban core. Historic residential parts of the city such as the Georgian core would benefit from the re-introduction of more residential uses to improve the mix of uses and the vibrancy of the city centre.

The Living City Initiative is an urban regeneration incentive focusing on the historic centres of several cities, including Dublin, through the use of property tax reliefs which apply to buildings constructed

before 1915 in ‘special regeneration areas’. It is envisaged that the Living City Initiative, together with complementary development plan provisions allowing for the relaxation of residential development standards for refurbishment projects, will increase the supply of housing in the historic centre of Dublin.

#### It is the Policy of Dublin City Council:

**QH23:** To discourage the demolition of habitable housing unless streetscape, environmental and amenity considerations are satisfied, and a net increase in the number of dwelling units is provided in order to promote sustainable development by making efficient use of scarce urban land.

**QH24:** To resist the loss of residential use on upper floors and actively support proposals that retain or bring upper floors above ground floor premises into residential use in order to revitalise the social and physical fabric of the city through measures such as the Living City Initiative, and allowing scope for the residential development standards to be relaxed for refurbishment projects subject to the provision of good quality accommodation as outlined in the development standards. To proactively promote and market the Living City Initiative in Dublin city in order to attract and encourage investment in the city’s valuable building fabric within the designated Living City Initiative area.

**QH25:** To encourage the re-introduction of residential use into the historic areas of the city, where much of the historic fabric remains intact (e.g. the Georgian and Victorian areas), provided development is consistent with the architectural integrity and character of such areas.

### 5.5.9 Regeneration

The City Council has identified the need to create sustainable communities and address the underlying causes of deprivation through a combination of social, educational and economic initiatives while rejuvenating the built environment in key regeneration areas, including: O’Devaney Gardens, Dominick Street, Bridgefoot Street, Charlemont Street, St Michael’s Estate, St Teresa’s Gardens, Dolphin House, Croke Villas, and Mountainview Court. All regeneration proposals shall involve a robust process of partnership and collaboration with affected communities.

#### It is the Policy of Dublin City Council:

**QH26:** To promote the transformation of the key regeneration areas into successful socially integrated neighbourhoods including those on the Main Inner City Regeneration Areas Map and promote area regeneration in parts of the city which require physical improvement and enhancement in terms of quality of life, housing and employment opportunities, including the Docklands. It is recognised that the nature of some housing regeneration initiatives may warrant the demolition of existing dwellings before proposals for new or replacement dwellings are agreed.

### 5.5.10 Traveller Accommodation

The Dublin City Council Traveller Accommodation Programme 2014–2018 states that the Council is committed to the provision of high-quality Traveller accommodation, where possible in accordance with the aspirations and desires of the majority of Traveller families identified in the ‘assessment of need’.

#### It is the Policy of Dublin City Council:

**QH27:** To recognise the separate identity, culture, tradition and history of the Travelling people and to reduce the levels of disadvantage that Travellers experience.

**QH28:** To provide a range of accommodation options for Travellers who normally reside in the Dublin city area and who wish to have such accommodation in accordance with the Dublin City Council Traveller Accommodation Programme 2014–2018 and as updated during the life of the plan.

### 5.5.11 Homeless Services

The City Council and other statutory agencies provide appropriate accommodation and work together to improve the range and quality of services available for homeless persons. An over-concentration of institutional accommodation can have an undue impact on residential communities and on the inner city in particular. A co-ordinated approach to the provision and management of these facilities as well as their spread across the city is important.

#### It is the Policy of Dublin City Council:

**QH29:** To support the implementation of the Homeless Action Plan Framework for Dublin and support related initiatives to address homelessness.

**QH30:** To ensure that all proposals to provide or extend temporary homeless accommodation or support services shall be supported by information demonstrating that the proposal would not result in an undue concentration of such uses nor undermine the existing local economy, resident community or regeneration of an area. All such applications shall include: a map of all homeless services within a 500 metre radius of the application site, a statement on the catchment area identifying whether the proposal is to serve local or regional demand; and a statement regarding management of the service/facility.

### 5.5.12 Student Accommodation

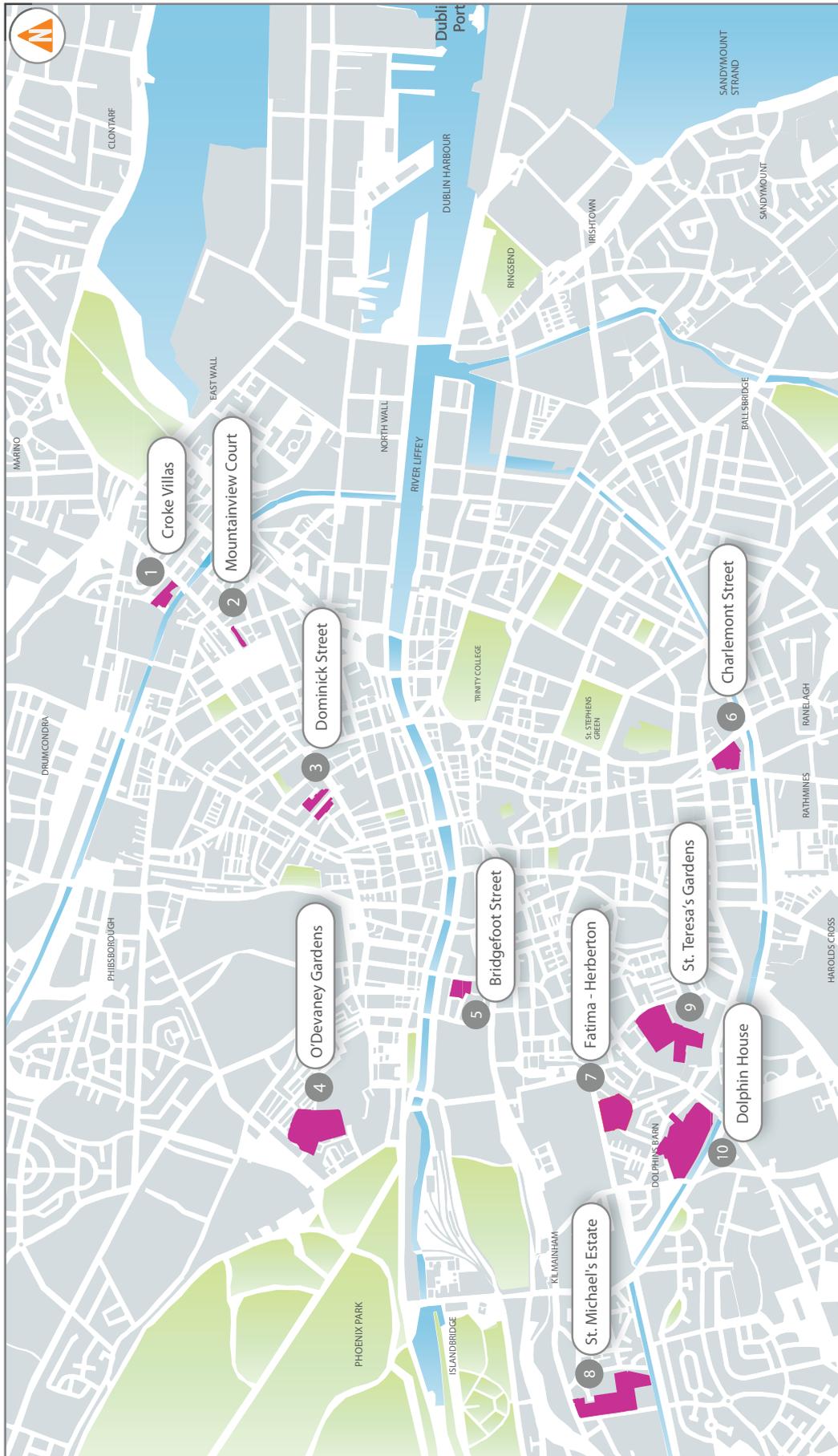
To plan for future expansion of third-level institutions and to accommodate growth in the international education sector, there is a need for appropriately located high-quality, purpose-built and professionally managed student housing schemes, which can make the city's educational institutions more attractive to students from Ireland and abroad, and can also become a revitalising force for regeneration areas.

#### It is the Policy of Dublin City Council:

**QH31:** To support the provision of high-quality, professionally managed and purpose-built third-level student accommodation on campuses or in appropriate locations close to the main campus, in the inner city or adjacent to high-quality public transport corridors and cycle routes, in a manner which respects the residential amenity and character of the surrounding area, in order to support the knowledge economy. Proposals for student accommodation shall comply with the 'Guidelines for Student Accommodation' contained in the development standards.



**Fig.5 Main Inner City Regeneration Areas**





# 06

## City Economy and Enterprise

## 6.1 Introduction

Dublin must develop as a dynamic city region with sufficient critical mass in order to compete at an international level and fulfil its role as the national gateway and key economic driver of growth for the Greater Dublin region and the country as a whole. As the capital city, it is vital that Dublin continues to grow and operate on an international scale while at the same time providing for the needs of its residents, workers and visitors alike.

The Dublin metropolitan area is a significant urban centre in the wider European and global context in a variety of ways. Not just commercial and inward investors, but skilled young workers from across the EU and wider afield find the city attractive. In order to remain a competitive and enterprising city, we must monitor the economic progress of the city, to identify challenges and opportunities, and to benchmark

ourselves against other cities internationally. Significant improvements in the urban environment such as new spaces and parks, cleaner streets, improved apartment housing, new arts and cultural facilities, and an increasingly open and multi-cultural city at ease with its diversity, have made the city more attractive and competitive.

Sustainable economic development and enterprise and employment generation is one of the three elements of the core strategy, and a successful city economy both relies on and contributes to the other two core elements, i.e. a compact, quality, green, connected city; and sustainable neighbourhoods and communities.

There is increasing recognition that ‘quality of place’ is crucial to the economic success of the city, in attracting FDI, attracting and retaining key scarce talent, tourists, and residents. A ‘Policy Statement on Foreign Direct Investment in Ireland’ from



the Department of Jobs, Enterprise and Innovation (2014), recognised the key role of Dublin, and set out three ‘differentiators’ to give the city an international competitive edge: (a) an internationally competitive location for talent attraction, (b) place-making: a vibrant capital city, enhancing the city as a place to live, invest, grow a business, and nurture innovation, (c) a connected world-leading research and innovation system. Other differentiators include our demographics, education and skills, as well as our taxation regime.

Sustainable development has economic, social and environmental components. Development plan economic policies are also closely interlinked and mutually dependent on all the other plan policies such as retail and other services, housing, arts and culture, movement, infrastructure and recreation. The consolidation and strengthening of the inner city is set out in the core strategy.

Innovation in all its dimensions will continue as the central driver of wealth creation, economic progress and prosperity in the coming decades. Competitive cities embed innovation across all fields of activity including enterprise, education, tourism, public policy and civic engagement. Qualities such as openness, diversity of people and global links all spur innovation.

Values of equality, diversity, and openness in the city provide significant international economic competitiveness benefits for the city in attracting and retaining key scarce talent, and the companies that rely on them, and in attracting tourists and international students.

## 6.2 Achievements

The national and city economy has returned to growth. Development has recommenced in the city, including schemes such as commercial developments, refurbished offices and new apartments.

The city continues to attract significant Foreign Direct Investment (FDI) and existing FDI firms continue to increase their workforces.

Growth has returned to the tourism sector with hotel occupancy rates improving significantly.

New visitor attractions, such as craft distillery and visitor centres, are being provided.

The café and restaurant sector and the wider food sector is thriving, adding to the attractiveness of the city.

The Local Government Reform Act 2014 provides a stronger and clearer role for local government in economic development, including responsibility for the Local Enterprise Office (LEO). The City Council must also prepare a Local Economic and Community Plan.

There is increasing recognition nationally of 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 of the need to enhance Dublin’s attractiveness as a location to do business in, and to live and work.

### 6.3 Challenges

In a global economy, city-regions compete internationally as attractive places for investment and development. As the economic driver of the national economy, and the core of the city-region, becoming more internationally competitive is a key challenge for the city.

Dramatic change in global and national economies will continue and is likely to accelerate over the coming decades, and international competition for investment will intensify. Cities must respond to continuing radical change. The economies of metro-regions must constantly re-invent themselves and respond quickly and effectively to problems in relation to the enhanced mobility of capital, skilled labour and technology innovation.

Dublin is more vulnerable to global competition compared to its competitor cities in other countries with greater populations and larger economies. Like the national economy, Dublin's economy must be an exporting one. Global competitiveness challenges include a relatively small population, infrastructural deficits, and cost competitiveness issues.

Ensuring a sustainable supply of new commercial floor-space and housing provision, and to keep property prices and rents at an affordable and competitive level, remains a challenge for the city.

With economic and employment growth returning, it is a priority to ensure that the high-quality re-development of the regeneration areas is significantly advanced in this cycle of economic growth.

Dublin must promote or market itself at an international level to a range of audiences,

including investors, key workers, students and other visitors. Events, as well as superior city planning, high-quality urban design, and iconic architecture, can all enhance competitive city brands.

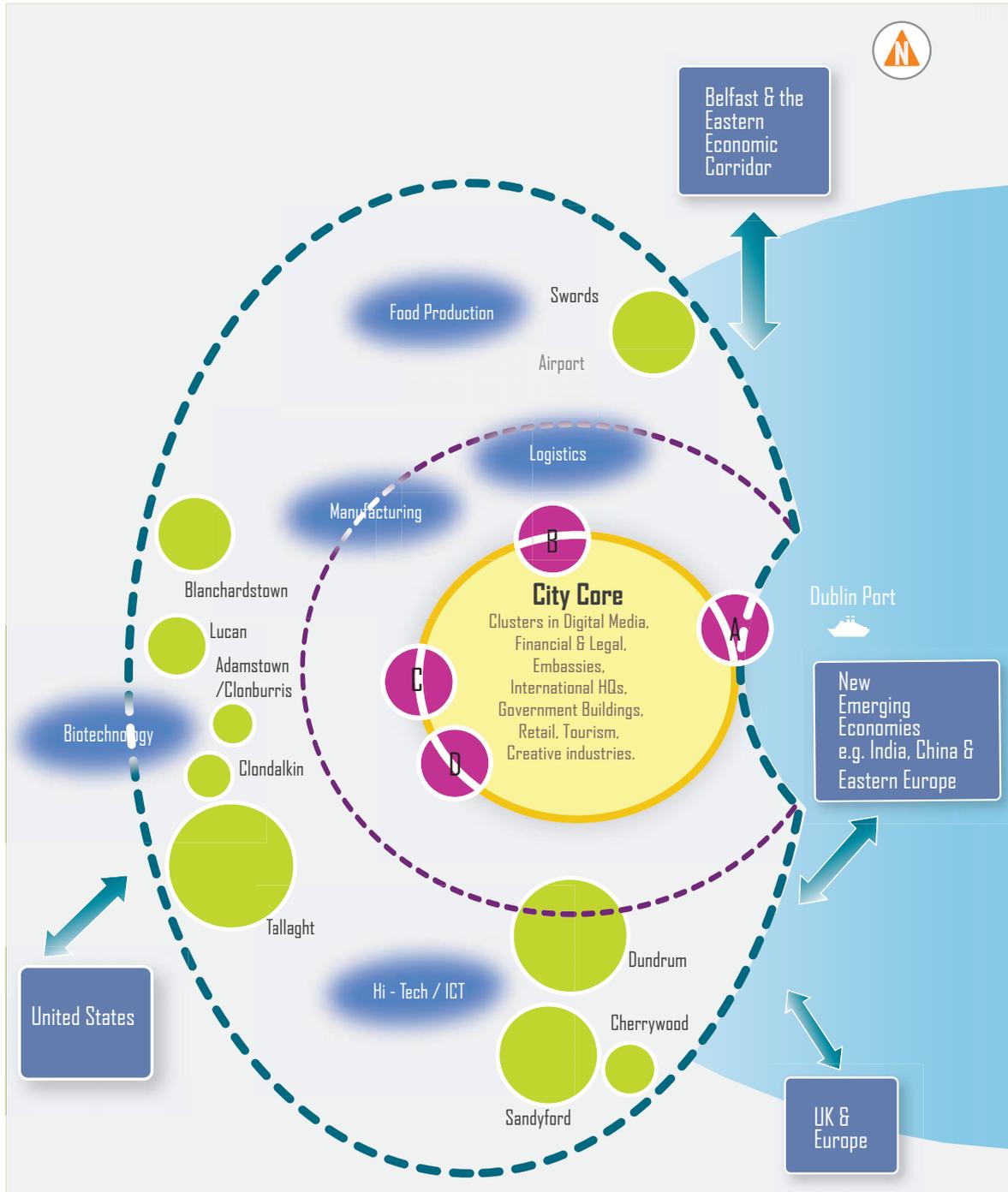
Ensuring collaboration across the city region with all relevant stakeholders is also crucial, as well as ensuring a stronger voice for Dublin.

### 6.4 The Strategic Approach

In responding to the challenges facing the economy of the city and its role as the national and regional economic engine, and the competition from other cities internationally, this development plan will pursue the following approach:

- Developing enterprise, particularly the services sector, which is the critical sector for the city
- Developing Dublin as an 'Innovation City', a world-leading city in promoting creativity, productivity, competition, density, entrepreneurial activity and clustering
- Developing economic, cultural and institutional clusters within the city centre to optimise its economic potential
- Developing academic medical centres providing excellence in research, care and teaching in the medical and health sectors
- Improving the general attractiveness of a city for people and investors as a key part of maintaining competitiveness and creating a vibrant place that attracts and retains creative people within the city
- Providing appropriate office and commercial spaces as the workplaces for the new knowledge and services economy, enabling the city to compete as an attractive location internationally

Fig.6 Dublin City Region Economic Strategy



- Metropolitan Area
- City Core
- Economic Clusters
- Other Clusters
- City
- Metropolitan Centre
- A - Docklands & Dublin Port
- B - Grangegorman
- C - Heuston
- D - Digital Hub & St. James' Campus

- Continuing and enhancing regeneration, particularly in the city centre zoned area, as the next big move for major improvements in Dublin's competitiveness
- Promoting tourism as a key driver for the city's economy, particularly through making the city attractive for visitors, international education, business tourism and conventions
- Enhancing the role of Dublin as an education city and a destination of choice for international students.



## 6.5 Policies and Objectives

### 6.5.1 General

#### It is the Policy of Dublin City Council:

- CEE1:** (i) To promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth, with the city centre as its core economic generator.
- (ii) To promote and enhance the city's competitiveness and to address deficits, to improve the business environment so that existing jobs are supported and employment generated, and to be creative and practical in its responses to current economic challenges and opportunities.
- CEE2:** To recognise the crucial need for the planning and sustainable development system to be agile and responsive in the face of challenging and rapidly changing circumstances. Dublin City Council will promote sustainable development by balancing complex sets of economic, environmental or social goals in planning decisions.
- CEE3:** To take a positive and pro-active approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high-quality outcomes.
- CEE4:** (i) To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.
- (ii) To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism etc. in Dublin.
- (iii) To promote jobs which provide quality of life and allow workers to play a full social and economic role in the development of the city.

**It is the Policy of Dublin City Council:**

**CEE5:** (i) To recognise that cities are crucibles of innovation and that the city centre Z5 zoned area and inner city area including the Docklands is the crucial metropolitan and national resource for innovation, promoting the proximity and diversity of uses that foster innovation.

(ii) To recognise that high-quality and dense development drives productivity and innovation in a city.

(iii) To recognise the need to improve linkages between the key economic areas of the city such as Docklands, the central business district, Heuston, Newmarket and the Digital Hub area by improving facilities for pedestrians and cyclists, facilitating public transport, improving the public domain and tackling vacant sites/dilapidated buildings.

**CEE6:** To recognise the economic and social benefits, including the international competitiveness benefits, of qualities of diversity, equality and openness in the city, and to have regard to equality and human rights in the carrying out of planning functions as required under the Irish Human Rights and Equality Commission Act 2014.

**CEE7:** To recognise that 'quality of place', 'clean, green, safe', is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, tourists, and residents.

**CEE8:** (i) To promote and facilitate foreign direct investment into the city by, for example, working closely with the IDA and other agencies, and having regard to the needs of international investment.

(ii) To recognise that there is a role for Dublin City Council in building the confidence of potential investors and entrepreneurs to choose Dublin

**It is the Policy of Dublin City Council:**

**CEE9:** To build on and promote the Dublin–Belfast economic corridor in order to maximise the advantages of north–south links and the development of an all Ireland economy.

**CEE10:** To promote and facilitate the implementation of the policies and objectives of the Local Economic and Community Plan.

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

**CEE01:** To develop a brand identity for Dublin based on the city's distinctive identity, built heritage and environment, unique achievements and competitive advantage as an international city region.

**6.5.2 Offices/Commercial/Employment Space**

A choice of good quality and cost-competitive office and commercial space is critical in attracting investment, supporting enterprises and generating employment. There is a need to encourage the high-quality re-development of outdated office stock.



Attracting headquarter type uses to the city is a key foreign direct investment strategy. However, there is a limited supply of the large footplate offices outside of Docklands, Heuston and the suburbs. Sites of sufficient size to provide such floor-plates are often found in regeneration areas.

#### It is the Policy of Dublin City Council:

**CEE11:** To promote and facilitate the supply of commercial space, where appropriate, e.g. retail and office including larger floor-plates and quanta suitable for indigenous and FDI HQ-type uses, as a means of increasing choice and competitiveness, and encouraging indigenous and global HQs to locate in Dublin; to consolidate employment provision in the city by incentivising and facilitating the high-quality re-development of obsolete office stock in the city.

### 6.5.3 Tourism/Visitors

Tourism, including business tourism and the attraction of international conferences and events, is one of the key economic pillars for the city.

Ambitious tourist targets for Dublin to double the number of visitors by 2020 are set out in a recent report: 'Destination Dublin – A Collective Strategy for Growth to 2020', Grow Dublin Taskforce. Dublin City Council now has an enhanced function in promoting tourism along with Fáilte Ireland, Tourism Ireland and the private sector.

It is important to continue to develop our tourism infrastructure such as visitor accommodation of various types, providing new visitor attractions and a range of cafés and restaurants, as well as facilities for children, including playgrounds in tourist areas. Many of our key visitor attractions such as Guinness Storehouse, the National Museum at Collins Barracks and Jameson

Distillery at Smithfield are in regeneration areas with poor quality public domain and vacant or dilapidated properties. Investment in the Trinity College to Kilmainham Gaol tourist route is addressing these challenges (the 'Dubline' project).

There are no statutory limits to the number of concerts that can be held in any location although there may be local agreements between event organisers and local residents such as the one between Croke Park and local residents.

#### It is the Policy of Dublin City Council:

**CEE12:** (i) To promote and facilitate tourism as one of the key economic pillars of the city's economy and a major generator of employment and to support the provision of necessary significant increase in facilities such as hotels, apart hotels, tourist hostels, cafes, and restaurants, visitor attractions, including those for children.

(ii) To promote and enhance Dublin as a world class tourist destination for leisure, culture, business and student visitors.

(iii) To promote and facilitate the optimum benefits (including the international marketing benefits) to the city of the Convention Centre Dublin, as well as all other major existing and future visitor attractions.

**CEE13:** (i) To work with Fáilte Ireland and other stakeholders, to deliver on the ambitious targets set out in 'Destination Dublin' – A Collective Strategy for Growth to 2020, (Grow Dublin Taskforce, including aim to double the number of visitors by 2020).

(ii) To support the preparation, adoption and implementation of a strategic regional plan for tourism for the Dublin city region, to provide a framework for the sustainable and efficient provision and management of tourism across the region.

**It is the Policy of Dublin City Council:**

- (iii) To promote and support the development of additional tourism accommodation at appropriate locations throughout the city.

**CEE14:** To recognise that many of our key tourist attractions are in regeneration areas with challenges of dilapidated buildings, vacant sites, and public domain in need of improvement; and to develop projects such as Dubliner that will address these challenges.



#### 6.5.4 Regeneration/Vacant Land/Active Land Management

The City Council has carried out a vacant land study of the inner city that identified more than 280 vacant sites totalling more than 60 hectares of vacant land. More than 100 of these sites are in the city centre zoned area (Z5). This is a great challenge and opportunity for the city. These extensive areas of vacant lands are potentially a great international competitive advantage for Dublin. Many of our international competitor cities have fully developed centre city areas and have little space for the expansion of uses which need/prefer to locate in centre city areas, such as digital economy companies, hotels, and student accommodation.

The City Council made a detailed submission to government on the negative impacts of vacant land on the economy of the city and made a proposal for a vacant land levy. The Urban Regeneration and Housing Act 2015 provides for a levy on vacant sites and requires the City Council to prepare a register of vacant sites and to make it publicly available, including on its website.

The speedy re-development of extensive vacant/under-utilised sites, especially in the city centre zoned area, is critical

to sustainable development. Putting in place a critical mass of investment and development in the short-term is essential to break the negative cycle of under-development and to overcome the barriers to progress that have existed.

The City Council will look positively on appropriate temporary uses as interim solutions for vacant land and properties.

**It is the Policy of Dublin City Council:**

**CEE15:** To promote and facilitate the transformation of regeneration areas, especially inner city areas, as a key policy priority and opportunity to improve the attractiveness and competitiveness of the city, including by promoting high-quality private and public investment and by seeking European Union funding to support regeneration initiatives, for the benefit of residents, employees and visitors.

**It is the Policy of Dublin City Council:**

- CEE16:** (i) To engage in the ‘active land management’ of vacant sites and properties including those owned by Dublin City Council, as set out in the Government’s Planning Policy Statement 2015; to engage proactively with land-owners, potential developers and investors with the objective of encouraging the early and high quality re-development of such vacant sites.
- (ii) To implement the vacant land levy for all vacant development sites in the city and to prepare and make publicly available a register of vacant sites in the city as set out in the Urban Regeneration and Housing Act 2015.
- (iii) To improve access to information on vacant land in the city, including details such as location, area, zoning etc. via appropriate media/online resources, and the keeping of a public register as a basis of a public dialogue in the public interest.
- (iv) To encourage and facilitate the rehabilitation and use of vacant and under-utilised buildings, including their upper floors.
- (v) To promote and facilitate the use, including the temporary use, of vacant commercial space and vacant sites, for a wide range of enterprise including cultural uses, and which would comply with the proper planning and sustainable development of the area and the provisions of the development plan.

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

**CEE02:** To carry out an assessment of the challenges and barriers to regeneration as well as the opportunities, and to bring forward recommendations for action.

**6.5.5 Employment, Enterprise and Economic Development Sectors**

Economic success will depend on the continued strength of our enterprise and services base. The internationally traded services sector is vital to a small open city economy such as Dublin. The US and Europe will continue to be important investors, alongside domestic investors, but other countries such as China will be a major potential source of investment.

Dublin City Council welcomes the decision of the government to locate the National Paediatric Hospital on the St James’s Hospital campus. The clustering of major acute hospitals, together with the related clinical research and laboratory facilities on the campus, will not only generate significant additional direct and indirect employment but will also attract new health- and knowledge-related industries, thus acting as a catalyst for urban regeneration in the south-west inner city.

The locally traded services sector (e.g. entertainment, restaurants, cultural and other services etc.) is a major wealth and employment generator and plays a pivotal role in determining the performance of the economy. Social entrepreneurs and social enterprise have a major role to play in improving the economy and quality of life in the city.

Markets, both indoor and outdoor, are increasing in number and success. In many cities outside Ireland, they are major tourist attractions as well as a service for residents. 70 million people visited the Boqueria market in Barcelona in one year. Markets are also supportive of start-up enterprises.

Dublin is successful in attracting international students and English

language students in line with national and City Council development plan policies. There is a growing shortage of student accommodation, however there are investors and providers willing to develop such facilities. In other cities, clusters of professionally-managed student accommodation are significant forces for regeneration of areas.

The various food sectors in the city are a growth industry. The City Council has published a report, 'Food and the City' (2011), that outlined the employment and economic development potential of the various sub-sectors. The café/restaurant sector is thriving in the city: they are important sources of employment and critical in making the city attractive for workers, visitors and residents.

One emerging economic generator in the city is craft distilleries and visitor centres. Craft distilleries and breweries with visitor centres are major and long-established visitor attractions and economic generators in US cities, and offer great potential for this city which has a great but lost heritage of distilling. It is important that the City Council identifies and supports emerging and growth sectors of our economy. Digital enterprises are a key growth area and the City Council has published a 'Digital Masterplan for Dublin' (2013).

#### It is the Policy of Dublin City Council:

**CEE17:** To promote social labour clauses and living wage employment for Dublin City Council developments, and encourage living wage employment generally in the city.

**CEE18:** (i) To identify and support new and growth economic development and employment sectors in the city.

#### It is the Policy of Dublin City Council:

(ii) To support the work of the City Council's Local Enterprise Office (LEO) as a core instrument of local economic and enterprise support and development for SMEs and micro-enterprises.

(iii) To recognise that craft distilleries, breweries etc., along with visitor centres, provide economic development and regeneration potential for the city, including the promotion of tourism. To promote Dublin as a destination for such craft enterprises.

(iv) To recognise the major economic potential of the café/restaurant sectors, including as an employment generator; making the city more attractive for workers, residents, and visitors; providing informal work and business meeting spaces; to be a part of the city's innovation ecosystem; and to encourage the provision of new cafés and restaurants, including on Category Two Retail Streets.

(v) To recognise that markets, indoor and outdoor, food and other products, have major economic potential, including as key tourist attractions and supports for start-up enterprises.

(vi) To recognise the unique importance of Moore Street Market to the history and culture of the city and to ensure its protection, renewal and enhancement, in co-operation with the traders as advocated by the Moore Street Advisory Committee Recommendation relating thereto.

(vii) To carry out a survey of surface car parks in the central city area to include an assessment of their development potential and any zoning or other issues that may facilitate development.

**It is the Policy of Dublin City Council:**

(viii) To recognise that craft enterprises, designers' studios/workshops etc., along with visitor centres, provide economic development and regeneration potential for the city, including the promotion of tourism. To promote Dublin city centre as a destination for such craft enterprises.

**CEE19:** (i) To promote Dublin as an international education centre/student city, as set out in national policy, and to support and encourage provision of necessary infrastructure such as colleges (including English language colleges) and high-quality, custom-built and professionally-managed student housing.

(ii) To recognise that there is a need for significant extra high-quality, professionally-managed student accommodation developments in the city; and to facilitate the high-quality provision of such facilities.

**CEE20:** To recognise that hospitals and the wider healthcare sector are crucial to the wellbeing of the city, including as major sources of employment, economic development and innovation; and to promote and facilitate their development and expansion.

**CEE21:** (i) To recognise the strategic role of the hospital complexes in the city, including the proposed National Paediatric Hospital and the proposed new National Maternity Hospital and to support the provision of the appropriate volume of floor space and associated facilities necessary to secure the delivery of their services and potential; having regard to their national medical function, their role as a major employer in the city, as a generator of significant economic benefits for the economy of Dublin's inner city and a promoter of the knowledge economy through research and education links with third-level colleges in the city.

**It is the Policy of Dublin City Council:**

(ii) To promote and facilitate the continued development of the Dublin 8 area as medical hub of excellence.

(iii) To capitalise on the opportunities presented by the major public investment in healthcare facilities on the St James's Hospital campus, including the National Paediatric Hospital, by promoting the wider catchment area as a suitable location for new development, which will either directly support such new facilities (such as by improving public realm in the vicinity and by encouraging the provision of housing for hospital staff); or which will benefit from locational synergy with the hospitals, such as new enterprises in the bio and life sciences, healthcare and related ICT and medical supplies sectors.

(iv) To recognise the significant economic and employment benefits of the clustering of similar enterprises in an area.

(v) To promote and facilitate the development of various clusters or hubs in the city such food, creative industries, craft enterprises, green business etc.

(vi) To promote and facilitate Dublin City as a hub for social enterprise in order to help address some of the critical needs within the city.

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

**CEE03:** To examine the potential for the development of 'Food Hubs' in the city.

**CEE04:** (i) To carry out a targeted survey of those industrial estates with likely redevelopment potential and to make recommendations on how that redevelopment potential might be best achieved.

(ii) To carry out a study on the potential of lands zoned for enterprise and employment space, the adequacy of such potential supply, and the issue of under-utilised/vacant lands.

**CEE05:** To carry out a study on how to enhance the environs of the fruit and vegetable market and its linkages with the vibrant hubs of Henry St and Capel St and on to Smithfield and Heuston in order to enhance the economic development, employment generation, and tourism potential of the area.

### 6.5.6 Employment, Enterprise and Economic Development Districts

The central business district, and more recently Docklands, are established key economic districts in the city. However, a recent trend is that in other cities, international business activities are locating into previously neglected fringe areas. A rapidly growing digital economy in recent years has moved these new districts towards centre stage in the modern city economy; companies are moving into these areas to bring the workplace closer to where their younger staff live and socialise. This trend offers great opportunities for Dublin and for the revitalisation of regeneration areas such as the Liberties and the O'Connell Street to Heuston LUAS corridor.



Clusters generate key economic benefits in terms of innovation, synergy and productivity. The clustering benefits of the city centre are limited by the lack of physical integration arising from significant areas of vacant/under-utilised land as well as a lack of easy connectivity in some cases.

**It is the Policy of Dublin City Council:**

**CEE22:** To promote and facilitate the crucial economic and employment potential of regeneration areas in the city such as Dublin 1, 7 and 8.



**It is the Policy of Dublin City Council:**

- CEE23:**
- (i) To promote the Digital Hub and its environs as a destination of choice for digital enterprises, as an innovation district, with the necessary vibrant mix of uses including employment space, leisure, housing (including student accommodation), shopping, visitor accommodation and other uses.
  - (ii) To promote the Docklands as one of the city core economic generators, including as a destination for tourist/visitors and international conferences and to implement the economic-related policies of the Docklands SDZ.
  - (iii) To recognise that Dublin Port is a key economic resource, including for cruise tourism, and to have regard to the policies and objectives of the Dublin Port Masterplan.
  - (iv) To recognise the economic potential of the Georgian quarters whether as visitor attractions or unique places to live or work in, as set out, for example, in 'The Future of the South Georgian Core' (Dublin City Council 2012).

**CEE24:** To promote job creation and economic activity in the outer city. To promote and enhance a number of identified Key District Centres as significant employment centres as part of their development as mixed-use service centres for the local economy, incorporating a range of retail, employment, recreational and community uses.





# 07

## Retailing

## 7.1 Introduction

A healthy retail sector is central to a city's success. It can contribute to the city's continuing economic recovery and qualitative improvement by upgrading the existing retail offer and strengthening mixed-use linkages within the city. The economic downturn has restricted expected retail growth since 2008 and is only now showing signs of tentative recovery. The Retail Sales Index (CSI) reached a seven-year high in 2014, though much lower than 2007. This renewed optimism has seen towns and cities taking the opportunity to enhance their retail prospects by improving their general civic environment.

The Local Government Management Agency report 2015 ([www.lgma.ie](http://www.lgma.ie)) details selected initiatives that are improving the retail experience through business, public realm and civic pride programmes. It is acknowledged that such initiatives are crucial in delivering a pleasant retail experience, in turn strengthening economic activity in the local area.



The retail strategy for the city, as set out in Appendix 3, underpins the core strategy's objectives for a prosperous, sustainable and resilient city from the city centre core to the emerging district centres, urban villages and neighbourhood centres.

## 7.2 Achievements

On a strategic level, improved connectivity to the city has made it easier for shoppers to access the retail areas. Such examples have been the Luas extensions, the ongoing Luas cross-city works and construction of new bridges such as the Rosie Hackett Bridge in conjunction with better pedestrian and cycle links.

On a localised basis, there has also been public realm improvement works along Grafton Street, consisting of re-paving and other enhancement works, in line with the Grafton Street Quarter Public Realm Plan which, in turn, fulfils the wider objectives of the Public Realm Strategy to improve connectivity and accessibility through the city centre area. This ties in with objectives relating to better linkages as set out in Chapter 4.

O'Connell Street and Grafton Street Areas of Special Planning Control (ASPC), remain pivotal in ensuring that only suitable uses are permitted in the heart of the city. Architectural Conservation Area (ACA) designations for these two areas, along with those for the Capel Street and Thomas Street environs, are progressing efforts to enhance and protect historic fabric in prime and secondary retail areas.

The designation in May 2014 of a 66 hectare area in Docklands as a strategic development zone (SDZ) will facilitate a new residential community within easy access of the city centre retail core. An SDZ has

also been designated for the DIT campus in Grangegorman where a substantial student population will now be a stimulus for retail provision in the area. Both developments are important to reversing population decline and consequent retail shrinkage that has occurred over previous decades.

Emergent specialised retail and city market outlets, e.g. Cow's Lane, Francis Street and Newmarket, have consolidated and the Victorian fruit and vegetable market building in Smithfield is undergoing refurbishment before re-opening to the public, proof that good quality produce retailed in a quality built environment is an attractive proposition for consumers.

As the economic recovery gathers pace, the comprehensive schemes for district centre level retail provision in areas like Ballymun, Ashtown/Pelletstown, Clongriffin and Coolock Northside are well positioned to benefit from this upturn due to residential settlement and improving consumer confidence.

### 7.3 Challenges

With the recovery underway there is the challenge to ensure that the city centre remains the prime retail destination of the State. There remains the attraction of suburban and regional centres outside of the city's administrative area. It is vital, therefore, that pivotal sites remaining undeveloped are fully utilised to help maximise the city centre's competitiveness and that the city is made more attractive to shoppers.

Dublin's city centre shopping experience is currently heavily concentrated on the main shopping streets or spines of Henry Street and Grafton Street and there remains the challenge to expand pedestrian footfall

beyond these immediate areas and to strengthen the cross-river links also. This will be vital as large sites are re-developed, particularly north of the River Liffey. A key challenge remains the strengthening of the pedestrian routes linking the north and south retail core areas to create a more cohesive retail core, notwithstanding recent improvements such as the Grafton Street public realm improvements that will improve the general retail ambience and experience.

The provision of units of adequate size for prestige brands in the Grafton Street/Southern Retail Core area is still an issue, though this may be easier to alleviate as retail sentiment improves and investment in such development become more attractive.

There are areas where the city centre is succeeding in terms of a vibrant shopping environment with a successful mix of shops, bars and restaurants and other retail uses that provide a competitive edge, for example Capel Street, South William Street and Castle Market. The Business Improvement District Scheme



(BIDS) ([www.wearedublincity.ie](http://www.wearedublincity.ie)), a joint venture between the city centre business community and Dublin City Council, is proving an effective mechanism to revitalise, manage and maintain the city centre environment. The scheme was instrumental in attaining for Dublin the prestigious Purple Flag designation for safe and vibrant night environments. However, the challenge is to expand this initiative across the city centre and tackle the perceived image of an unsafe night environment in certain areas of the city.

In the suburbs, there are challenges relating to the traditional street, the parade of local shops or older shopping centres that are no longer strongly competitive and have now to compete with the growing presence of discount retailers and e-commerce. These factors can lead to unsustainable travel patterns with people driving to more attractive centres at further distances for convenience shopping needs.

It is critical to ensure quality retail design in all areas of the city and especially those with historic streetscapes or otherwise high-quality visual domains. It is also equally important to ensure that emerging neighbourhoods such as Ashtown/ Pelletstown or Docklands broadly follow those objectives regarding urban design contained in LAP or SDZ documents. The challenge, therefore, is to ensure consistent quality and not allow any diminution as the recovery progresses.

The Living City Initiative is a scheme of property tax incentives designed to regenerate pre-1915 buildings within the canals ([www.revenue.ie](http://www.revenue.ie)). The scheme applies to designated special regeneration areas (SRA). The SRA for Dublin City encompasses much the same area as the retail core and the retail market streets and

is targeted at the substantial number of properties with vacant upper levels. It is anticipated that the refurbishment of such properties, including the ground floor retail element, will result in a larger residential population within the retail core and help create a livelier city, particularly in the evening. However, this will be an ongoing process and the challenge will be to make mass city centre residential habitation viable and popular again.

## 7.4 Retail Guidance

### Guidelines for Planning Authorities – Retail Planning – 2012

The Retail Planning Guidelines are a comprehensive retail planning and development framework update with 5 policy objectives, designed to:

1. Ensure retail development is plan-led
2. Promote city centre vitality through the sequential approach to development
3. Enable good quality development in appropriate locations so ensuring competitiveness
4. Facilitate a modal shift in retail access to non-private vehicle modes
5. Delivering quality urban design outcomes.

### Retail Design Manual - 2012

[www.environ.ie](http://www.environ.ie)

This is a companion document to the Guidelines detailed above (7.4) and is intended to guide planning authorities in formulating appropriate design policies and development management responses when dealing with retail issues. They also provide relevant parties with evidence-based quality principles to ensure that new retail development meets the highest standards for design, streetscape integration and connectivity.

This document, in turn, was framed by the document ‘Government Policy on Architecture 2009–2015’ ([www.ahg.gov.ie](http://www.ahg.gov.ie)) which places an emphasis on sustainable development of the environment through urban design and harmony with existing architectural heritage. Case studies are set out for each key principle of urban design.

### The Retail Strategy for the Greater Dublin Area 2008-2016 (RSGDA)

[www.emra.ie](http://www.emra.ie)

The provisions of the RSGDA are incorporated into the Dublin City Retail Strategy and this city development plan. These guidelines were produced utilising data from the 2006 Census, coinciding with the peak period of economic and population growth and must be regarded in that context. It should be noted that they will be succeeded by the Regional Spatial and Economic Strategy as devised by the Eastern and Midland Regional Assembly, the replacement body for the GDA Regional Authority. Substantive strategic changes are not expected in terms of where retail development should be located, the hierarchal model to follow and the linkage to settlement and transport infrastructure.

The length of the recession has meant that much of the retail development anticipated during the 2008–2016 time period has not occurred and is only now tentatively commencing. Therefore, the floor-space thresholds detailed in the regional guidelines are still to be reached. When updated floor-space figures are provided by the Regional Spatial and Economic Strategy, they can be incorporated in the development plan. The Dublin City Retail Strategy, together with guidance on the scale, location of retail development, criteria for the assessment of retail applications, specific improvement policies for the premier retail streets in the retail core and design guidance, is set out in Appendix 3.

**Table 7. 1 RSGDA 2008–2016 Retail Hierarchy for Dublin City**

<b>Level 1</b>	Dublin City Centre - City Centre Retail Core
<b>Level 2</b>	Not applicable to Dublin City
<b>Level 3</b>	<b>District Centres</b> Finglas, Northside Shopping Centre, Ballyfermot, Rathmines, Crumlin Shopping Centre, Donaghmede Shopping Centre, Omni, Ballymun, Point Village
<b>Level 4</b>	<b>Neighbourhood Centres and Local Centres</b> Poolbeg, Ringsend, Merrion Shopping Centre, Donnybrook, Ranelagh, Baggot Street, Rathgar, Harold's Cross, Artane, Terenure, Kimmage, Naas Road, Walkinstown, Inchicore, Cabra, Phibsborough, Finglas Clearwater, Drumcondra, Fairview, Killester, Coolock, Edenmore, Raheny, Kilbarrack
<b>Level 5</b>	<b>Corner Shops/Small Villages</b> Distributed throughout the city

Three additional Key District Centres (Clongriffin/Belmayne, Phibsborough and Naas Road) (see Appendix 3 – District Centres – Level 3) are included as Level 3 centres on the basis that they are projected growth centres for population as set out in Chapter 2: ‘Vision and Core Strategy’.

## 7.5 The Strategic Approach

The strategic approach to strengthening Dublin as a retail destination incorporates the specific policy recommendations for Dublin that arise from the RSGDA for the alignment of the retail and settlement hierarchy and for the provision of a vibrant, accessible and varied retail offering. This also reinforces the core strategy,

specifically the requirement for sustainable neighbourhoods and the linkage between land use and transport options.

The approach is to:

- Align the retail strategy to the settlement hierarchy of the core strategy in order to enhance and consolidate the inner city and to create mixed-use, lively and vibrant neighbourhoods throughout the city
- Place sustainability as the over-arching consideration, with a particular emphasis on public transport accessibility, the primacy of the city centre and the vitality and viability of existing and emerging centres
- Provide choice and locally accessible shopping in a quality environment to cater for the regular needs of communities throughout the city
- Maintain the role of the city centre as the main retail centre for comparison goods in the country through continuing to develop the retail environment, the quality of the public realm, the range of retail uses and to facilitate complementary uses to retail
- Expand and develop local character areas, reflecting the differences and individual needs of the main retail core areas of the city, focusing on facilitating the integration of the economic, cultural and spatial components of the city
- Actively promote and protect the range of specialist shops within the inner city, which contribute to the character and attractiveness of the city as a destination for shopping
- Support the hierarchy of retail locations in relation to the suburban areas, and especially the development and expansion of the functions of key district centres

- Encourage the provision of accessible good quality convenience shopping with strong choice and competition within the inner city and in the rapidly growing areas in Docklands, Heuston, Ashtown/ Pelletstown and the Liberties, to ensure that adequate provision is made for city residents.

## 7.6 Retail Policies and Objectives

### General Policies

#### It is the Policy of Dublin City Council:

**RD1:** To have regard to the 'Retail Strategy for the Greater Dublin Area 2008–2016' prepared by the Dublin and Mid-East Regional Authorities and the 'Guidelines for Planning Authorities – Retail Planning – DECLG, 2012' when preparing forward plans and in the assessment of retail-related planning applications. ([www.emra.ie](http://www.emra.ie) and [www.environ.ie](http://www.environ.ie))



**It is the Policy of Dublin City Council:**

- RD2:** To require that proposed retail developments for large-scale or sensitive sites in line with environmental requirements, are accompanied by a retail design brief guided by the key principles contained in the 'Retail Design Manual – DECLG, 2012'.
- RD3:** To encourage and facilitate temporary uses, especially ones affording public access and of creative and cultural uses for the visual and commercial improvement of retail areas.
- RD4:** To seek to prohibit adult shops in proximity to residential areas, places of public worship and schools and to seek to prevent an excessive concentration of such uses having regard to the existing presence of such retail outlets in an area.
- RD5:** To prohibit the further expansion of off-licences or part off-licences unless a compelling case can be made that there is not an over-concentration of such uses in any one area. In this respect, any application for an off-licence/part off-licence should include a map of all such establishments located within a 1km radius of the proposed development. In relation to stand alone off-licences an audit of the existing off-licence floor space provision within 1km and an analysis of the need for the proposal in the locality shall be provided.
- RD6:** To promote and facilitate the major contribution of retail and other services to the vitality and success of the city, as a significant source of employment, a focus of tourism, as an important recreational activity and as a link with other cultural and recreational activities.
- RD7:** To facilitate indoor and outdoor markets both in the city centre and throughout the city, and to promote the clustering of complementary uses that add character and vitality to an area.

**It is the Policy of Dublin City Council:**

- RD8:** To co-operate and consult with adjoining local authorities regarding the impact of retail plans or schemes with particular regard to the potential for significant cross-boundary impacts on the retail hierarchy or the retail areas in adjoining councils.
- RD9:** To safeguard the health of young people that no further fast food outlets shall be permitted within 250m of primary and secondary schools, (not to apply to delicatessen and convenience stores), unless an evidence-based case is made by the applicant that the proposed development would be in the interests of the proper planning and development of the area.
- RD10:** To control the provision of retail warehousing and retail parks in accordance with the advice set out in the 'Guidelines for Planning Authorities – Retail Planning – 2012, DECLG'.
- RD11:** To promote and facilitate the provision of accessible good quality convenience shopping that will engender competition and service all areas of the city, particularly with regard to the inner city.
- RD12:** To ensure that Dublin adapts to developments in retail formats and changing lifestyles, having regard to the retail and settlement hierarchy set out in the core strategy.

**7.6.1 Primacy of the City Centre & Retail Core Area**

In order to maintain and strengthen the retail character of the city centre retail core, which can be adversely affected by dead frontage and lower-order retail uses, the premier shopping streets in the city centre retail core are designated category 1 and category 2 shopping streets.

Fig.7 Retail Strategy

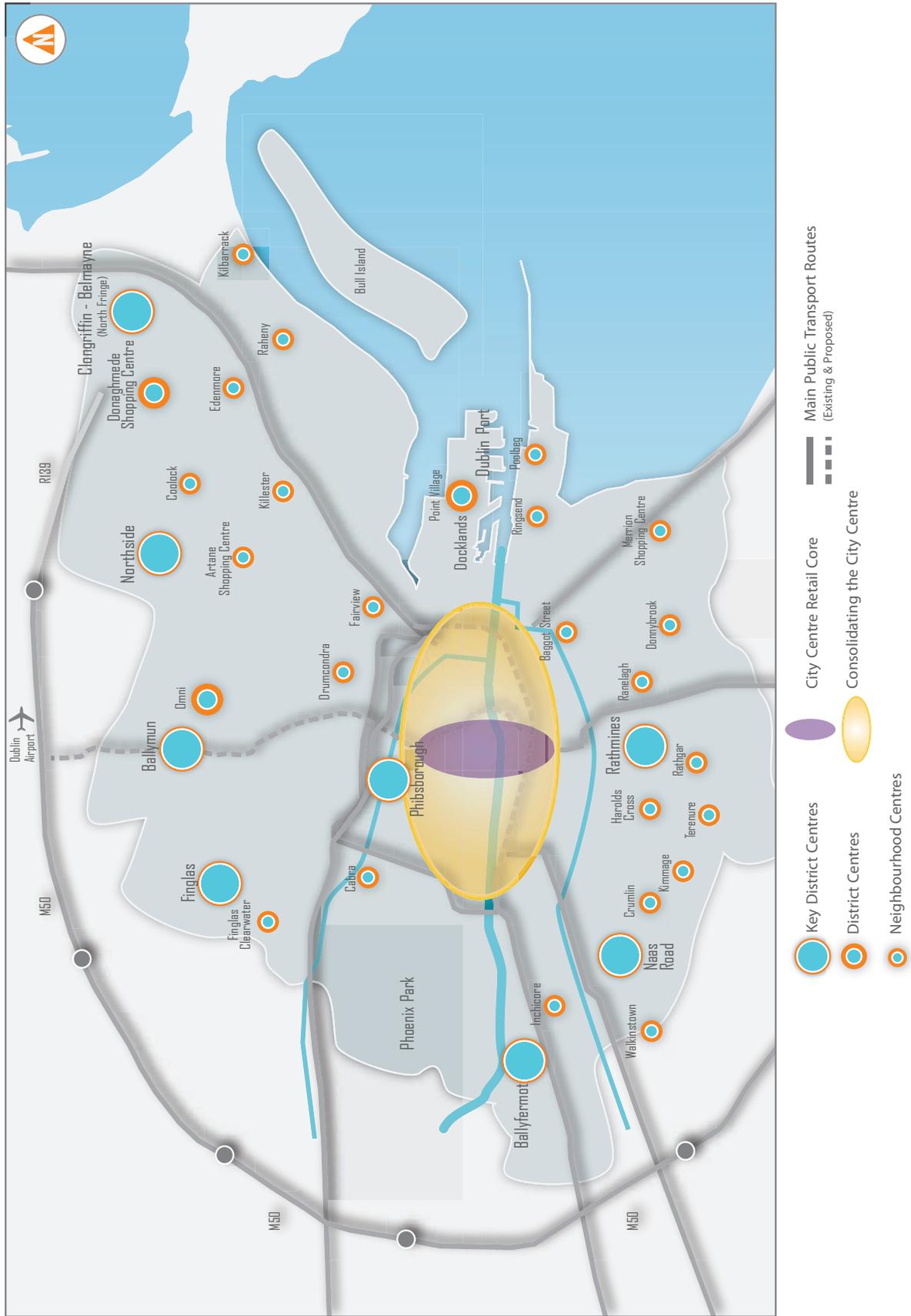
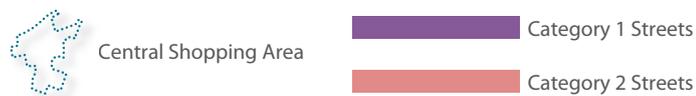
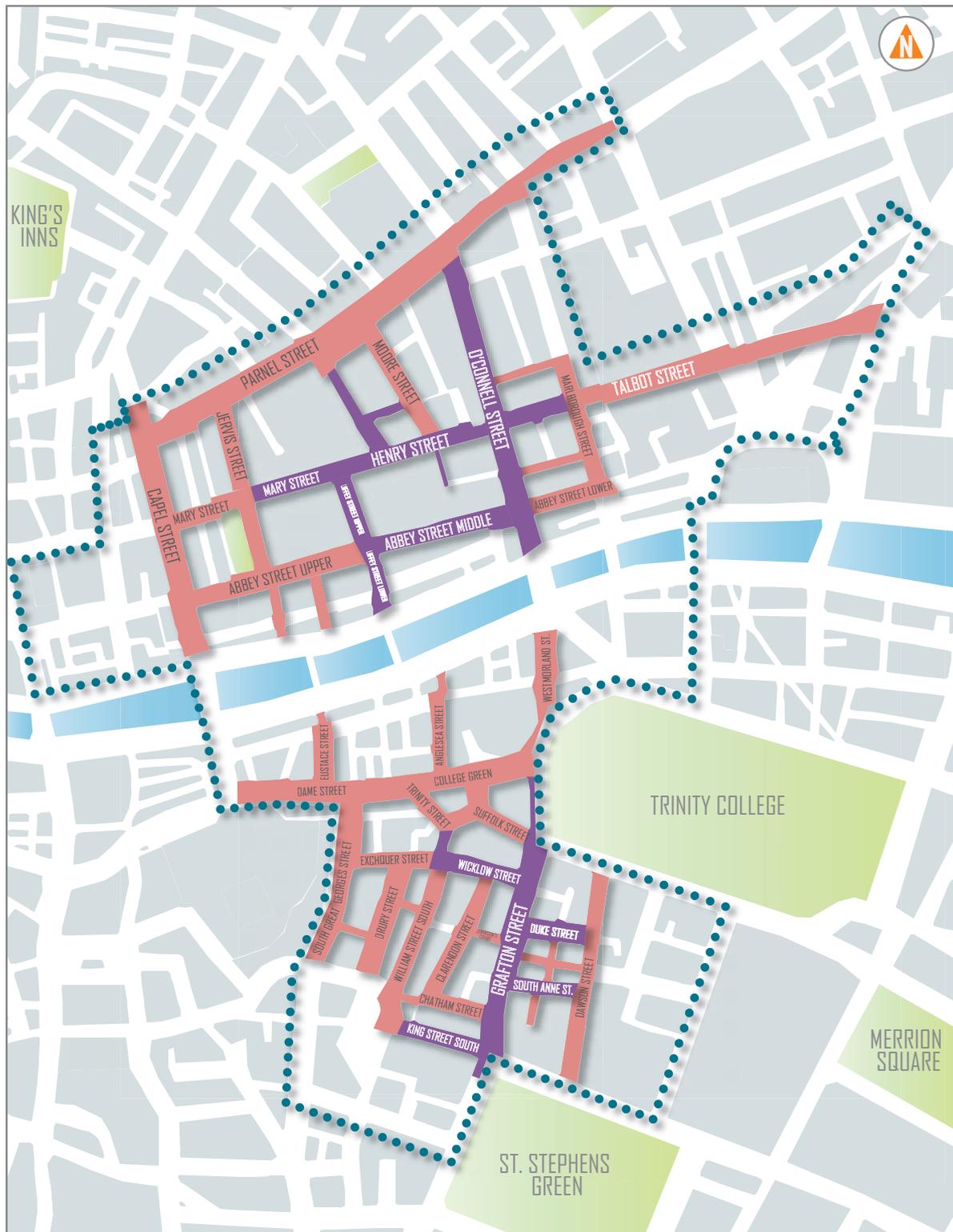


Fig.8 City Centre Retail Core - Principal Shopping Streets



The purpose of this designation is to protect the primary retail function of these streets as the principal shopping streets in the retail core with an emphasis on higher order comparison retail and a rich mix of uses. The designation controls the extent of provision of non-retail uses at ground floor level, but also allows for uses complementary to the main shopping focus such as a cafés, bars, restaurants and galleries. Also ground floors should have a minimum commercial floor to ceiling height (4-5m) for design, use and adaptability reasons.

The land-use criteria for the category 1 and 2 streets are set out in the Retail Strategy, Appendix 3 and their locations are shown in Figure 7: City Centre Retail Core, Principal Shopping Streets.



**It is the Policy of Dublin City Council:**

**RD13:** To affirm and maintain the status of the city centre retail core as the premier shopping area in the State, affording a variety of shopping, cultural and leisure attractions and having regard to relevant objectives set out in the Retail Core Framework Plan (2007).

**RD14:** To have regard to the architectural fabric and fine grain of traditional retail frontages, whilst providing for modern retail formats necessary for a vibrant city centre retail core.

**RD15:** To require a high quality of design and finish for new and replacement shopfronts, signage and advertising. Dublin City Council will actively promote the principles of good shopfront design as set out in Dublin City Council's Shopfront Design Guidelines. ([www.dublincity.ie](http://www.dublincity.ie)) (see also 16.24.2)

**RD16:** To facilitate and support Dublin's Business Improvement District (BID) and particularly the promotion and facilitation of a vibrant and safe night economy. ([www.wearedublintown.ie](http://www.wearedublintown.ie))

**RD17:** To promote active uses at street level on the principal shopping streets in the city centre retail core and in Z4 district centres and having regard to the criteria for category 1 and category 2 streets and special planning control areas.

**It is the Objective of Dublin City Council:**

**RDO1:** To implement the retail hierarchy contained in the retail strategy of this development plan i.e. the city centre retail core, the district centres/urban villages, neighbourhood centres/shopping parades, local shops.

**RDO2:** To undertake a review of the Dublin city development plan retail strategy upon the adoption of the forthcoming Regional Spatial and Economic Strategy for the Eastern and Midlands Area. ([www.emra.ie](http://www.emra.ie))

### 7.6.2 Extending Retail from the City Centre

The emerging regeneration areas to the east and west of the central core provide opportunities for new retail areas. For example, the strategic development zone (SDZ) for the North Lotts and Grand Canal Docks area will see office, residential and commercial development. The Point Village is the designated district centre expected to service an eventual population catchment of 12,000–15,000 people. Towards the centre is the Grangegorman SDZ for the consolidation of the DIT campus and to the west is the Heuston South Quarter mixed-use development scheme.

### 7.6.3 Cruise Shipping and Retail

Dublin Port Masterplan 2012–2040 aims to integrate the port with the city while also creating a leading cruise ship destination. Since 2010, between €35 million and €50 million has been generated for the local economy through cruise traffic and this figure is expected to increase. A critical factor for this expansion is satisfying the retail requirements of visitors from emerging economies such as China. Given the limited time cruise ships are docked, areas such as Henry Street and Grafton Street are vital to engendering high spend through the provision of prestige outlets.

### 7.6.4 Retailing in the Wider City

Retail provision has an important role to play in the creation of vibrant centres and sustainable neighbourhoods in both traditional urban villages and in the more recent developing areas such as the North Fringe, Pelletstown and Ballymun. This will become more important as the economic recovery strengthens and the city's population increases, requiring quality services at a local level in line with the core strategy. Dublin City Council will encourage appropriate retail provision throughout

the city in accordance with the settlement and retail hierarchy as set out in the core strategy and retail strategy (see Chapter 2 and Appendix 3).

#### It is the Policy of Dublin City Council:

- RD18:** To ensure the adequate and appropriate retail provision in the emerging or key developing areas such as Cherry Orchard/Parkwest, North Fringe, Pelletstown and the Docklands.
- RD19:** To promote the retail provision in the key district centres, district centres and neighbourhood centres, including the revitalisation of existing established centres (see Appendix 3 Retail Strategy).

### 7.6.5 Convenience Shopping

The provision of good quality convenience, speciality and retail service shopping to cater for daily shopping needs is critical to attract and retain residents, especially families with children, as well as businesses in the inner city. The 2012 guidelines for retail planning removed the distinction between 'discount' retailers such as Lidl and Aldi and other convenience stores.

#### It is the Policy of Dublin City Council:

- RD20:** To promote and facilitate the provision of accessible good quality convenience shopping with strong choice and competition within the inner city area and to develop areas to ensure that adequate provision is made for the increased population now living in the city; to reduce the numbers travelling to outer suburbs to meet their convenience needs and to attract and retain families with children in the city, as set out in the retail strategy for the Greater Dublin Area.

### 7.6.6 Competitiveness and Sustainable Planning

On publication of the ‘Guidelines for Planning Authorities – Retail Planning’ in 2012, the Competition Authority commented positively that the language and provisions throughout the guidelines better reflect the benefits of competition and the interests of consumers in retail development.

### 7.6.7 E-Commerce

The emergence of e-commerce, popularly known as the digital high street and ‘ROPO’ (Researched Online, Purchased Offline) has occurred within the last decade and initial indications show that it is an increasingly popular option, particularly when purchasing comparison goods. However, the long-term effects of e-commerce are as yet unknown. Early indications are that central locations with attractions complementary to retail appear more robust to the challenge as compared to traditional centres dependent solely upon retail footfall.



#### It is the Policy of Dublin City Council:

**RD21:** To promote and facilitate competition and innovation in the retail and other service sectors to the benefit of competitiveness and the consumer, as an integral part of the proper planning and sustainable development of the city.

**RD22:** To encourage environmental and streetscape improvement works conducive with the improvement of the pedestrian environment and the creation of better linkages within and between shopping areas in the city centre retail core in line with the objectives of ‘Your City, Your Space - Dublin City Public Realm Strategy, 2012’ ([www.dublincity.ie](http://www.dublincity.ie)).

**RD23:** To facilitate an increase in the amount of retail floor-space to accommodate higher order comparison goods retailing and including, where appropriate, the provision of larger shop units in the city centre retail core.

**RD24:** To promote and facilitate the ongoing implementation of the City Markets Project, centred around the Victorian Fruit and Vegetable Market on Mary’s Lane, an important aspect in city centre regeneration ([www.dublincity.ie](http://www.dublincity.ie)).

**RD25:** To facilitate the development of a new district centre and ancillary retail hubs as articulated in the North Lotts and Grand Canal Dock strategic development zone ([www.dublincity.ie](http://www.dublincity.ie)).





# 08

## Movement and Transport

## 8.1 Introduction

The continued delivery of an efficient, integrated and coherent transport network is a critical component of the development plan core strategy. The strategy makes optimum use of existing and proposed transport infrastructure, and Dublin City Council works with the National Transport Authority (NTA) and relevant transport agencies to deliver key projects. Sustainable forms of transport such as public transport, walking, and cycling are strongly promoted in this plan, which takes a pro-active approach to influencing travel behaviour and effective traffic management. These are seen as important elements of a progressive policy that can contribute to climate change mitigation and a more sustainable city. A crucial factor in the discussion of movement

and transport is the challenge of tackling climate change. The Council shall use its powers to manage transport related spaces in the city so as to reduce transport-related emissions in the city area by at least 3% per year over the lifetime of the plan.

The context for transportation planning in the city has changed significantly in recent years and future public transport projects will now be guided by the National Transport Authority's Transport Strategy for the Greater Dublin Area (2016–2035). In addition to the above, a consultation draft 'Dublin City Centre Transport Study' has been developed jointly by Dublin City Council and the National Transport Authority and seeks to address the imminent transport issues facing the core city centre area for the 2015–2023 period. It contains specific proposals to improve public realm and prioritise public transport use and active travel.

An integrated approach to land-use and transportation generates efficiencies and helps to sustain and improve existing transport systems. Zoning objectives for the city have been developed with this in mind. Any plan or project, either individually or in combination with other plans or projects that has the potential to give rise to significant effects on the integrity of any European site(s), shall be subject to an appropriate assessment in accordance with Article 6(3) and 6(4) of the EU Habitats Directives.



## 8.2 Achievements

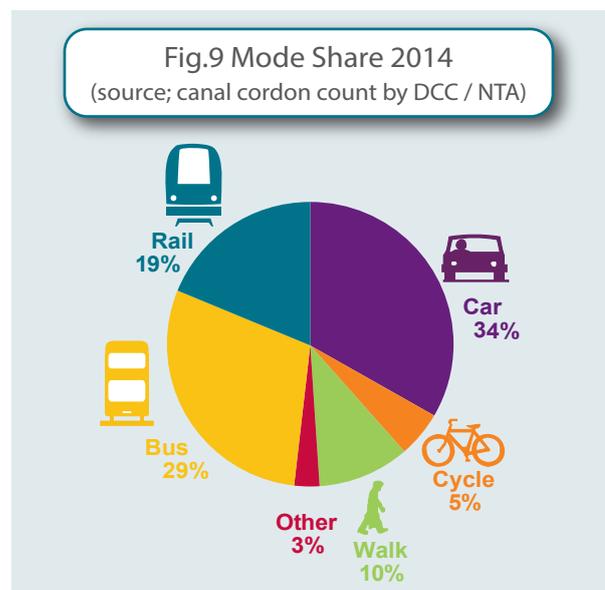
The onset of recession limited the range of major projects completed during the past development plan period. This said, the construction of the Luas light rail cross-city route from St Stephen's Green to Broadstone is now progressing well, and this will form an important integrating link in the current public transport system when complete in 2017. The Rosie Hackett public transport bridge over the River Liffey has been completed and this facilitates the new Luas route, pedestrians and cyclists. More generally, there has been increased emphasis on improving the environment for cyclists and pedestrians and Dublin City Council adopted a Public Realm Strategy in 2012. Titled 'Your City – Your Space', this identifies priority projects and actions.

See: <http://www.dublincity.ie/sites/default/files/content//Planning/Documents/YDYVPublicRealmFinal.pdf>

The successful Dublin shared bike scheme continues to be expanded and the canal premier cycle route from Portobello to Spencer Dock is well used.

At a strategic level, new local area plans have been developed around sustainability principles and promote active travel and public transport use (e.g. Ashtown/Pelletstown and Clongriffin/Belmayne LAPs). Strategic development zones adopted for Grangegorman and Grand Canal Dock and North Lotts are similarly focused.

Other infrastructural works have included necessary upgrades of roads and bridges, and the re-alignment of Ratoath Road and replacement of Reilly's Bridge near Pelletstown have greatly reduced congestion in the area. Other works are ongoing, including an upgrade to



Newcomen Bridge along the North Strand and improvements to Blackhorse Avenue adjoining the Phoenix Park.

Changing the mode share of commuters towards sustainable options is a key requirement, and during the period 2006–2014, use of the private car decreased by 17% and the proportion of cyclists entering the city increased by 114%. Incremental improvements to strategic cycleways have much improved the cycling environment and further enhancements are planned. The walking share target of 10% was exceeded over the period of the last development plan.

Pro-active traffic management is an ongoing requirement, and Dublin City Council has sought to limit the growth of peak hour traffic within the canal cordon. The continued implementation of the HGV Management Strategy (2007) has ensured controlled access to the city centre for large HGVs, providing a safer environment for pedestrians and cyclists. Electric vehicles are more sustainable to run than conventional vehicles and electric charging points have been provided throughout

the city. Further, new by-laws have been introduced by Dublin City Council to facilitate the operation and expansion of car clubs within the city.

A collaborative approach has been developed to promote sustainable travel in conjunction with communities and businesses. This began in Drimnagh with the ‘Hike It! Bike It! Like It! Drimnagh’ project (formerly Drimnagh Smarter Travel), and has been since expanded to other areas of the city. The project was a finalist in both the 2013 National Green Awards and in the Excellence in Local Government Awards. A partnership with An Taisce’s ‘Green Schools’ programme helps Dublin City Council promote walking and cycling in over 250 schools in the city area.

- Improving the city centre environment for pedestrians through public realm enhancements and through improvement of the strategic pedestrian network.
- Ensuring maximum benefits are achieved from public transport improvements including Luas cross-city and the anticipated Bus Rapid Transit network.
- Managing city centre road-space to best address the competing needs of public transport, pedestrians, cyclists, and the private car.
- Increasing significantly the existing mode share for active modes, i.e. walking and cycling, and supporting the forthcoming National Policy Framework for Alternative Fuels Infrastructure.

### 8.3 Challenges

Transport has an important contribution to make towards achieving a sustainable city. Less dependency on the private car for routine trips and replacement by public transport, walking and cycling will result in a reduction in consumption of non-renewable resources and CO<sub>2</sub> emissions, helping to meet national emission reduction targets. It will also bring health benefits. This is all the more important when we consider that the population of the inner city is expected grow by over 40,000 by the year 2020. Key challenges for the city include the following:

- Effective integration of land-use and transportation, and the management of access and mobility.
- Pro-active engagement and collaboration with communities to bring about further modal shift and effective mobility management.
- The expansion of the strategic cycle network along all major water bodies including the River Liffey and the canals.

### 8.4 The Strategic Approach

Following on from previous development plans and from statutory guidance, the strategic approach is based on the following principles:

- The content of the National Transport Authority’s Transport Strategy for the Greater Dublin Area 2016–2035. This sets out an integrated long-term strategy for the area and includes new public transport proposals such as DART and Luas expansion and also a new Metro route. Whilst spanning a longer time frame than the development plan, DCC is guided by the proposals contained therein.
- In accordance with the National Transport Authority strategy, a hierarchy of transport users is supported, with pedestrians, cyclists and public transport users at the top of this hierarchy, having their needs considered first in the planning of transport provision.

- Placing a stronger emphasis on sustainable forms of transport such as walking, cycling and public transport, particularly for short trips and journeys to work and school.
- Taking a pro-active approach to influencing travel behaviour and effective traffic management.
- Prioritising transport and movement schemes, particularly those that increase the use of public transport, walking and cycling, that can be implemented in the short term, bearing in mind that major schemes take longer to deliver and will not by themselves provide the capacity to achieve transport targets.
- Restricting through-traffic and calming traffic generally within the city centre, and to give increased levels of priority for pedestrians, cyclists and public transport, along with associated improvements to public realm.
- Underpinning all transport and movement measures with an integrated approach to land-use and transportation that promotes intensification in accessible areas.
- Achieving a reduction in pollution and greenhouse gas generation, so helping to mitigate climate change.
- Tackling these issues holistically so as to facilitate continued economic activity while reducing vehicular congestion and improving air quality, so having a positive impact on health.
- The development plan supports the need for a city centre transport study which sets down a framework for how the city's transport network can be redefined to cater for increased usage, by better utilising infrastructure available, and moving towards a more sustainable and efficient use of public realm in the

city centre, but will have full regard to the protection and development of employment, the economy and cultural vibrancy within the city centre. The study will aim to move towards a more sustainable and efficient use of the public realm in the city centre and will integrate the policies of the National Transport Authority and Dublin City Council in an agreed framework. Any City Council approved project identified in the study will be subject to full Environmental Impact Assessment in order to clearly ensure that the anticipated effects on the environment are measured.

#### 8.4.1 Appropriate Assessment

The Council will ensure that all developments relating to movement and transport infrastructure are subject to Article 6 EU Habitats Directive Assessment to ensure that there are no likely significant effects on the integrity of any European site(s). The development will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the development is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of the EU Habitats Directive.

## 8.5 Policies and Objectives

### 8.5.1 Integrated Land-use and Transportation

By shaping the pattern of development and influencing the location, scale, density, design and mix of land-uses, the integration of land-use and transportation can help reduce the need to travel and facilitate sustainable urban development and city living.

To maximise the use of public transport infrastructure and minimise car dependence, higher densities and interactive mixed uses will be encouraged within walking distance of public transport corridors and nodes (rail stations and interchanges) and at other key locations such as key district centres.

**It is the Policy of Dublin City Council:**

- MT1:** To support the sustainability principles set out in the following documents:
- The National Spatial Strategy/National Planning Framework
  - The National Transport Authority’s Transport Strategy for the Greater Dublin Area
  - Smarter Travel, A Sustainable Transport Future 2009–2020
  - Regional Planning Guidelines for the Greater Dublin Area
  - Design Manual for Urban Roads and Streets (DMURS)
  - National Cycling Policy Framework and National Cycle Manual

Also, to ensure that land-uses and zoning are fully integrated with the provision of a high-quality transportation network that accommodates the movement needs of Dublin city and the region.

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

**MTO1:** To encourage intensification and mixed-use development along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPs or other plans for areas surrounding key transport nodes, where appropriate, in order to guide future sustainable development.

**8.5.2 Promoting Modal Change and Active Travel**

Increasing capacity on public transport including bus corridors, DART, suburban railway lines and Luas will continue to reduce the reliance on private car usage and provide opportunities for people to alter their travel behaviour and increase modal shift to more sustainable modes. Promoting modal change also encourages active travel (i.e. walking and cycling) in general and as a means to access public transport routes. Car clubs, whereby cars are rented for short periods, facilitate people who have limited need for a car and these clubs can help reduce car ownership levels and free up road space for more sustainable travel modes.

**It is the Policy of Dublin City Council:**

**MT2:** Whilst having regard to the necessity for private car usage and the economic benefit to the city centre retail core as well as the city and national economy, to continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to co-operate with the NTA, Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives. Initiatives contained in the government’s ‘Smarter Travel’ document and in the NTA’s draft transport strategy are key elements of this approach.

**8.5.3 Public Transport**

DCC policy on public transport will be implemented in collaboration with the NTA’s Transport Strategy for the Greater Dublin Area 2016–2035. Key public transport elements of this strategy include:

- Metro North and South, and the DART expansion programme including DART underground

- Luas to Lucan, Finglas and Poolbeg, and also Green Line enhancements
- Road link from the Port Tunnel to the South Port
- Bus Rapid Transit Network and also core Bus Network

Whilst delivery of these will take longer than the immediate development plan period, it is policy to protect route alignments from inappropriate development. The National Transport Authority and Transport Infrastructure Ireland will be consulted in relation to all significant proposals along these routes.

A number of key transport proposals have also recently been set out in the draft ‘Dublin City Centre Transport Study’, which has been jointly prepared by the National Transport Authority and Dublin City Council. Bus, rail, BRT, cycle and pedestrian network proposals are all included, along with specific measures central to achieving these, which focus on key city centre areas such as College Green, Westmoreland Street, D’Olier Street, Suffolk Street, St Stephen’s Green North, the Quays, and



interchange locations. This has a clear focus on improving public realm in tandem with promoting both public transport and active travel. Dublin City Council will seek to influence the level of service and routing of public transport in the city and will safeguard lands required for future public transport corridors and nodes in association with appropriate zonings and land-use policies and objectives. Technical guidance and codes of practice for development alongside existing and proposed public transport route corridors should be observed.

The Council recognises that some areas of the city are currently better served by public transport than others and that a number of proposals under ‘Transport 21’ may not be realised. A large sector of the north city extending from the DART line on the eastern side to the Luas cross-city route on the western side lacks a rail or light rail corridor and would benefit from same in order to encourage modal shift and reduce congestion.

**It is the Policy of Dublin City Council:**

**MT3:** To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.

**MT4:** To promote and facilitate the provision of Metro, all heavy elements of the DART Expansion Programme including DART Underground (rail interconnector), the electrification of existing lines, the expansion of Luas, and improvements to the bus network in order to achieve strategic transport objectives.



**It is the Policy of Dublin City Council:**

**MT5:** To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking, cycling etc.) with public transport, thereby making it easier for people to access and use the public transport system.

**MT6:** (i) To work with Iarnród Éireann, the NTA, Transport Infrastructure Ireland (TII) and other operators to progress a co-ordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable transport and improved connectivity.

(ii) To facilitate the needs of freight transport in accordance with the National Transport Authority’s Transport Strategy for the Greater Dublin Area 2016–2035.

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

**MTO2:** To support the development and implementation of integrated ticketing and real time passenger information systems across the public transport network in association with relevant transport providers and agencies. Progress on the integration of Dublin shared bike scheme and Leap Card schemes will be monitored.

**MTO3:** To promote ‘Park and Ride’ services at suitable locations in co-operation with neighbouring local authorities.

**MTO4:** To support improvements to the city’s bus network and related services to encourage greater usage of public transport in accordance with the objectives of the NTA’s strategy and the government’s ‘Smarter Travel’ document.

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

**MTO5:** (i) To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure.

(ii) Subject to a station layout assessment, to promote the re-instatement of station entrance at Amiens Street/Buckingham Street Junction.

**MTO6:** To review future strategic provision of bus depots/garages in the city in consultation with Dublin Bus and the NTA.

**MTO7:** To promote and seek the development of a new commuter rail station at Cross Guns serving the existing rail line infrastructure. Such a provision may be a stand-alone facility or form part of a larger mixed use development.

**8.5.4 Promoting Active Travel: Cycling & Walking**

Increased levels of cycling and walking are encouraged, as they are both more sustainable modes than private car use and can form part of sustainable journeys in conjunction with public transport use. Active travel can also contribute to healthy lifestyles.

**It is the Policy of Dublin City Council:**

**MT7:** To improve the city’s environment for walking and cycling through the implementation of improvements to thoroughfares and junctions and also through the development of new and safe routes, including the provision of foot and cycle bridges. Routes within the network will be planned in conjunction with green infrastructure objectives and on foot of (inter alia) the NTA’s Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policy GI5 and objective GIO18.

**MT8:** To work with, and actively promote, initiatives by relevant agencies and stakeholders such as An Taisce’s ‘Green Schools’ initiative and the NTAs Smarter Travel Unit, to promote active travel in schools and communities, recognising the health and social benefits of walking and cycling as well as the environmental benefits.

**MT9:** To promote Bike and Ride at public transport hubs by providing secure, dry, bike parking facilities.

**MT10:** To provide 30kph speed limits and traffic calmed areas at appropriate locations throughout the city and subject to stakeholder consultation.

**MT11:** To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority’s document ‘Permeability – a best practice guide’. Also, to carry out a permeability and accessibility study of appropriate areas in the vicinity of all Luas, rail and BRT routes and stations, in co-operation with Transport Infrastructure Ireland and the National Transport Authority.

**8.5.4.1 Cycling**

Cycling is a healthy and environmentally friendly form of transport that can improve the health and wellbeing of citizens. The National Cycle Planning Policy Framework 2009–2020 sets out a range of objectives and requires that cycle-friendly principles are incorporated into plans. In addition, the National Transport Authority’s Cycle Network Plan sets out a series of planned routes in detailed maps. Dublin City Council aims to increase mode share associated with cycling to reach a minimum target of 25%. New infrastructure works will concentrate on improving cycle safety, access, parking and developing and improving the Dublin Cycle Network. Strategic routes include those along waterways and the coastline, extending into Fingal, South Dublin and Dun Laoghaire Rathdown. Within the city, the success of the ‘dublinbikes’ scheme has led to its expansion, and the Grand Canal cycleway has provided an attractive off-street environment for cyclists.

(For cycle parking standards, see section 16.39)



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

**MTO8:** To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities at appropriate locations, taking into consideration (inter alia) the NTAs Cycle Network Plan, Dublin City Centre Cycle Parking Strategy, and Dublin City Council’s Public Realm Strategy.

**MTO9:** To develop, within the lifetime of this plan, the Strategic Cycle Network for Dublin city - connecting key city centre destinations to the wider city and the national cycle network, and to implement the NTA’s Greater Dublin Area Cycle Network Plan to bring forward planning and design of the Santry River Greenway, incorporating strongly integrative social and community development initiatives.

**MTO10:** To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where appropriate and feasible.

**MTO11:** To review the 30kph speed limit that applies within the city centre (i.e. area between the canals).

**MTO12:** (i) To monitor the success of the shared bike scheme and to expand it to the entire city, in accordance with the content of the dublinbikes Strategic Planning Framework 2011-2016 or any subsequent review.

(ii) That developers will agree to fund the provision of a shared bike station near large developments, as community gain.

**MTO13:** In accordance with cycle routes identified in the National Transport Authority’s Greater Dublin Area Cycle Network Plan

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

(i) To improve permeability for cyclists by reducing speed limits to 30kph and allowing contraflow cycling on all single lane one way streets, and to provide a segregated contraflow cycle lane on all one way streets with two or more lanes, except where engineering report demonstrates risk is too high.

(ii) To improve the traffic environment for cycling by reducing traffic speeds through the introduction or expansion of 30kph zones in compliance with the Department of Transport, Tourism & Sport document ‘Guidelines for Setting and Managing Speed Limits in Ireland’.

**MTO14:** To review availability of bicycle parking facilities at neighbourhood centres with a view to addressing any shortfall through provision of Sheffield-type bicycle parking in the immediate vicinity as required.

**MTO15:** To provide Sheffield Stand type parking near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc.

**MTO16:** To seek to reopen the pathway underneath Blaquiery Bridge on the North Circular Road beside the old State Cinema in Phibsborough to pedestrians and cyclists.

**8.5.4.2 Walking**

Walking is a healthy and sustainable form of transport that can improve levels of health in the community, provide activity and vibrancy on the street and in public spaces and reduce road traffic volumes. Pedestrians are at the top of the movement hierarchy. Providing and maintaining a high-quality pedestrian environment is considered critical to promoting a culture of walking, and Dublin City Council will actively encourage walking as the foremost mode of transportation throughout the city.

Dublin enjoys a good level of pedestrian activity for both journeys to work and also for movement within the city. Over 10% of total trips across the city’s canal cordon are by pedestrians and there are particularly high footfall levels on the main shopping streets in the city centre. The implementation of wayfinding and information signage has improved the pedestrian environment in tandem with public realm enhancements. This said, street clutter and potential conflict with other road users can impact negatively on pedestrian movement and can also reduce the prospect of social interaction on city streets.

A strategic pedestrian network helps identify important pedestrian routes in the context of related spaces and key destinations. The Council’s Public Realm Strategy (‘Your City - Your Space’) identifies important pedestrian routes and spaces and sets out actions to improve public realm. An associated Public Realm Plan is being prepared for the core city centre area and takes into account detailed survey work. Locally-focused studies such as the Grafton Street Quarter Public Realm Plan also help re-shape and improve the pedestrian environment.

**It is the Policy of Dublin City Council:**

**MT12:** To improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all.

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

**MTO17:** To extend the River Liffey Boardwalk westwards through the city centre from Capel Street towards Heuston.

**MTO18:** To develop a high-quality pedestrian environment at new public transport interchanges and to consider the needs of pedestrians in the design of all infrastructure projects.

**MTO19:** Subject to a feasibility assessment, to upgrade Cross Gunns Bridge Phibsborough for pedestrian and cyclist use.

**MTO20:** Subject to a feasibility assessment, to include a pedestrian/cyclist bridge over the railway line at Whitworth Road connecting the Royal Canal to Whitworth Road at an appropriate site.

**MTO21:** To avail of opportunities to increase footpath widths particularly within the city centre where appropriate.

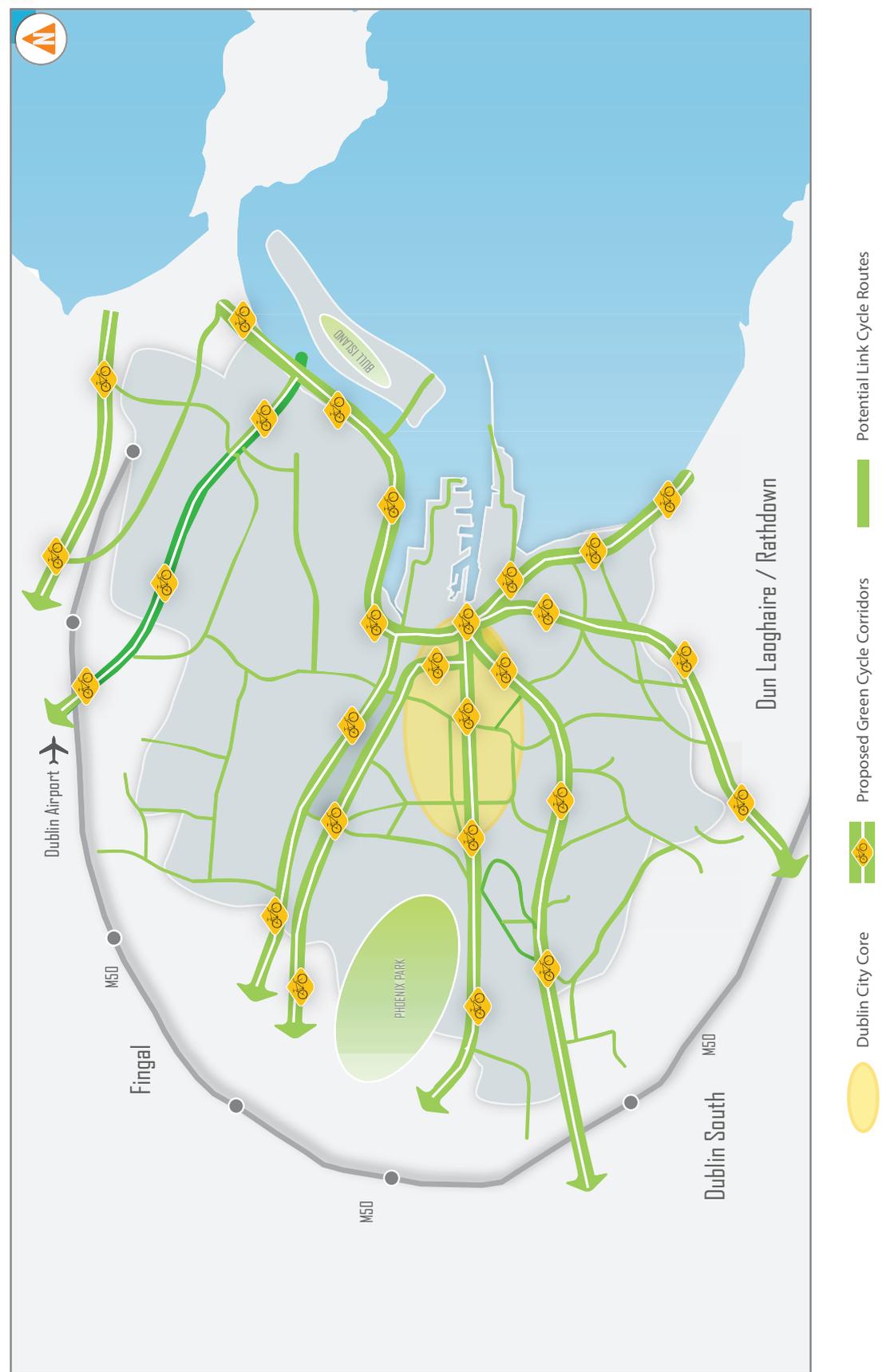
**MTO22:** To support public realm enhancements contained in this development plan that contribute to an improved pedestrian environment including those listed in Dublin City Council’s Public Realm Strategy (‘Your City – Your Space’) and street improvement proposals contained in the Grafton Street Quarter Public Realm Plan together with public drinking fountains where deemed appropriate, feasible, not a risk to public health, and where they do not add to street clutter.

**8.5.5 Mobility Management & Travel Planning**

**Mobility Management**

Mobility Management seeks to encourage as much travel as possible by sustainable means such as public transport, walking and cycling. At a strategic level, this involves locating development in the most accessible locations while at a more

Fig.11 Dublin City Green Cycle Network





detailed level, it means designing new areas and developments in a way that minimises the need to travel from the outset and reduces the demand for car use. Engagement and collaboration with communities, schools and workplaces can greatly help achieve modal shift. A good example of this has been the ‘Hike it, Bike it, Like it, Drimnagh!’ project which helped bring about favourable changes in travel behaviour.

Dublin City Council’s Mobility Management Section manages and monitors existing and future Travel Plans submitted as part of the planning process. The Council also implements its own Workplace Travel Plan.

**Travel Plans**

Travel Planning is a tool that helps to implement mobility management policies. They can be prepared for a variety of uses including workplaces, residential developments and schools. Travel Plans may be required in certain circumstances to balance car use to the available road capacity and to provide for mobility via other more sustainable transport modes (see Appendix 4).

**Transport Assessment**

A Transport Assessment is a comprehensive review of all the potential transport impacts of a proposed development. In the case of developments with significant car trip generation potential and attraction rates, applicants will be required to submit a detailed assessment of the transportation systems provided and the impact of the proposed development on the surrounding environment and transportation network through the submission of a Transport Assessment (see Appendix 4). School Travel Plans are required for all new schools.

**It is the Policy of Dublin City Council:**

**MT13:** To promote best practice mobility management and travel planning to balance car use to capacity and provide for necessary mobility via sustainable transport modes.

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

**MTO23:** To require Travel Plans and Transport Assessments for all relevant new developments and/or extensions or alterations to existing developments, as outlined in Appendix 4.

**MTO24:** To review and monitor Travel Plans through the Dublin City Council Mobility Management Section.

**MTO25:** To support the growth of Electric Vehicles and e-bikes, with support facilities as an alternative to the use of fossil-fuel-burning vehicles, through a roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations.

**8.5.6 Car Parking**

Dublin City Council will continue to implement a policy on car parking in the city that seeks to manage and provide car parking as part of the overall sustainable transport needs of the city. Note that standards are set out in section 16.38. Wherever possible developers will be encouraged to supply a car, preferably electric, as part of a shared transport pool in lieu of parking spaces as well as the supply of push bikes.

**It is the Policy of Dublin City Council:**

- MT14:** To minimise loss of on-street car parking, whilst recognizing that some loss of spaces is required for, or in relation to, sustainable transport provision, access to new developments, or public realm improvements.
- MT15:** To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.
- MT16:** To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives.
- MT17:** To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards (section 16.38) so as to promote city centre living and reduce the requirement for car parking.
- MT18:** To encourage new ways of addressing the parking needs of residents (such as car clubs) to reduce the requirement for car parking.
- MT19:** To safeguard the residential parking component in mixed-use developments.

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

- MTO26:** To progressively eliminate all ‘free’ on-street parking, both within the canals and in adjacent areas where there is evidence of ‘all day’ commuter parking, through the imposition of appropriate parking controls, including disc parking.
- MTO27:** To renew restrictions on the use and cost of on-street parking and change them, as necessary, in order to discourage commuter parking, and to facilitate short-term parking for shopping, business and leisure purposes at appropriate locations.

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

- MTO28:** To develop lorry parks, bus parks and taxi holding areas in selected areas where deemed necessary and in co-operation with private enterprise, so as to eliminate the hazards of unsuitable lorry, bus and taxi parking in residential and other areas.
- MTO29:** To consider providing additional on-street motorcycle parking at various locations throughout the city where considered appropriate, to address current under-provision.
- MTO30:** To identify suitable and appropriate new locations (including off-street) in the city centre for the parking of private or tour-operated coaches with a view to discontinuing the practice of allowing coaches to park in such places as Mountjoy Square, College Green, Nassau Street, Merrion Square and Wilson Terrace.

**8.5.7 Road & Bridge Improvements**

(See also Zoning Maps)

A number of key road capacity improvements are required to facilitate the sustainable and safe movement of goods and people throughout the city and to ensure ease of access.

**It is the Policy of Dublin City Council:**

- MT20:** To increase capacity of public transport, cycling and walking, where required, in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations.

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

**MTO31:** To initiate and/or implement the following road improvement schemes and bridges within the six year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy.

**Roads**

- River Road
- Richmond Road
- Malahide Road/R107 (including North Fringe Improvements)
- Blackhorse Avenue (commenced)
- Clonsaugh Road Industrial Estate
- Ballymun (improved town centre linkage)
- Kilmainham/South Circular Road
- Link from Military Road to Conyngham Road
- East Wall Road/Sheriff Street to North Quays
- Cappagh Road.

**Bridges**

- Dodder Bridge
- Liffey Valley Park pedestrian/cycle bridge
- Cycle/pedestrian bridges that emerge as part of the evolving Strategic
- Cycle Network and Strategic Green Infrastructure Network
- Three new bridges proposed as part of the North Lotts and Grand Canal Dock SDZ.

**MTO32:** To protect the routes of the proposed eastern by-pass from existing Dublin Port tunnel to Poolbeg, also referred to as the Southern Port Access Route, and in the longer term to provide a route corridor between Poolbeg and the Southern Cross/South Eastern Motorway (in accordance with the NTA Strategy for the Greater Dublin Area 2016–2035). The preferred route for DCC is by means of a bored tunnel, under Sandymount Strand and Merrion Strand and will be subject to full statutory Environmental Assessment, together with an Appropriate Assessment for the entire proposed routes, in accordance with the Habitats Directive, together with a full consultation process. (See Map J)

**8.5.8 Traffic Management**

A wide range of public realm, traffic management and public transport projects will occur in the city centre during the life of the Dublin City development plan. The city's road network must be effectively managed during this period in order to keep all road users interacting safely and efficiently while ensuring full accessibility and maintaining the economic competitiveness of the city.

Traffic management policy will recognise the varying needs of the city through different parts of the day such as the needs of residents, visitors, businesses and those who travel for work and leisure.

**It is the Policy of Dublin City Council:**

**MT21:** To improve the management and control of traffic in the city, to increase internal and external sustainable accessibility, to improve road safety, to safeguard commercial servicing requirements, to mitigate the impact of construction works and to minimise the adverse environmental impacts of the transport system.

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

**MTO33:** To continue investment in the city's computer-based area traffic signal control system and in other Information Technology (IT) systems to increase the capacity of Dublin City Council's Traffic Control Centre to manage traffic in the city and to improve the priority given to pedestrians, cyclists and public transport in the city.

**MTO34:** To manage restrictions on the use of road space for road works or general construction in accordance with Dublin City Council's 'Directions for the Control and Management of Road Works'.

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

**MTO35:** To provide vehicle users with up-to-date and accurate information on traffic conditions and parking availability in the city through use of a range of communications/media measures.

**MTO36:** To review traffic management and calming plans for local areas throughout the city in consultation with local communities and subject to availability of resources.

**MTO37:** To assist the NTA in the development of a Regional Traffic Management Strategy in co-operation with neighbouring local authorities.

**MTO38:** To develop a traffic management and environmental protection plan for sports stadia and significant cultural events in consultation with relevant transport, sporting, community and cultural bodies.

**MTO39:** To engage with public transport providers/agencies and event organisers regarding the feasibility of developing a 'Free Travel' scheme for ticket holders attending major events, concerts, conferences and sporting fixtures in the city.

**MTO40:** To review the implementation of the HGV management strategy with a view to developing an improved approach to managing such vehicles in the city.

**MTO41:** To review the existing traffic layout of the junction at Doyle's Corner, Phibsborough, during the lifetime of the plan with a view to providing for the needs of vulnerable road users, including pedestrians and cyclists as well as public transport and improving traffic safety.

**MTO42:** To support the implementation of appropriate speed limits throughout the city in accordance with guidelines published by the Department of Transport, Tourism & Sport.

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

**MTO43:** To work with the relevant agencies to ensure that safety issues are addressed at the entrance and exit of Ashtown gates at the Phoenix Park.

**8.5.9 Environmental and Road Safety Impacts of Traffic**

The NTA's Transport Strategy for the GDA (2016–2035) sets out the need to balance economic, social and environmental considerations in developing a sustainable transport network. Traffic in the city can have environmental and safety impacts which need to be addressed and minimised through measures such as traffic calming, layout/road re-design, and through monitoring of emissions and noise. The launch of the Design Manual for Urban Roads and Streets (DMURS) jointly by the Department of Environment, Community and Local Government and Department of Transport, Tourism and Sport places a new focus on the role of streets in sustainable place-making and encourages layouts that are suited to all users. The Governments Road Safety Strategy 2013-2020 is also relevant.

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

- MTO44:** To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:
- The implementation of traffic calming measures including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets.
  - The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council.
  - The support of the government's Electric Transport Programme by examining measures that would facilitate the roll-out of charging infrastructure for electric vehicles.
  - To support programmes of action which tackle the issue of road safety in the city.
  - To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones.

**MTO45:** To implement best practice in road design as contained in statutory guidance and in the DMURS (the use of which is mandatory) with a focus on place-making and permeability (for example, by avoiding long walls alongside roads) in order to create street layouts that are suited to all users, including pedestrians and cyclists.

**MTO46:** To promote the greater use of low carbon fuels.

**8.5.10 Dublin Port Tunnel and Public Transport Tunnel Structural Safety (see also Zoning Maps and Map J)**

**It is the Policy of Dublin City Council:**

**MT22:** To require the submission of a Development Assessment for all development proposals located in the vicinity of both Dublin Port Tunnel, the proposed DART Underground protected corridor, or any proposed public transport tunnel. Detailed requirements for Dublin Port Tunnel are set out in Appendix 6, and Iarnród Éireann should be consulted in relation to heavy rail.



### 8.5.11 Accessibility for All

Dublin City Council will address and support agencies addressing the pertinent transport/access/egress needs of people with mobility impairment and/or disabilities, including the elderly and people with children, to create a city environment that is safe and accessible to all. Dublin City Council will develop a city centre pedestrian network inclusive of facilities for people with mobility impairment and/or disabilities, linking key public buildings, shopping streets, public transport points, and tourist and recreational attractions (refer also to Appendix 15: 'Access for All').

#### It is the Policy of Dublin City Council:

**MT23:** To improve facilities and encourage relevant transport agencies/transport providers to provide for the needs of people with mobility impairment and/or disabilities including the elderly and parents with children.

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

**MTO47:** To develop a city centre pedestrian network which includes facilities for people with disabilities and/or mobility impairments based on the principles of universal design.

**MTO48:** To provide on- and off-street disabled driver parking bays in excess of minimum requirements where appropriate (see section 16.38.5).

**MTO49:** To prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms.

**MTO50:** To introduce traffic-free areas on sections on Drury Street, South William Street, Exchequer Court, Dame Court and Dame Lane while ensuring that access to car parks and deliveries is still provided for.







# 09

## Sustainable Environmental Infrastructure

## 9.1 Introduction

Dublin City Council is committed to providing and delivering infrastructural services within its statutory remit, which will enhance the quality of the city's environment and also facilitate sustainable economic development and housing. Dublin City Council's policies and objectives intend to provide high-quality public infrastructure which aims to minimise waste, provide flood protection, reduce flood risk in Dublin city as far as possible, mitigate where possible and adapt to the impacts of climate change, protect and improve water resources/water dependent ecosystems and to support the green infrastructure network. Infrastructural requirements and issues relating to water services, energy supply and telecommunications, while not the direct remit of Dublin City Council, have implications for planning and development.

Since 1 January 2014, Irish Water is responsible for all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater. Dublin City Council retains responsibility for the storm water network. Dublin City Council will work closely with Irish Water to ensure the delivery of a reliable, clean water supply and safe disposal of wastewater, to facilitate the continued sustainable economic development of the city.

## 9.2 Achievements

Dublin City Council, in partnership with other organisations and local authorities in the region, has been working to improve all aspects of our environment. Over the last number of years, many projects have been completed or undertaken.

The Climate Change Strategy for Dublin City 2008–2012 builds on existing environmental policies whilst recognising the potential implications of climate change as one of the key drivers of change within our community. The Strategy was reviewed in 2009, and the City Council is currently preparing a new Climate Change Strategy for Dublin City.

Dublin has worked with the other 11 local authorities in the Eastern River Basin District (ERBD) to produce the ERBD 2009–2015 River Basin Management Plan and Programme of Measures. This Plan describes the actions to ensure the necessary protection of our waters over the coming years. It sets out how the aims and objectives of improving and protecting water quality and ecology in the waters of each river basin district could be achieved, by means of a Programme of Measures.

Catchment Flood Risk and Management (CFRAM) Studies are being undertaken by the Office of Public Works (OPW), in consultation with the Dublin Local Authorities for the Rivers Liffey, Santry, Poddle and Camac, as well as the city coastal zones. The associated latest available flood maps for all of these will be incorporated into the Dublin City Development Plan Strategic Flood Risk Assessment.

The Greater Dublin Strategic Drainage Study delivered an overview of the performance of the drainage infrastructure in the city's catchments and proposed infrastructural improvement works to facilitate the anticipated future growth in the catchment to 2031. Irish Water, with the support of Dublin City Council, now manages the major and minor capital works for foul and combined (surface and foul) and sewer networks.

A number of flood protection works have been implemented and schemes have been constructed, are being constructed, or are at an advanced feasibility stage, to protect the city to a 1:100-year return period event from river flooding and 1:200-year event for coastal flooding. These include the Tolka flood alleviation works, Spencer Dock works, Lower Dodder flood alleviation works, Clanmoyle scheme on Wad river, Merrion Gates and Marine Drive. The South Campshires scheme from Butt Bridge to Cardiff Lane started construction in November 2014.

Sustainable Urban Drainage Systems (SUDS) are being integrated into new and, where possible, existing developments. There is close co-operation with the OPW, Met Éireann and other bodies in providing new flood alleviation services, and new tidal and rainfall warning systems are in place.

*Other recent improvements include:*

- Delivery of separate surface water infrastructure to serve the new Grangegorman campus, thus reducing storm-water discharges to the local combined sewer network
- Implementation of Fats, Oils and Grease (FOG) Programme, thus reducing blockages in sewers
- Continued programme of re-lining of public sewers to provide structural rehabilitation and extend the life of the pipeline
- Completed hand-over of new drainage infrastructure serving Ballymun Regeneration area
- New wastewater pumping station currently being commissioned in North Docklands area to facilitate new development.



In 2013 Dublin City Council adopted a major emergency plan which sets out co-ordinated systems for effectively responding to emergency situations. This also focuses on risk assessment and management, planning and recovery. The types of emergency situations that can potentially arise relate to severe weather, industrial accidents, or a major fire or transport incident, for example.

In April 2016, Dublin City Council approved a new Litter Management Plan for the city for the period 2016–2018.

Waste management is an integral requirement essential in the promotion of sustainable development, enhancing good public health and the protection of the environment. A review of the Waste Plan for the Dublin Region 2005–2010 highlighted a number of key achievements as set out below:

- Waste generation per capita reduced from 410kg to 330kg
- Household recycling rate increased from 27% to 44%
- Kerbside organic waste collected from households increased from 2,382 tonnes to 36,223 tonnes
- Construction of a regional Materials Recycling Facility (MRF) to process 100,000 tonnes of dry recyclables per annum, and
- Licensing was secured for a Waste to Energy Facility on the Poolbeg Peninsula.

Dublin City Council has adopted a number of new policies to help manage environmental noise exposure throughout the city and has co-operated with the three Dublin County Councils to produce a combined Noise Action Plan, which covers the period from 2013 to 2018 and sets out the measures for the management of environmental noise. Eight parks within Dublin City have been designated by the Minister for Environment as 'Quiet Areas'.

Dublin City Council continues to manage and operate, on behalf of the four Dublin local authorities, an air pollution monitoring network and makes available the resulting measurements to the public.

A number of projects have shown initiative in aiming to both reduce energy consumption and emissions and make new build developments more sustainable. These include the 'Green Way', the Sustainable Energy Communities Programme, the Green IFSC energy initiative, 'Emerge' communication platform, 'Think Energy' energy awareness campaign, and 'Ecar' car-pooling scheme.

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. During the lifetime of the plan, DCC shall work 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.



### 9.3 Challenges

- The Dublin region is facing a number of infrastructural challenges, particularly in the supply and demand for high-quality drinking water and for wastewater treatment to provide for future population growth, addressing deterioration of the existing networks, including sub-standard drainage infrastructure, and encouraging water conservation. The Irish Water Services Strategic Plan 2015 sets out objectives for the delivery of water services over the next 25 years. Dublin City Council will work closely with and facilitate Irish Water in delivery of these services.
- Irish Water published the Project Need Report in early March 2015 which sets out the pressing need for a new water supply source for the Eastern and Midlands Region of the country. Projected demand for water in Dublin will increase significantly by 2050, far exceeding the capacity of the existing sources there. Climate change presents a risk to water supply. There is a requirement to diversify water sources serving the Dublin water supply area with 84% of water treatment capacity dependent on the River Liffey alone. The Eastern and Midlands Region Project will identify a new water supply source to avoid shortages of drinking water in the future. The city needs to develop significant additional treated water storage capacity to mitigate the risks of water shortages in the future.
- 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 Population Equivalent (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.
- Progressing the development of the Greater Dublin Regional Wastewater Treatment Plant, Marine Outfall and orbital sewer to be located in the northern part of the Greater Dublin Area is essential to the future growth of the Dublin region.
- It is crucial to respond to the issue of climate change and the impact of increased flood risk due to extremes of weather by flood risk management. Given the onset of climate change and increased flood risk from extreme events, flood risk assessment and management into all aspects of the development plan, including the areas of urban design, flood resilient construction materials and individual developments, must be undertaken. In this matter, the development plan and all developments will have regard to the Guidelines for Planning Authorities on Flood Risk Management Guidelines (2009) issued by the Department of the Environment, Heritage and Local Government.
- Whilst the National Climate Change Strategy has not been updated (2007–2012), it was comprehensively reviewed in 2011 and the EPA's document 'The status of Ireland's Climate' (2012, DECLG) provides an understanding of the key issues. The National Climate Change Adaption Framework (2012) now provides the policy context for a strategic adaption response that is designed to evolve over time.
- Mitigation strategies and energy strategies are important for mitigating

climate change, and an Action Plan on foot of same, such as the Dublin City Sustainable Energy Action Plan 2010–2020, can assist greatly towards meeting national goals such as The National Renewable Energy Action Plan (NREAP) and The National Energy Efficiency Action Plan (NEEAP).

- Pollution of water sources, including groundwater and surface water, pose a significant risk of contamination of raw water sources used as a source of drinking water.
- In waste management, the main objective is to facilitate the development of recycling in order to minimise the use of landfill. It is a target of the EU Landfill Directive for the Dublin region to reduce the amount of waste going to landfill. The 2013 and 2016 Landfill Directive targets are at risk of not being met without considerable policy effort. The plan will have regard to the Eastern–Midlands Regional Waste Management Plan 2015–2021.
- Increasing volumes of traffic affect air quality and the acoustic environment. The challenge is how to manage demand for limited road space and thus minimise traffic congestion, where possible, which leads to elevated air polluting emissions and increased noise levels. The aim is to manage these issues through specific transport measures, as outlined in the Movement and Transport chapter (see Chapter 8).
- The ERBD River Basin Management Plan sets out the objectives to upgrade our waters and proposes the actions that are needed to achieve these objectives while promoting sustainable use of our waters. Waters must have sufficient quantity and be of satisfactory quality to protect the aquatic

environment and beneficial uses. Many of our surface waters and groundwaters have satisfactory quality and sustainable levels but these too must be protected in the future. Both surface waters and groundwaters that support protected areas (e.g. bathing waters, nutrient-sensitive areas, protected habitats and species) must enable these protected areas to achieve their stricter status standards.

- The main challenges in flooding are:
  - i. To reduce the flood risk in Dublin city to the National Flood Standards to above 1% annual exceedance probability or AEP (roughly 100-year flood event) for fluvial flooding and above 0.5% AEP (roughly 200-year flood event) for tidal flooding, as far as is reasonably possible.
  - ii. To comply fully with the DECLG ‘The Planning System and Flood Risk Management’ Guidelines for Planning Authorities in the Dublin city area.
  - iii. To comply with Dublin City Council climate change adaption policy 2015–2021 in all flood alleviation projects, planning applications and flood warning systems.
  - iv. To continue to work with the Office of Public Works on the development of Catchments Flood Risk and Management Plans (CFRAMP) for the city’s major rivers and coastline, as well as general policies and objectives.
  - v. To develop and where possible implement strategies to reduce the effects of non-tidal and non-fluvial flooding in Dublin city.
  - vi. To liaise with Fingal, South Dublin, Dún Laoghaire–Rathdown, Meath, Kildare and Wicklow County

Councils as well as the Electricity Supply Board and Irish Water in the management of flood alleviation on the rivers coming into the Dublin city area and the coastline adjacent to it.

## 9.4 The Strategic Approach

The main strategic issues for the current plan period are identified as:

- Providing necessary infrastructure and the securing of corridors for utility infrastructure to match the compact spatial pattern of development
- Aligning the settlement and economic elements of the core strategy with Irish Water's strategy for the development and expansion of water and wastewater infrastructure in line with the investment programme and connections policy which are subject to the approval by the Commission for Energy Regulator (CER)
- Reducing dependency on fossil fuels and improve energy efficiency in new and existing buildings and promote the use of renewable energy in the city's building stock.
- Minimising waste, with an emphasis on maximum recycling
- Using flood risk assessment techniques, identification and management of these risks to be put in place through the identification and protection of existing and proposed flood defences and the need for flood-resilient urban and building design and construction
- Developing greater co-ordination with the other planning authorities and Environmental Protection Agency in the Greater Dublin Region with regard to infrastructural and climate change issues
- Ensuring the implementation of the recommendations and actions of Irish

Water's 'Water Services Strategic Plan 2015 – A Plan for the Future of Water Services'

- Ensuring the implementation of the measures and actions set out in the River Basin Management Plan and Programme of Measures to achieve the objectives and targets set out therein, and thereby implement the Water Framework Directive
- Improving the city's resilience and ability to adapt to climate change
- Promoting water conservation (leakage and demand management) measures.

### 9.4.1 Appropriate Assessment

The Council will ensure that all developments relating to environmental infrastructure are subject to Article 6 EU Habitats Directive Assessment to ensure that there are no likely significant effects on the integrity of any European Site(s). The development will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the development is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of the EU Habitats Directive.

## 9.5 Policies and Objectives

### 9.5.1 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.

Irish Water recognises the need for a new water source for the Eastern and Midlands Region of the Country and the Project Need Report (2015) states that it is expected that the projected demand for water in Dublin alone will increase by over 50% by 2050. Water conservation (leakage and demand management) is a cost-effective and sustainable way to reduce demand for water. Irish Water’s Water Services Strategic Plan aims to reduce current leakage rates nationally from 49% to less than 38% by the end of 2021 and to an economic level of leakage by 2040, whilst the Dublin City Development Plan will promote demand management measures.

Irish Water’s Capital Investment Plan (2014–2016) focuses on additional water resources, leakage reduction and improved resilience through investment in treatment capacity networks. Irish Water is preparing the next investment plan (2017–2021).

The expansion and upgrading of the Ringsend Wastewater Treatment Plant is an urgent priority for Irish Water. It is intended to upgrade, expand the treatment works to a capacity of c. 2.1 million PE from 1.64 million PE.

The Greater Dublin Strategic Drainage Study has identified the need for the Greater Dublin Regional Wastewater Treatment Plant, Marine Outfall and orbital sewer in North County Dublin to protect the environment and secure the future economic, commercial, industrial and residential needs of the Greater Dublin Area after 2022.

Dublin City Council will work closely and support Irish Water to provide and maintain an adequate public water supply and wastewater infrastructure network throughout the city for the plan period.

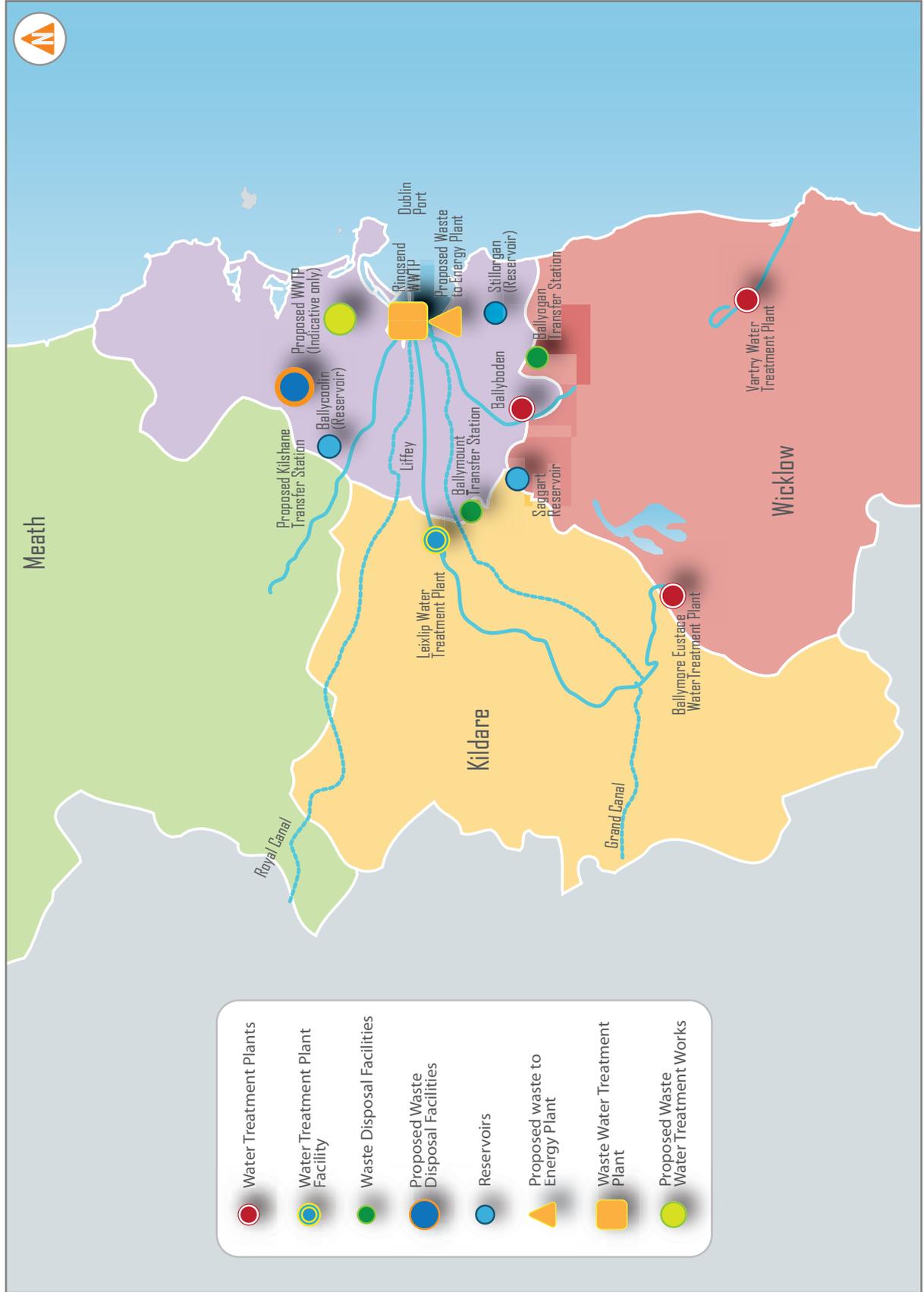
**It is the Policy of Dublin City Council:**

- SI1:** To support and facilitate Irish Water in the provision of high-quality drinking water, water conservation, and in the development and improvement of the water and wastewater systems to meet anticipated demands for clean and resilient water supplies and wastewater requirements for the city and region, all in accordance with the recommendations set out in the ‘Greater Dublin Water Supply Strategic Study’ and ‘The Greater Dublin Strategic Drainage Study’.
- SI2:** To support and facilitate Irish Water to ensure the upgrading of wastewater infrastructure, in particular the upgrading of the Ringsend Wastewater Treatment Plant, and to support the development of the Greater Dublin Regional Wastewater Treatment Plant, the North Docklands Sewage Scheme, the Marine Outfall and orbital sewer to be located in the northern part of the Greater Dublin Area to serve the Dublin region as part of the Greater Dublin Strategic Drainage Strategy.
- SI3:** To ensure that development is permitted in tandem with available water supply and wastewater treatment and to manage development, so that new schemes are permitted only where adequate capacity or resources exists or will become available within the life of a planning permission.

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

- SIO1:** To support Irish Water in the implementation of the ‘Water Services Strategic Plan – A Plan for the Future of Water Services’.
- SIO2:** To work closely with Irish Water to identify and facilitate the timely delivery of the water services required to realise the development objectives of this plan.
- SIO3:** To require all new development to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems.

Fig.13 Regional Infrastructure



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

**SIO4:** To minimise wastage of water supply by requiring new developments to incorporate water conservation measures, and to promote water conservation by all water users.

**SIO5:** To protect existing wayleaves and buffer zones around public water service infrastructure.

**9.5.2 Natural Watercourses & Water Quality**

The European Union Water Framework Directive 2000 (WFD) aims to provide a strengthened system for the protection and improvement of water courses and water-dependent ecosystems throughout the member states. The directive is being implemented across Europe and commits all member states to the dual key objectives of preventing deterioration and achieving at least good status in our rivers, lakes, estuaries, coastal and ground waters by the year 2015.

The purpose of the directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwaters which:

- a) prevents deterioration and protects and enhances the status of aquatic and terrestrial ecosystems
- b) promotes sustainable water use based on a long-term protection of water resources
- c) aims at enhanced protection and improvement of the aquatic environment
- d) ensures the progressive reduction of pollution of groundwater, and
- e) contributes to mitigating the effects of floods and droughts.

Both surface waters and groundwaters that support protected areas (e.g. bathing waters, nutrient-sensitive areas, protected



habitats and species) must enable these protected areas to achieve their stricter status standards.

The River Basin Management Plan and Programme of Measures sets out the objectives for our waters and proposes the actions that are needed to achieve these objectives.

The Environmental Objectives (Surface Water Regulations), which came into effect on 30 July 2009, have significant implications across a range of existing legislation and they address the requirements of the Water Framework, Dangerous Substances and Priority Substances directives.

The Water Framework Directive is complemented by Directive (2006/118/EC) on the protection of groundwater against pollution and deterioration, and Directive (2008/105/EC) on environmental quality standards in the field of water policy. The status of the rivers of Dublin (Liffey, Camac, Tolka, Dodder and Santry) are all affected by being located at the

downstream end of their catchments, and the main pressures are generally upstream pollution, combined sewer overflows, misconnections of wastewater and urban run-off.

All of the transitional waters including estuaries and marshes in the Eastern District are of moderate status including these in Dublin Bay. The Ringsend wastewater treatment works impacts on these waters. The EPA has designated the coastal waters of Dublin Bay with 'moderate' status.

Groundwater in and around Dublin city's administrative area has been deemed to have 'good' status as per the Water Framework Directive. Maintaining this status will require guarding against contamination and abstraction.

#### It is the Policy of Dublin City Council:

- SI4:** To promote and maintain the achievement of at least good status in all water bodies in the city.
- SI5:** To promote the enhancement of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems.
- SI6:** To promote the protection and improvement of the aquatic environment, including through specific measures for the progressive reduction or cessation of discharges and emissions.
- SI7:** To promote the progressive reduction of pollution of groundwater and prevent its further pollution.
- SI8:** To mitigate the effects of floods and droughts subject to environmental assessments.

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

- SIO6:** To implement the European Union Water Framework Directive through the implementation of the appropriate River Basin Management Plan and Programme of Measures.
- SIO7:** To take into consideration the relevant River Basin Management Plan and Programme of Measures when considering new development proposals.

### 9.5.3 Flood Management

Climate change is one of the most significant and challenging issues facing humanity. It is important that Dublin City Council responds to this issue. Climate change will result in rising sea levels and more frequent and more severe rainfall events.

The primary sources of flooding are:

- Coastal and estuarine flooding of areas adjacent to the coast or tidal estuaries
- Fluvial or riverine flooding arising from rivers and streams
- Pluvial flooding in low spots following intense rainfall
- Flooding associated with dam failure, either actual failure or high discharge release when in danger of over-topping
- Drainage flooding due to failure or inadequacies of the drainage system.

The five flood sources above have been addressed to date in a number of investment programmes. Dublin City Council and Fingal County Council in association with the Department of Communications, Marine and Natural Resources and the Office of Public Works (OPW) undertook the Dublin Coastal Flooding Protection Project and participated in the EU Interreg Programme IIIB SAFER project which addressed coastal flood risk.

The OPW is the lead agency for flood risk management in Ireland and is the national competent authority for the EU Floods Directive. Dublin City Council works in close partnership with the OPW in delivering the objectives of the Catchment Flood Risk Assessment and Management (CFRAM) Programme for the major rivers and coastal areas of Dublin city.

The National CFRAM programme commenced in 2011 and is central to the medium- to long-term strategy for the reduction and management of flood risk in Ireland. The CFRAM Studies scheduled to produce detailed maps for the Areas of Further Assessment in 2013, and flood Risk Management Plans in 2015, will set out the long-term strategies and prioritised measures to reduce and manage flood risk.

CFRAM Studies are being undertaken by the OPW, in consultation with the Dublin Local Authorities, for the Rivers Liffey, Santry, Poddle, and Camac as well as the city coastal zones. The associated latest available flood maps for all of these will be incorporated into the Dublin City Development Plan.



**It is the Policy of Dublin City Council:**

- SI9:** To assist the Office of Public Works in developing catchment-based Flood Risk Management Plans for rivers, coastlines and estuaries in the Dublin city area and have regard to their provisions/recommendations.
- SI10:** To have regard to the Guidelines for Planning Authorities on the Planning System and Flood Risk Management, and Technical Appendices, November 2009, published by the Department of the Environment, Community, and Local Government as may be revised/updated when assessing planning applications and in the preparation of plans both statutory and non-statutory.

**It is the Policy of Dublin City Council:**

- SI11:** To put in place adequate measures to protect the integrity of the existing Flood Defence Infrastructure in Dublin City Council's ownership and identified in the Strategic Flood Risk Assessment and to ensure that the new developments do not have the effect of reducing the effectiveness or integrity of any existing or new flood defence infrastructure and that flood defence infrastructure has regard also to nature conservation, open space and amenity issues.
- SI12:** To implement and comply fully with the recommendations of the Strategic Flood Risk Assessment prepared as part of the Dublin City Development Plan.
- SI13:** That development of basements or any above-ground buildings for residential use below the estimated flood levels for Zone A or Zone B will not be permitted.
- SI14:** To protect the Dublin City coastline from flooding as far as reasonably practicable, by implementing the recommendations of the Dublin Coastal Flood Protection Project and the Dublin Safer Project.
- SI15:** To minimise the risk of pluvial (intense rainfall) flooding in the city as far as is reasonably practicable and not to allow any development which would increase this risk.
- SI16:** To minimise the flood risk in Dublin City from all other sources of flooding, including fluvial, reservoirs and dams and the piped water system.
- SI17:** To require an environmental assessment of all proposed flood protection or flood alleviation works.

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

- SI08:** All development proposals shall carry out, to an appropriate level of detail, 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, Community and Local Government, November 2009, as may be revised/updated and the Strategic Flood Risk Assessment (SFRA) as prepared by this Development Plan.
  - The site-specific flood risk assessment (SSFRA) shall pay particular emphasis to residual flood risks, site-specific mitigation measures, flood-resilient design and construction, and any necessary management measures (the SFRA and Appendix B4 of the above mentioned national guidelines refer). Attention shall be given in the site-specific flood risk assessment to building design and creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing functional streetscapes. All potential sources of flood risk must be addressed in the SSFRA.
- SI09:** Proposals which may be classed as 'minor development', for example small-scale infill, small extensions to houses or the rebuilding of houses or paving of front gardens to existing houses, most changes of use and small-scale extensions to existing commercial and industrial enterprises in Flood Zone A or B, should be assessed in accordance with the Guidelines for Planning Authorities on the Planning System and Flood Risk Management and Technical Appendices, November 2009 as may be revised/updated, with specific reference to Section 5.28 and in relation to the specific requirements of the Strategic Flood Risk Assessment. The policy shall be not to increase the risk of flooding and to ensure risk to the development is managed.

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

**SIO10:** That recommendations and flood maps arising from the Fingal-East Meath CFRAM Study, the Dodder CFRAM Study and the Eastern CFRAM Study are taken into account in relation to the preparation of statutory plans and development proposals. This will include undertaking a review of the Strategic Flood Risk Assessment for Dublin city following the publication of the Final Eastern CFRAM Study, currently being produced by the OPW.

**SIO11:** To work with neighbouring local authorities when developing cross-boundary flood management work programmes and when considering cross-boundary development.

**SIO12:** To ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the Dublin City Council climate change adaptation policy and in the OPW Climate Change Sectoral Adaptation Plan Flood Risk Management applicable at the time.

**9.5.4 Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)**

SUDS is a series of management practices and control structures that aim to mimic natural drainage. SUDS reduces flood risk, improves water quality and provides amenity through the use of permeable paving, swales, green roofs, rain water harvesting, detention basins, ponds and wetlands. SUDS can achieve multiple objectives such as removing pollutants from urban run-off at source, controlling surface water run-off from developments and ensuring flood risk does not increase further downstream. Furthermore, SUDS offers the opportunity to combine water management with green space, which can increase amenity and biodiversity. Dublin City Council will carry out on-going maintenance and monitoring of the sustainable drainage systems within the public domain.

SUDS also forms an integral part of green infrastructure as set out in Chapter 10.

**It is the Policy of Dublin City Council:**

**SI18:** To require the use of Sustainable Urban Drainage Systems in all new developments, where appropriate, as set out in the Greater Dublin Regional Code of Practice for Drainage Works. The following measures will apply:

- The infiltration into the ground through the development of porous pavement such as permeable paving, swales, and detention basins
- The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basins, ponds, and wetlands
- The slow-down of the movement of water.



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

**SIO13:** To provide additional and improved surface water networks to both reduce pollution and allow for sustainable development.

**SIO14:** To require that any new paving of driveways or other grassed areas is carried out in a sustainable manner so that there is no increase in storm water run-off to the drainage network.

**9.5.5 Waste Management**

The generation and management of waste is an everyday challenge, which the people, businesses, industry and institutions must recognise and address. In our daily lives, we produce non-hazardous, hazardous and sometimes toxic wastes. These wastes have the potential to impact negatively on our communities, our health, our environment and future generations if not managed appropriately. Effective management systems are needed to ensure that we continue to live in healthy communities and protection is afforded to our environment. We have a collective responsibility to improve our behaviours in response to this ongoing problem. The protection and maintenance of a high-quality environment will support continuing economic progress.

Under existing legislation, the Waste Management Act 1996–2001, a development plan is required to include the objectives of the Waste Management Plan for its area. The waste plan is an important and powerful planning document providing for the prevention, collection and treatment of wastes in the region. The Eastern-Midlands Regional Waste Management Plan 2015–2021 sets out the strategic vision to re-think our approach to managing waste, by viewing our waste streams as valuable material resources. The strategic approach

of the plan places a stronger emphasis on preventing wastes and material re-use activities. The plan also focuses on enhancing the collection of quality materials from discarded waste to build on the positive progress made in recycling. The plan will strive to improve the recovery and generation of energy by maximising the resource value of the materials and energy embodied in residual wastes. The plan will seek to further reduce the role of land filling in favour of higher value recovery options. In this respect the City Council will liaise with the adjoining local authorities with regard to the location and distribution of waste management facilities in West Dublin as per zoning maps D and G.

In terms of planning, the Eastern-Midlands Waste Plan sits alongside county and city development plans, guiding the development of regional and national waste treatment infrastructure. However, the scope of the regional plan is more than just the identification of infrastructure for the waste sector, as it provides a roadmap for better co-ordination, prevention, resource efficiency and regulatory activities.

Dublin City Council has now exited the waste collection market but continues to manage a network of bring centres, civic amenity sites and bottle banks for the recycling of a range of wastes from household and commercial sources.

**It is the Policy of Dublin City Council:**

**SI19:** To support the principles of good waste management and the implementation of best international practice in relation to waste management in order for Dublin city and the region to become self-reliant in terms of waste management.

**It is the Policy of Dublin City Council:**

- SI20:** To prevent and minimise waste and to encourage and support material sorting and recycling.
- SI21:** To minimise the amount of waste which cannot be prevented and ensure it is managed and treated without causing environmental pollution.
- SI22:** To ensure that effect is given as far as possible to the ‘polluter pays’ principle.

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

- SIO15:** To provide for municipal/public recycling and recovery facilities in accessible locations throughout the city.
- SIO16:** To require the provision of adequately-sized recycling facilities in new commercial and large-scale residential developments, where appropriate.
- SIO17:** To promote the re-use of building materials, recycling of demolition material and the use of materials from renewable sources. In all developments in excess of 10 housing units and commercial developments in excess of 1000 sq.m, a materials source and management plan showing type of materials/proportion of re-use/recycled materials to be used shall be implemented by the developer.
- SIO18:** To implement the current Litter Management Plan through enforcement of the litter laws, street cleaning and education and awareness campaigns.
- SIO19:** To implement the Eastern-Midlands Regional Waste Management Plan 2015–2021 and achieve the plan targets and objectives.

**9.5.6 Soil Remediation**

Some brownfield lands within Dublin City have been created through reclamation over a period of time and have a history of heavy industrial uses. Soil Contamination generally arises as a result of spillages, leaks and improper handling of raw materials, manufactured goods and waste products. The Environmental Protection Agency (EPA) is the statutory body responsible for protecting the environment in Ireland. Any unearthed contaminants will require varying degrees of remediation measures, which may require a licence from the EPA. The EPA have published guidance in relation to the management of contaminated land and groundwater at EPA licensed sites. All contaminated sites shall be remediated to internationally accepted standards prior to redevelopment (see also Section 16.34 on Contaminated Land).



Image courtesy of CCD

**It is the Policy of Dublin City Council:**

**SI23:** All potentially contaminated sites shall be remediated to internationally accepted standards prior to redevelopment. Any unearthed contaminants will require some form of remediation measures which may require a licence from the Environmental Protection Agency (EPA).

**It is the Policy of Dublin City Council:**

**SI24:** To monitor and improve air quality in accordance with national and EU policy directives on air quality and, where appropriate, promote compliance with established targets.

**9.5.7 Air Quality**

EU Directives set out air quality standards in Ireland and other member states for a wide variety of pollutants. The EU Commission set out the principles to this approach in 1996 with its Air Quality Framework Directive. While some major sources of air pollution have been largely eliminated, others such as emissions from transport sector have emerged. The Clean Air Package announced by the European Commission in 2014 will involve a fundamental shift in tackling air emissions at source, with the possibility of introducing even tighter air quality standards from 2020 onwards.

The Environmental Protection Agency's Air Quality Index for Health describes air quality in the Dublin region as 'Good'.

Local authorities, through the planning system, can help minimise the adverse effects of air pollution associated with the construction phase of major infrastructural projects and large-scale developments. While individual projects may have a limited lifespan, the cumulative effect on air quality in some areas of the city has been pronounced and requires increased controls. These controls can most appropriately be dealt with by placing planning conditions on permissions for new development.

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

**SIO20:** To promote sustainable design and construction to help reduce emissions from the demolition and construction of buildings.

**SIO21:** To encourage the use of internal ducting/staircores within all new mixed-use developments, where appropriate, to facilitate air extraction/ventilation units and other associated plant and services.

**SIO22:** To maintain and manage a Dublin ambient air quality monitoring network and to make available to the public the resulting air quality measurements.

**9.5.8 Noise Pollution**

Dublin City Council is actively engaged in the strategic management of noise in compliance with requirements under the Environmental Noise Directive. In 2008, noise maps and a Noise Action Plan were produced by Dublin City Council in conjunction with the other Dublin Authorities.

Dublin City Council has adopted a number of new policies to help manage environmental noise exposure throughout the city and has co-operated with the three County Councils of Dublin to produce a combined Noise Action Plan, which covers the period from 2013 to 2018.

Dublin City Council will review and revise, where appropriate, noise maps for all road sound sources within its area at least every

five years. The next review is to be carried out in 2017.

Dublin City Council, through the planning system, can minimise the adverse impacts of noise pollution by controlling developments which are noise intensive away from more sensitive areas such as residential areas. Furthermore, where it is considered that a proposed development is likely to create disturbance due to noise, a condition can be imposed by the planning authority on any planning permission limiting the hours of operation and level of noise generation.

There are DCC lands located within Dublin Airport's Outer Noise Zone. The Dublin Airport Authority (DAA), ([www.dublinairport.com](http://www.dublinairport.com)) has produced Noise Contour Maps detailing these areas. These contours relate to the protection/prevention of noise sensitive uses within the noise zones.

**It is the Policy of Dublin City Council:**

**SI25:** To seek to preserve and maintain air and noise quality in the city in accordance with good practice and relevant legislation.

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

**SIO23:** To implement the Dublin Agglomeration Environmental Noise Action Plan (2013–2018) in co-operation with the other local authorities in Dublin and the Irish Aviation Authority.

**SIO24:** To protect the designated 'Quiet Areas' within the city from increased exposure to noise.

**SIO25:** To support new technologies and practices as a power source in transport to reduce noise.

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

**SIO26:** To protect residents of mixed-use developments from noise emanating from other uses such as shops, offices, nightclubs, late night busking, public houses and other night time uses through the planning system.

**SIO27:** To give careful consideration to the location of noise-sensitive developments, including the horizontal and vertical layout of apartment schemes, so as to ensure they are protected from major noise sources where practical.

**SIO28:** To support and facilitate the monitoring and enforcement by the environmental health department of noise reduction measures in areas experiencing excess noise.

**SIO29:** To take cognisance of the Dublin Agglomeration Environmental Noise Action Plan 2013–2018 during the development and implementation of any policies for the city and before any major planning developments commence within Dublin.

**9.5.9 Light Pollution**

Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and 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 and should shield the light given out so as to avoid creating glare or emitting light above a horizontal plane.

**It is the Policy of Dublin City Council:**

**SI26:** To ensure that the design of external lighting proposals minimises light spillage or pollution in the surrounding environment and has due regard to the residential amenity of the surrounding area.

**It is the Policy of Dublin City Council:**

**SI27:** To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets and highways, i.e. use of low-level bollard lighting along cycle paths.

**It is the Policy of Dublin City Council:**

**SI28:** To have regard to the provisions of the Major Accidents Directive (2012/18/EU), relating to the control of major accident hazards involving dangerous substances and 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 on or impacted by such sites.

### 9.5.10 Control of Major Accident Hazards Directive (SEVESO II Directive)

Directive 2012/18/EU was adopted taking into account, amongst other factors, the changes in EU legislation on the classification of chemicals and increased rights for citizens to access information and justice. This directive is known for convenience as the SEVESO III Directive.

Directive 2012/18/EU was transposed into Irish legislation through S.I. No. 209 of 2015 Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015.

S.I. No. 209 of 2015 came into effect on 1 June 2015. For clarity, the SEVESO III Directive replaced the SEVESO II Directive (96/82/EC).

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, following the receipt of a notification from the operator, and shall periodically review and update the consultation distance as necessary (see Appendix 12).

### 9.5.11 Telecommunications

Telecommunications infrastructure is a key requirement within the city of Dublin. The availability of services such as high-speed broadband is essential to the national economy but also to local communities in everyday life. Dublin City Council is mindful that the provision of telecommunications infrastructure, most notably antennae, can impact on residential amenity and visual amenity.

#### 9.5.11.1 Smart Dublin Framework

A Smart City is a socially inclusive city. Smart city technologies/technology innovation can help address many of the priority challenges that Dublin faces by delivering more responsive and efficient city services. The City Council's 'Smart Dublin' initiative sets out the following ambition:

*'To improve the liveability and attractiveness of Dublin as a city to live in, work in, invest in and visit by utilising technology in partnership with other agencies and citizens in order to address city challenges, to drive innovation and to improve service delivery.'*

The City Council is currently bringing together all of its Smart City work through the establishment of a centrally co-ordinated function. The Smart Dublin

framework will allow for greater flexibility for the city to work with universities, entrepreneurs and companies to co-innovate, test and deploy new urban solutions.

Dublin is positioning itself as a leading city to test and deploy new technologies which, in turn, open up opportunities for people/companies to invent new things and to test and sell them into an international marketplace.

The Smart Dublin framework will enable the City Council seeks to build partnerships that demonstrate innovative solutions in the areas of transportation, environment, management of extreme weather events and energy efficiency. It is the view of the City Council that advances in technology innovation can help the city deliver more responsive and efficient city services while at the same time support local economic development goals.

**It is the Policy of Dublin City Council:**

**SI29:** To encourage and facilitate telecommunications infrastructure in appropriate locations throughout the city as a means of improving economic competitiveness and contributing to sustainable movement by reducing the need to travel through enabling e-working, e-commerce and distance learning.

**SI30:** To support and facilitate the delivery of a high-capacity ICT infrastructure, broadband networks, and digital broadcasting in the city, having regard to the government's guidelines: Telecommunications Antenna and Support Structures—Guidelines for Planning Authorities, 1996 (DEHLG), and Circular Letter PL0 07/12 (including any updated/superseding documents) and where it can be demonstrated that development will not have significant adverse effects on the environment.

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

**SIO30:** To avoid a proliferation of communications masts and antennae and facilitate the potential for future mast sharing and co-location.

**SIO31:** To support the emerging Smart Dublin Framework which will allow greater flexibility for the city to work with universities entrepreneurs and companies, to co-innovate, test and deploy new urban solutions.

**9.5.12 Ducting**

Dublin City Council recognises the importance of access to and provision of Information Communication Technology Infrastructure notably for high speed broadband. It is important to ensure that new residential and commercial developments are connected in terms of ducts to existing or proposed optical fibres.

The ducting could be used by operators on a shared basis and where appropriate could contain other types of public utilities.

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

**SIO32:** To support the installation of high-speed technologies, where practicable, in accordance with the Department of Communications, Energy and Natural Resources documents including Recommendations for Open Access Fibre Ducting and Interior Cabling for New Residential Buildings; Making Home Fibre Ready, 2011; the National Broadband Plan 2012 – Delivering a Connected Society and National Digital Strategy for Ireland 2013; Doing more with Digital – Phase 1 Digital Engagement.

**9.5.13 Energy Facilities**

The development of a secure and reliable energy network is recognised as an

important element for not only supporting economic development but also to provide for the needs of every sectoral interest in the city. Dublin City Council will support a wide range of energy supply solutions to meet future demand, with particular emphasis on renewable energy sources and those which are less carbon intensive. Dublin City Council is cognisant of the future requirements of the service providers in relation to enhancing and upgrading existing facilities or networks for all users, both domestic, FDI, commercial or industrial. Where possible, Dublin City Council will support the statutory providers of national grid infrastructure by safeguarding strategic corridors where identified from other developments which might inhibit the provision of energy supply networks. Dublin City Council will be open to the future requirements of the major service providers including Bord Gáis, Eirgrid and the ESB, where it is proposed to enhance or upgrade existing facilities or networks, or provide new infrastructure in order to extend or strengthen energy supply to meet demand and meet climate reduction targets.

#### 9.5.14 District Heating & Combined Heat and Power

Dublin City Council has carried out a feasibility study on the implementation of a citywide district-heating network and pro-actively promotes its benefits and encourages its provision. District heating and Combined Heat and Power (CHP) offer potential for more efficient heating of Dublin's buildings, through utilising waste heat produced in generating electricity. The advantages include higher energy efficiency and reduced consumption of energy resources. Codema's SEDA study will progress a more detailed understanding of the potential of CHP to achieve efficiencies in different parts of the city.

#### It is the Policy of Dublin City Council:

- SI31:** To support and facilitate the development of enhanced electricity and gas supplies, and associated networks, to serve the existing and future needs of the city, and facilitate new transmission infrastructure projects that might be brought forward in the lifetime of this plan, subject to relevant Irish planning and European legislation including Article 6 of the Habitats Directive and/or environmental assessment.
- SI32:** To require that the location of local energy services such as electricity, telephone and television cables be underground wherever possible, and to promote the undergrounding of existing overhead cable and associated equipment, where appropriate.

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

- SIO33:** To support the development of energy efficient initiatives such as use of District Heating and Combined Heat and Power, and to promote the use of CHP in large developments.





# 10

## Green Infrastructure, Open Space & Recreation

## 10.1 Introduction

A green city is a healthy city. Protecting and enhancing open spaces for both biodiversity and recreational use has benefits for the city’s sustainability and attractiveness as a place to live, work and visit. As Dublin city intensifies and consolidates some natural assets, open spaces and recreational areas may come under increased pressure. The City Council must respond by balancing the need of the city to consolidate with the need to protect and enhance vulnerable natural areas.

It is important to pursue a green infrastructure approach to ensure a sustainable city. Dublin city will seek more sustainable forms of development and encourage approaches which effectively work with nature. A coherent plan for the future recreation and open space needs of citizens that at the same time ensures the adequate protection of natural assets including open spaces, landscapes and biodiverse areas is essential in creating a clean, green, well-connected city.



## 10.2 Achievements

Dublin city has been to the fore in contributing at national level to the implementation of policies on green infrastructure, piloting initiatives and leading innovative projects. A number of new parks and open spaces have been developed over the last few years, including Tolka Valley Park and Poppintree Park – both winners of national awards in recognition of their sustainability and community engagement. Despite the economic downturn, investment by Dublin City Council in green infrastructure has continued. Communities have become more actively involved in helping to support and manage the network, and this is a positive step toward increasing the ‘green’ resilience of Dublin city to climatic events.

Dublin City Council continues to build effective landscape partnership approaches with neighbouring local authorities, other State and semi-State bodies, non-governmental and community organisations. Recently, Dublin City Council initiated a partnership and successfully completed an application for a new Dublin Bay UNESCO Biosphere designation, [www.unesco.org](http://www.unesco.org). Dublin City Council has actively supported the aims of the Dublin Mountains Partnership to deliver on objectives for core areas of green infrastructure for the citizens of Dublin city.

The city’s green infrastructure network includes historic parks, gardens and Georgian squares of national and international importance. Since 2011, the City Council has prepared conservation studies for many of these, including: Merrion Square, Mountjoy Square, Palmerston Park, Herbert Park and Sandymount Green. The Office of Public Works has been preparing conservation

plans for properties within its management: Phoenix Park (completed), St Stephen's Green and Grangegorman Military Cemetery (both in progress).

The city's green infrastructure is used and enjoyed not only by its residents, but also by its visitors, and is an important component of the city's tourism offering. Dublin City Council has developed facilities in parks to increase their capacity to host international and national cultural, historical and sporting events and competitions. Recent projects to enhance visitor facilities, which include the re-development of St Anne's Park and Herbert Park to provide tearooms, and new tearooms at Harold's Cross Park and St Patrick's Park, support economic development. The recent provision of free wi-fi in parks has further enhanced their importance.

Dublin City Council has been pro-active in delivering and managing a range of sporting facilities. Multi-use games areas (MUGAs) have risen in popularity because of their appeal to different age groups. In line with national strategy, Dublin City Council is supporting initiatives to expand facilities for women and girls and is renovating existing building stock to provide accessibility for all.

In recognition of the expanding role of sport and recreation, 'Dublin City Sport and Active Recreation Strategy 2009–2016' outlines how the council can work with interested parties to deliver high-quality and sustainable sport and active recreation services. Achievements include new or upgraded changing rooms at Johnstown Park, Fairview Park, Willie Pearse Park, Bushy Park and Herbert Park; and refurbishment of the boxing club at Willie Pearse Park. Two additional new changing pavilions are due to be built in 2016 at Springdale Road and Poppintree Park.

A new all-weather training facility was constructed at Donaghmede Park. Three swimming pools were refurbished during 2014. The running track at Irishtown stadium is currently being replaced. The changing area in Markievicz Sports and Fitness centre will be completely refurbished during 2015. An extension to Ballybough Community Youth and Sports Centre is to be completed in 2015 and will accommodate a new gym facility. To encourage physical activity, the Council has provided new outdoor gyms at Clontarf Promenade, Sandymount Promenade, Edenmore Park, and John Paul Park. A further seven gyms are due to be built next year at Ellenfield Park, Dartry Park, Albert College Park, Lansdowne Valley Park, Bunting Road, Mellows Park and Belcamp Park.

The City Council, as lead agency, has developed with its partners and published the Dublin City Play Plan 'Play here, Play there, Play everywhere' (2012–2017). In making the city more child friendly, new public playgrounds have been completed and refurbishment works to existing facilities are part of the ongoing work of the City Council, including Merrion Square, Tolka Valley Park and Neagh Road and Walkinstown Green.

The City Council has expanded significantly the availability of allotment and community gardens through both direct provision in its parks and facilitation on other sites, in accordance with the Planning and Development (Amendment) Act 2010.

### 10.3 Challenges

The main challenges for protecting, developing and managing the city's green infrastructure are:

1. Addressing deficits of green space in some neighbourhoods due to the historic development of the city and retrofitting green infrastructure into existing built-up areas.
2. Protecting the existing green infrastructure network from fragmentation and loss due to pressures of urban development within and adjoining the network.
3. Recognising and promoting the value of ecosystem services that the green infrastructure network provides to the city.
4. Adapting to the uncertainties of the impacts of climate change presently and into the future on the city's landscape, including its wildlife and its people.
5. Increasing awareness of biodiversity through enhanced interpretation on-site and through visitor facilities.
6. Improving the mental and physical health of Dublin's citizens through the provision, maintenance and promotion of sporting, play and recreation facilities at neighbourhood level.
7. Locating and developing access to lands presently not being used to facilitate community and allotment gardening in the city.

## 10.4 The Strategic Approach

In helping to achieve a green, connected city and more sustainable neighbourhoods in line with the core strategy of this plan, the following vision will be pursued:

- Implementing a 'green infrastructure' strategy
- Creating sustainable connectivity between green areas
- Providing for the recreational and amenity needs of the population.

### 10.4.1 Appropriate Assessment

The Council will ensure that all developments relating to Green Infrastructure and Open Space are subject to Article 6 EU Habitats Directive Assessment to ensure that there are no likely significant effects on the integrity of any European Site(s). The development will proceed only after it has been ascertained that it will not adversely affect the integrity of the site or where, in the absence of alternative solutions, the development is deemed imperative for reasons of overriding public interest, all in accordance with the provisions of the EU Habitats Directive.

## 10.5 Policies and Objectives

### 10.5.1 Green Infrastructure

Green infrastructure is an interconnected network of green space that conserves natural ecosystem values and functions that also provides associated benefits to the human population. It is a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services. It incorporates green spaces (or blue if aquatic ecosystems are concerned) and other physical features in terrestrial (including coastal) and marine areas.

Dublin City Council will actively promote a green infrastructure strategy which draws on the Council's sustainability principles (see Appendix 23 on Green Infrastructure Guiding Principles). The strategy comprises a spatial strategic network to be delivered through local area plans and through the development management process.

Green infrastructure systems are spatially made of three different parts:

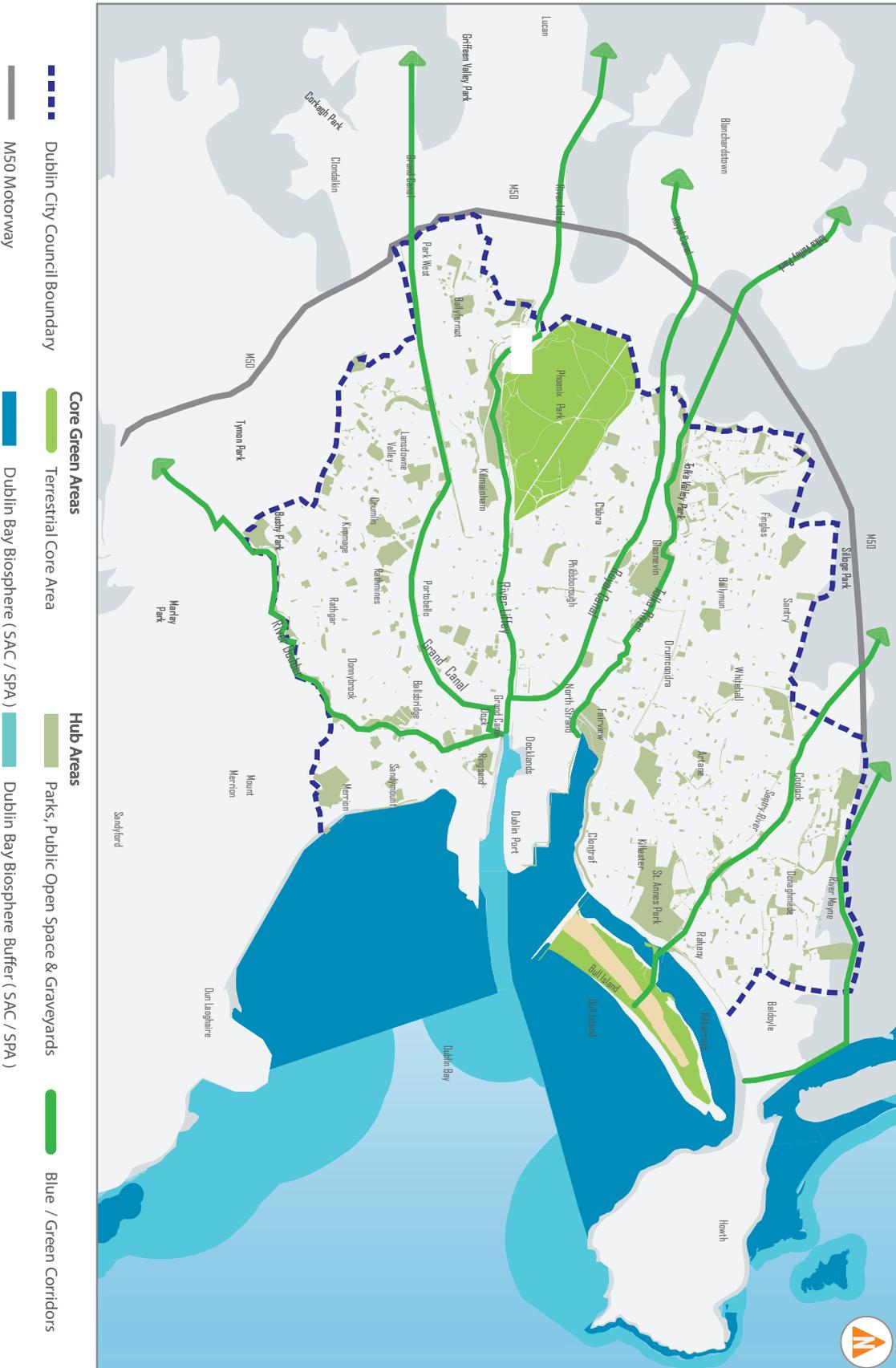
- a) **Core Areas** which are the nuclei of the network and provide essential habitat for sensitive species
- b) **Hubs** which are places buffering the core areas, and are made of the largest, least fragmented continuous areas of forest, wetlands, stream systems, or other native landscape types
- c) **Corridors** are vital to maintain connectivity in the landscape and provide for animal movement, seed and pollen dispersal, and plant migration.

The Council recognises the benefits to the sustainability of the city and in terms of clean air and better water quality. Implementing green infrastructure features in urban areas creates a greater sense of community, strengthens the link with

voluntary actions undertaken by civil society, and helps combat social exclusion and isolation. They benefit the individual and the community physically, psychologically, emotionally and socio-economically. Green infrastructure creates opportunities to connect urban areas and provides appealing places in which to live and work. Through urban food production and community gardens, which are efficient tools to educate schoolchildren and engage the interest of young people in particular, it addresses the disconnect between the production and consumption of food and helps increase its perceived value. Investments in green infrastructure have significant potential to strengthen regional and urban development, including the creation of jobs.



Fig. 14 Strategic Green Network



**It is the Policy of Dublin City Council:**

- GI1:** To develop a green infrastructure network through the city, thereby interconnecting strategic natural and semi-natural areas with other environmental features including green spaces, rivers, canals and other physical features in terrestrial (including coastal) and marine areas.
- GI2:** That any plan/project, either individually or in combination with other plans or projects that has the potential to give rise to significant effect on the integrity of any European site(s), shall be subject to an appropriate assessment in accordance with Article 6(3) and 6(4) of the EU Habitats Directives.
- GI3:** To develop linear parks, particularly along waterways, and to link existing parks and open spaces in order to provide green chains throughout the city. Where lands along the waterways are in private ownership, it shall be policy in any development proposal to secure public access along the waterway.
- GI4:** To co-ordinate open space, biodiversity and flood management requirements, in progressing a green infrastructure network.
- GI5:** To promote permeability through our green infrastructure for pedestrians and cyclists.

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

- GIO1:** To integrate Green Infrastructure solutions into new developments and as part of the development of a Green Infrastructure Strategy for the city.
- GIO2:** To apply principles of Green Infrastructure development to inform the development management process in terms of design and layout of new residential areas, business/ industrial development and other significant projects.

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

- GIO3:** To focus on key streets in the city area between the canals for 'greening' by way of higher standards of planting and amenity along key routes.
- GIO4:** To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.
- GIO5:** To engage with and involve corporate volunteers, landowners and relevant agencies to support their communities in the development and delivery of green infrastructure programmes.

**10.5.2 Landscape**

Dublin's setting on the River Liffey, with the Dublin mountains to the south, Howth peninsula to the north, and also the amenities and wildlife of Dublin Bay, is a unique one, and it is critical to retain existing key landscapes and open spaces which offer so much to the city in terms of amenity and character. Landscapes and key open spaces can help give people a sense of identity and place. Within Dublin city, there are outstanding landscapes of national importance including a National Special Amenity Area at North Bull Island, views northward to the National Special Amenity Area at Howth Head and a National Historic Park – the Phoenix Park.

**It is the Policy of Dublin City Council:**

- GI6:** To support and implement the objectives of the National Landscape Strategy.

**It is the Policy of Dublin City Council:**

**GI7:** To continue to protect and enhance landscape, including existing green spaces through sustainable planning and design for both existing community and for future generations in accordance with the principles of the European Landscape Convention.

**GI8:** To protect and enhance views and prospects which contribute to the appreciation of landscape and natural heritage.

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

**GIO6:** To prepare a Landscape Character Assessment (LCA) for Dublin city during the lifetime of the plan in accordance with the National Landscape Strategy and forthcoming national methodology.

**GIO7:** To promote the city landscapes, including rivers, canals and bay, as a major resource for the city and forming core areas of green infrastructure network.

**GIO8:** To undertake a 'Views and Prospects' study to identify and protect the key views and prospects of the city. Additional views and prospects may be identified through the development management process and local area plans.

**GIO9:** To maximise managed access to key landscape and amenity areas of Dublin city.



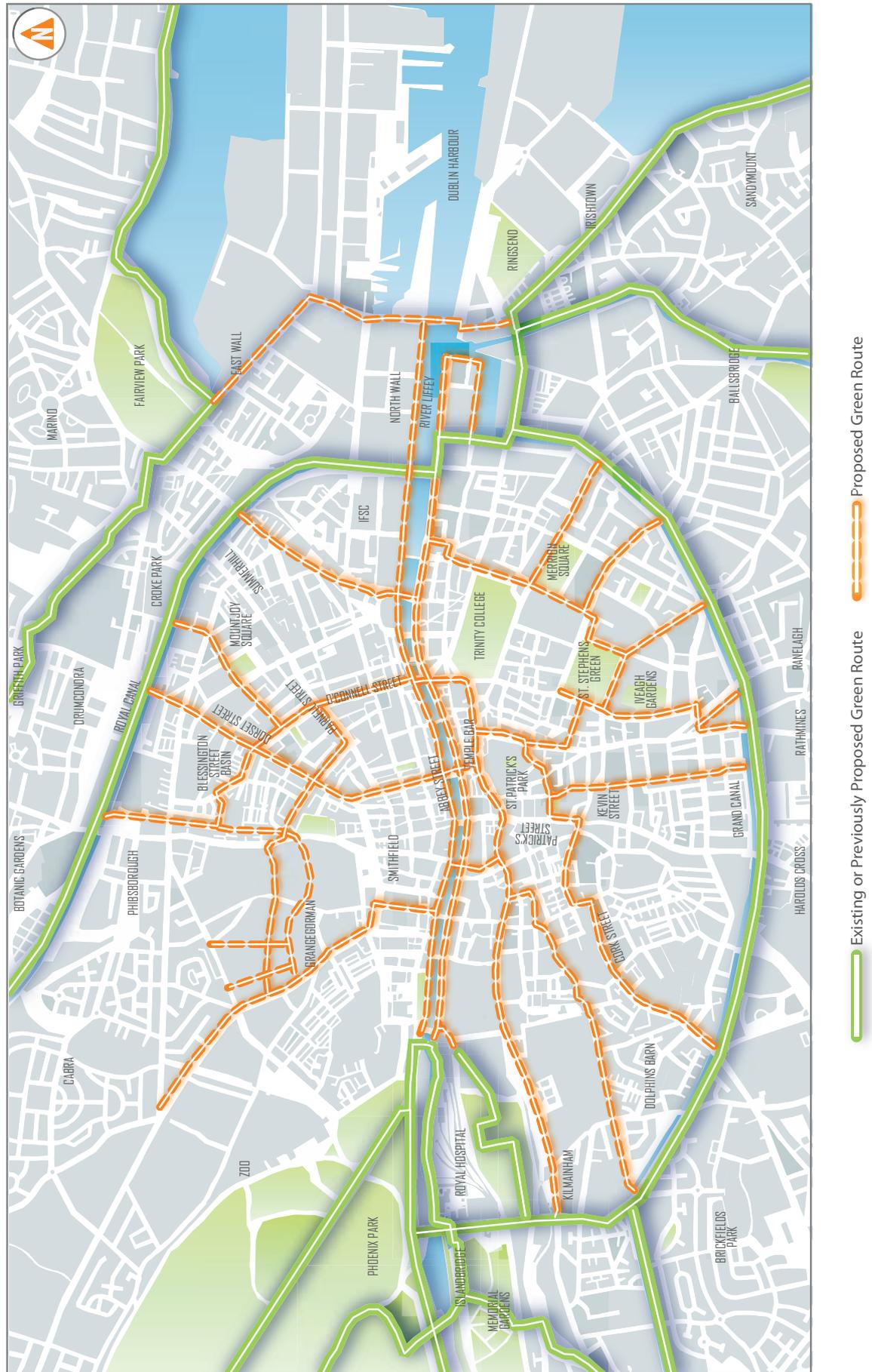
The parks of Dublin City include historic parks and squares. Some of the city's green spaces provide settings for nationally important buildings, national monuments and protected structures.

Parks and open spaces form part of the green infrastructure network. Dublin City Council has been implementing the Accessibility Strategy for Dublin City Parks (2008) to ensure equality of access for all citizens to green infrastructure network and facilities within it. This includes re-design of park entrances, refurbishment of changing rooms, and provision of specialised play equipment, accessible park furniture and access to angling facilities.

**10.5.3 Parks and Open Spaces**

Parks and open spaces also require protection to meet the recreational and conservational needs of the city, and Dublin City Council is currently preparing 'Dublin City Parks Strategy' to guide this process. At the larger scale, existing open spaces require protective measures and new spaces require sustainable planning.

Fig.15 City Centre Green Routes



**It is the Policy of Dublin City Council:**

- GI9:** To incorporate open space into the green infrastructure network for the city, providing a multi-functional role including urban drainage, flood management, biodiversity, outdoor recreation and carbon absorption.
- GI10:** To continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservation and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.
- GI11:** To seek the provision of additional spaces in areas deficient in public open spaces – by way of pocket parks or the development of institutional lands.
- GI12:** To ensure equality of access for all citizens to the public parks and open spaces in Dublin City and to promote more open space with increased accessibility and passive surveillance where feasible. In this regard the ‘Fields in Trust’ benchmark for green/recreational space city wide shall be a policy goal and quality standards.
- GI13:** To ensure that in new residential developments, public open space is provided which is sufficient in quantity and distribution to meet the requirements of the projected population, including play facilities for children.
- GI14:** To promote the development of soft landscaping in public open spaces, where feasible, in accordance with the principles of Sustainable Urban Drainage Systems.

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

- GIO10:** (i) To support the provision of community gardens/allotments/local markets/pocket parks, where feasible, and in particular as temporary uses on vacant, under-utilised or derelict sites in the city.  
  
(ii) To support proposals for site allotments on the site of the Old Community Centre Bluebell while also retaining the hall building.
- GIO11:** To support the implementation of the Dublin City Council Parks Strategy.
- GIO12:** To improve visitor facilities, including cafés, toilet, shower and changing-room facilities, based on the recommendations of the Parks Strategy.
- GIO13:** To implement Conservation Plans for Merrion Square, Mountjoy Square, Palmerston Park, Herbert Park, Sandymount Green and Wolfe Tone Park.
- GIO14:** (i) To seek the designation of Liffey Valley (from Islandbridge to the city boundary), Sandymount and Merrion Strands, the Phoenix Park and also Irishtown Nature Park as Special Amenity Areas and to prepare Special Amenity Area Orders (SAOs) for same.  
  
(ii) To protect and conserve the historic landscape of the Phoenix Park and its archaeological, architectural and natural heritage whilst facilitating visitor access, education and interpretation, facilitating the sustainable use of the park’s resources for recreation and other appropriate activities, encouraging research and maintaining its sense of peace and tranquillity.
- GIO15:** To seek to expand Mount Bernard Park northwards to the Royal Canal, with a bridge connecting with the Green Way.

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

**GIO16:** To promote and actively pursue the development of a park in the area known as Scully's Field between Clonskeagh and Milltown.

**10.5.4 Rivers, Canals and the Coastline**

River habitats and river water quality are influenced by activities along the length of a river's path and therefore trans-boundary co-operation is required for effective river management. In relation to Dublin's canals, co-operation with relevant statutory bodies is important in improving amenity and biodiversity, and linking to the green infrastructure network. Dublin city's coastline is also a valuable amenity, and any recreational amenities along the coastline should be sustainably designed and carefully sited.

River walks and cycleways, where appropriate, can be developed in the riparian zone if sensitively designed and implemented in consultation with



Inland Fisheries Ireland. The creation and/or enhancement of riparian buffer zones is recommended where possible because, if sufficiently large and managed appropriately, these will maintain or create habitats necessary for fish and other aquatic life, filter out pollutants and sediments from over-land surface run-off, provide significant amenity and recreational value, and enhance flood management.

**It is the Policy of Dublin City Council:**

**GI15:** To protect, maintain, and enhance the natural and organic character of the watercourses in the city, including opening up to daylight where safe and feasible. The creation and/or enhancement of riparian buffer zones will be required where possible. It is the policy of Dublin City Council to maintain and enhance the safety of the public in its use and enjoyment of the many public parks, open spaces, waterways and linkages within the city, including the River Dodder between Ringsend and Orwell (Waldron's) bridge, and at the area known as Scully's Field between Clonskeagh and Milltown.

**GI16:** To protect and improve the unique natural character and ecological value of all rivers within and forming boundaries to the administrative area of Dublin City Council, in accordance with the Eastern River Basin District management plan.

**GI17:** To develop sustainable coastal, estuarine, canal and riverine recreational amenities to enhance appreciation of coastal natural assets in a manner that ensures that any adverse environmental effects are avoided, remedied or mitigated.

**GI18:** To liaise with relevant State agencies responsible for the city's waterways, including Waterways Ireland, Inland Fisheries Ireland, the Environmental Protection Agency and Dublin Port Company.

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

**GIO17:** To seek the continued improvement of water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city and to protect the ecology and wildlife of Dublin Bay.

**GIO18:** To protect and improve the natural character of watercourses, including the Dodder, and to promote access, walkways, cycleways and other compatible recreational uses along them, having regard to environmental sensitivities.

**GIO19:** To maintain beaches at Dollymount, Sandymount, Merrion and Poolbeg/Shelly Banks to a high standard, and to develop their recreational potential as a seaside amenity, in order to bring them to 'Blue Flag' standard subject to Article 6 Assessment of the Habitats Directive.

**GIO20:** To establish, where feasible, river corridors, free from development, along all significant watercourses in the city.

**GIO21:** To co-operate with the relevant adjoining local authorities of Dún Laoghaire–Rathdown and South Dublin Councils in developing a strategy for the preparation and graduated implementation of an integrated Maintenance, Improvement and Environmental Management Plan for the entire length of the River Dodder and to support the establishment of a co-ordinating River Dodder Authority or equivalent body to implement that strategy. This plan should reflect the relevant recommendations of the Eastern Catchment Flood Risk Assessment and Management and associated Unit of Measurement Flood Risk Management Plan(s) and associated Environmental Reports.

**10.5.5 Dublin Bay**

Dublin Bay is a major resource for the city, deserving of appropriate management. It contains three internationally recognised bio-diversity designations. Dublin Bay has recently been awarded a UNESCO

Biosphere designation. The new Biosphere provides Dublin with an important national special amenity area for recreation and a conservation area of national and international importance.

The Dublin Bay Biosphere covers a total area of circa 30,537 hectares (305km<sup>2</sup>) across the three local authorities around Dublin Bay: Fingal County Council, Dublin City Council and Dun Laoghaire–Rathdown County Council. The Dublin Bay Biosphere will promote the implementation of the Green Infrastructure Strategic Recommendations (GIR 22, 23 and 24) for coastal zone management of the Regional Planning Guidelines for the Greater Dublin Area 2010–2022. The Biosphere will be a formal network of individual sites which recognises the ecosystem of Dublin Bay. A key objective of the Biosphere will be to strengthen this connectivity of ecological networks by development of spatial planning networks, transcending normal administrative boundaries. This will promote biodiversity management at ecosystem level.

Dublin Bay Biosphere contains three different zones, which are managed in different ways:

- The core zone of Dublin Bay Biosphere comprises 50 km<sup>2</sup> of areas of high natural value. Key areas include the Tolka and Baldoyle Estuaries, Booterstown Marsh, Howth Head, North Bull Island, Dalkey Island and Ireland's Eye.
- The buffer zone comprises 82 km<sup>2</sup> of public and private green spaces such as parks, greenbelts and golf courses which surround and adjoin the core zones.
- The transition zone comprises 173 km<sup>2</sup> and forms the outer part of the Biosphere. It includes residential areas, harbours, ports and industrial and commercial areas.

(See [www.dublinbaybiosphere.ie/about](http://www.dublinbaybiosphere.ie/about) for Dublin Bay UNESCO Biosphere zonation)

#### It is the Policy of Dublin City Council:

**GI19:** To ensure a co-ordinated approach to the management of Dublin Bay with other State and semi-State agencies through the Dublin Bay Biosphere Partnership to develop a Biosphere Strategy for the sustainable development of Dublin Bay.

**GI20:** To seek continued improvement in water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city, having regard to the sensitivities of Dublin Bay and to protect the ecology and wildlife of Dublin Bay.

**GI21:** To support initiatives to reduce marine pollution in Dublin Bay in partnership with other organisations and to raise awareness by bay users and the general public and also to have regard to the Marine Strategy Framework Directive (2008/56/EC.)

**GI22:** To promote nature conservation of Dublin Bay by improving information and interpretation of its biodiversity for recreational users and visitors.

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

**GIO22:** To promote and upgrade visitor facilities at North Bull Island to raise awareness of biodiversity and promote nature conservation and manage recreation sustainably, having regard to Article (6) of the Habitats Directive.

### 10.5.6 Biodiversity

Ireland is a signatory to the Convention on Biological Diversity, a global legal framework for action on biodiversity which defines 'biological diversity' (or 'biodiversity') as the variability among living organisms from all sources including terrestrial, marine

and other aquatic ecosystems and the ecological complexes of which they are part; this includes diversity within species, between species and of ecosystems.

Biodiversity contributes greatly to the natural heritage and quality of life of the city and contributes to the 'green credentials' of Dublin City as a location for business and tourism. Urban pressures create a constant challenge to maintaining and enhancing this status and the City Council is committed under the National Biodiversity Plan (2011–2016), the National Heritage Plan, the City Biodiversity Action Plan (2015–2020), and international law to managing this key resource.

#### It is the Policy of Dublin City Council:

**GI23:** To protect flora, fauna and habitats, which have been identified by Articles 10 and 12 of Habitats Directive, Birds Directive, Wildlife Acts 1976–2012, the Flora (Protection) Order 2015 S.I No. 356 of 2015, European Communities (Birds and Natural Habitats) Regulations 2011 to 2015.

**GI24:** To conserve and manage all Natural Heritage Areas, Special Areas of Conservation and Special Protection Areas designated, or proposed to be designated, by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

**GI25:** To make provisions for habitat creation/maintenance and facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors, urban meadows and urban woodlands.

**GI26:** To have regard to the conservation and enhancement of significant non-designated areas of ecological importance in accordance with development standards set out in this plan.

**It is the Policy of Dublin City Council:**

**GI27:** To minimise the environmental impact of external lighting at sensitive locations to achieve a sustainable balance between the needs of an area, the safety of walking and cycling routes and the protection of light sensitive species such as bats.

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

**GIO23:** To support the implementation of the ‘Dublin City Biodiversity Action Plan 2015–2020’, including inter alia (a) the conservation of priority species, habitats and natural heritage features, and (b) the protection of designated sites.

**GIO24:** To develop Biosecurity Codes of Practice to deal with invasive species and ensure compliance with EU (Birds and Natural Habitats) Regulations 2011 and EU Regulations 2014 on the prevention and management of the introduction and spread of invasive alien species.

**10.5.7 Trees**

Dublin City Council recognises the benefits of trees in humanising spaces, enhancing



the environment and minimising the impacts of climate change. They clean the air, provide natural flood defences, mask noise and promote a general sense of well-being. Within the more high density areas of the city, trees have considerable beneficial impacts on the lives of those who do not have immediate access to other more traditional types of open space. Trees, for example, can add colour, interest and beauty to our busy streets making the city a pleasant place in which to live, work and visit. The Tree Strategy provides the vision and direction for long-term planning, planting, protection and maintenance of trees, hedgerows and woodlands within Dublin city.

**It is the Policy of Dublin City Council:**

**GI28:** To support the implementation of the Dublin City Tree Strategy, which provides the vision for the long-term planting, protection and maintenance of trees, hedgerows and woodlands within Dublin City.

**GI29:** To adopt a pro-active and systematic good practice approach to tree management with the aim of promoting good tree health, condition, diversity, public amenity and a balanced age-profile.

**GI30:** To encourage and promote tree planting in the planning and development of urban spaces, streets, roads and infrastructure projects.

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

**GIO25:** To protect trees in accordance with existing Tree Preservation Orders (TPOs) and, subject to resources, explore the allocation of additional TPOs for important/special trees within the city based on their contribution to amenity or the environment.

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

- GIO26:** To review ancient and species-rich hedgerows within the city (as identified in the 2006 survey of ancient and species-rich hedgerows in Dublin city) and protect existing hedgerow sections.
- GIO27:** To protect trees, hedgerows or groups of trees which function as wildlife corridors or 'stepping stones' in accordance with Article 10 of the EU Habitats Directive.
- GIO28:** To identify opportunities for new tree planting to ensure continued regeneration of tree cover across the city, taking account of the context within which a tree is to be planted and planting appropriate tree species for the location.
- GIO29:** To encourage trees to be incorporated in (a) the provision of temporary green spaces (e.g. pop-up parks) either planted into the soil or within moveable containers as appropriate and (b) within sustainable urban drainage systems (SUDS), as appropriate.

**10.5.8 Sport, Recreation and Play**

The development of sport and recreation are important in encouraging a sense of well-being and social contact. Dublin City Council acknowledges the very important role that sporting and social clubs play in enhancing the social and recreational life of the city's communities. Facilities for both formal and informal recreation and catering for persons at all stages in their lifecycle, all abilities and diverse cultures are required. Dublin City Council will liaise with sporting organisations to ensure where possible that the City Council responds to the needs of sports clubs and communities in the provision of quality facilities. In this regard, 'Dublin City Sport and Active Recreation Strategy 2009–2016' outlines how the Council can work with interested parties to deliver high-quality and sustainable sport

and active recreation services. In relation to sports and recreation facilities, the policy aims to seek appropriate levels of provision for a variety of uses for all ages.

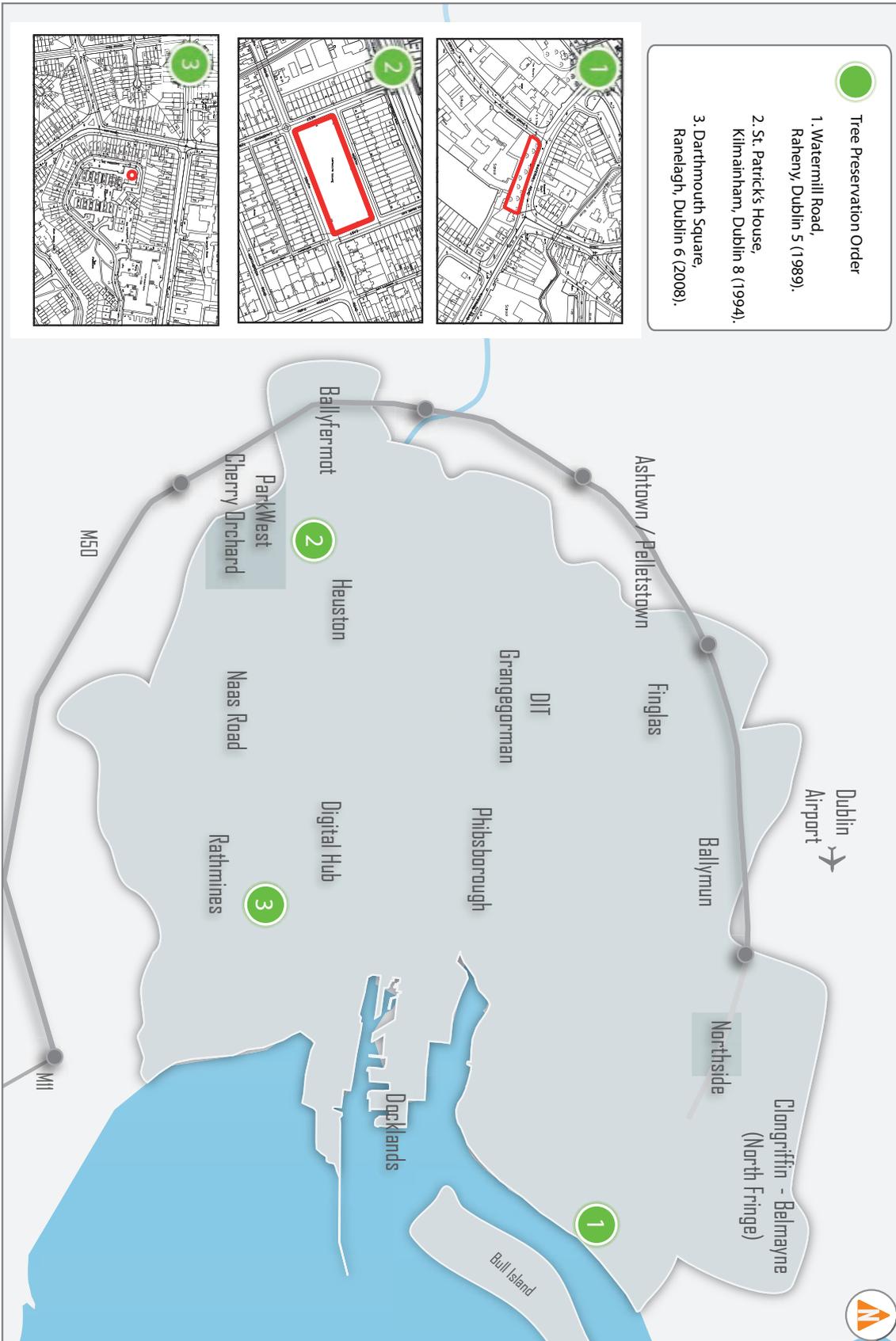
**It is the Policy of Dublin City Council:**

- GI31:** To improve on existing sports/recreational facilities in the city through the implementation of the Dublin City Sport and Active Recreation Strategy 2009–2016 and to ensure the availability of a range of recreational facilities to the general population of all ages and groups at locations throughout the city, including ice-skating. In areas where a deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population.
- GI32:** To support the development of private recreational lands for recreational purposes.
- GI33:** To seek the provision of children's play facilities in new residential developments. To provide playgrounds to an appropriate standard of amenity, safety, and accessibility and to create safe and accessible places for socialising and informal play.

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

- GIO30:** To support the implementation of the Dublin City Play Plan 2012–2017, which aims to provide inclusive and accessible play opportunities for children and young people.
- GIO31:** To encourage and facilitate the introduction of amenities in parks such as table tennis, games tables, outdoor gyms, adult exercise equipments, bowling greens, etc.
- GIO32:** To endeavour to provide play spaces in every neighbourhood in the city, which are open to public use.

**Fig. 16 Existing Tree Preservation Order (TPO)**



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

**GIO33:** To involve children and young people in green initiatives and biodiversity projects, having regard to their need to interact with and be educated by nature.

**GIO34:** To examine the possibility of using suitable undeveloped land temporarily as informal recreational space.

**GIO35:** To examine under-used and disused laneways and back streets in the city centre and investigate the possibility of promoting activities, regard being given to the amenity of residents in the vicinity.

**GIO36:** To endeavour to provide a multi-purpose sports facility for residents of the south west inner city.

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

**GIO37:** To provide additional sports facilities for young people in the Ringsend/Irishtown Area.

**GIO38:** To redevelop Dalymount Park soccer stadium providing enhanced sporting recreational and community amenities and as part of this development to celebrate the rich sporting history of this site.

**GIO39:** To seek the provision of a fit for purpose public park solely designed around children and all their play needs. That this park would have at its centre inclusiveness and be built and designed in such a way as to not be a hindrance to any child with a disability and that this park be centred within the city core and be a lasting legacy to the principal of cherishing all the children of the nation equally.





# 11

## Built Heritage and Culture

## 11.1 Built Heritage

### 11.1.1 Introduction

The built heritage contributes significantly to the city's identity, to the collective memory of its communities and to the richness and diversity of its urban fabric. The street pattern, local architectural features, the form of buildings and spaces, civic buildings within set pieces of urban design, the unique Georgian squares and streets, together with the larger areas of Victorian and Edwardian architecture north and south of the canals, and the industrial buildings of traditional enterprises, all contribute to the city's character, identity and authenticity, and together form a key social, cultural and economic asset for the development of the city.

The principal means by which Dublin's historic urban environment is protected, is set out in the Planning and Development Acts 2000–2010 (as amended) and



comprises principally the Record of Protected Structures (Section 51) and Architectural Conservation Areas (Section 81).

### 11.1.2 Achievements

The Record of Protected Structures presently comprises in excess of 8,500 structures. In respect of the process of managing the Record of Protected Structures, during the period from 2011–2016, there were 51 structures added and 242 structures deleted and on the basis of ongoing survey and monitoring, the Record was clarified on a number of occasions.

There are presently 21 Architectural Conservation Areas in the city. In the period 2012–2015, Dublin City Council designated 9 Architectural Conservation Areas: Mountjoy Square, Westmoreland Park, Sandymount, Temple Place, Colliers Avenue, Elmpark Avenue and Elmwood Avenue, Ranelagh Avenue, Crumlin, Belmont Avenue/Mount Eden Road, Phibsborough and Great Western Square.

Dublin is a collection of places and spaces in which people live, work and visit. Heritage, in all its components, contributes to a high quality of life for everyone. Understanding and celebrating the heritage of the city in all its diverse forms, reflecting upon the city's ever-changing identity, in new and dynamic ways, is key to the Dublin City Heritage Plan.

The Dublin City Heritage Plan has been implemented annually since 2002 in association with the Heritage Council. The plan is concerned with the city's architectural, archaeological and cultural heritage. Under the plan each year new projects are developed in the areas of heritage research, improving heritage

management and raising awareness amongst a broad audience. The plan places an emphasis on working collaboratively within the City Council and externally with academic institutions, study groups and other local authorities.

In 2012 a detailed review of over 40 architectural and archaeological heritage plan projects undertaken since 2002 was initiated. The projects were supported annually by the Heritage Council. The review was undertaken in advance of an extensive consultation phase for the preparation of the new city heritage plan that was initiated in April 2012. For this, three working groups were established (one each for archaeological heritage, architectural heritage, and cultural heritage) and composed of representatives from relevant professional institutes, study groups, campaigners, civic bodies and academia. The formation of the new heritage plan has been deferred to align with the new Dublin City Development Plan.

It should be noted that a number of pioneering Heritage Plan projects have been undertaken since 2012, all supported by the Heritage Council. These projects include:

- The Dublin City and County Archaeology GIS Project, a four-year project now available on [www.heritagemaps.ie](http://www.heritagemaps.ie)
- 20th Century Architecture Research project, ongoing since 2012. Arising from this research project the first of three books was published in May 2016
- Guidance document on the conservation of decorative plasterwork, which will be published in the near future
- Viking and Medieval Dublin Online, an innovative digital learning tool in conjunction with Dublinia.

### 11.1.3 Challenges

The key challenge is to set out and implement effectively planning policy for the conservation and protection of the areas and structures of special interest in Dublin. The relevant policies are set out in this chapter. This key challenge is made up of two inter-related components:

- To protect the special character of the existing designated Architectural Conservation Areas and Conservation Areas of Dublin city and to continue to identify other areas of special historic and architectural interest and to designate these areas as Architectural Conservation Areas.
- To protect the structures of special interest which are included on the Record of Protected Structures and to continue to review the Record of Protected Structures within the context of future Architectural Conservation Area designations and having regard to the recommendations of the National Inventory of Architectural Heritage.

Ensuring that new investment, regeneration and intervention acknowledges and respects the significant archaeological and architectural heritage of the city is a key challenge that can be pursued through appropriate objectives for the protection, enhancement and management of the built heritage, while encouraging regeneration and change. A key element in securing this approach is to continue to increase public awareness of the cultural value and social and economic significance of the city's built heritage.

Dublin's tourism industry relies largely on the city's built heritage, with its unique character and identity as a city of neighbouring but distinct quarters. A challenge for this development plan is to further realise the

substantial tourism potential of the medieval city, its northern suburb of Oxmantown (the Markets area, St Mary’s Abbey, Smithfield and Collins Barracks), and the Liberties (including the Cathedrals, St Sepulchre’s Palace, Dublinia, St Audoen’s Church, and Thomas Street).

Identifying suitable and viable uses for certain heritage buildings can be a challenge and since an appropriately occupied building is the best way to ensure its protection, the development plan should reflect this and facilitate such appropriate uses, where these support the over-arching conservation objective.

It is crucial to this concept that people are encouraged to live above shops and businesses in the Georgian core and in the historic radial market streets, mixing living and working as was originally intended.

In this regard, Dublin City Council welcomes and supports the Living City Initiative launched by the Department of Finance on 5 May 2015, providing a scheme of property tax incentives to regenerate historic buildings built before 1915 and other buildings in designated ‘special regeneration areas’ of six cities, including Dublin. The City Council will actively promote the Living City Initiative, with the aim of bringing life back to the heart of the city and, in particular, encouraging owner-occupied refurbishment or conversion of unused and under-used older buildings in areas of Dublin in need of regeneration.

#### 11.1.4 The Strategic Approach

In accordance with the core strategy, Dublin City Council will take the following approach to protecting and enhancing the city’s built heritage:

1. The existing conservation policy framework is comprised of the Record of Protected Structures with in excess of 8,500 entries, 21 Architectural Conservation Areas and a significant number of Conservation Areas and Conservation Zoning Objective Areas, it is considered to be sufficiently robust at present. However, in order to ensure the policy framework is comprehensively updated in accordance with the relevant planning legislation, guidelines and the recent recommendations from the National Inventory of Architectural Heritage and so that all areas and structures of special historic and architectural interest have the appropriate legal protection measures applied, Dublin City Council will undertake the following, phased survey and review, area based approach, to protecting and enhancing the city’s built heritage.
  2. The survey and review will be conducted outwards from the historic core and will focus on 10 phase one priority areas, which are set out below. The rationale for selection is that these are areas within the historic core that have high concentrations of protected structures but are presently sited outside designated Architectural Conservation Areas:
    1. The medieval/walled city – centred on Christchurch
    2. Temple Bar – including section of the Liffey Quays
    3. Dame Street – including Dublin Castle and College Green (including Trinity College)
    4. Merrion Square – including Government Buildings and Mount Street (Upper and Lower)

5. St Stephen's Green – including Harcourt Street and Leeson Street Lower
6. Parnell Square (O'Connell Street Upper) – including Frederick Street North and Moore Street area
7. Henrietta Street – including King's Inns
8. North Great George's Street – including Denmark Street, Temple Street and Gardiner Place
9. Custom House Quay – including Beresford Place and Gardiner Street Lower
10. Aungier Street.

By way of explanation, the evolution and development of Dublin City and the heritage significance of its historic core dictates that the areas to be considered for the designation of ACA's shall be prioritised firstly in the historic core and the Georgian city and radiate outwards into the adjoining 19th century suburbs. The former will comprise the first phase of 10 priority areas as identified above.

As the work on the first phase nears completion, a second phase of areas will be assessed for ACA designation, based on the criteria outlined above, including the following:

- Extension of the Thomas Street ACA
- Pembroke Estate/Rathmines Lower and Upper/Belgrave Square
- Stoneybatter/Oxmanstown/ Arbour Hill
- Ranelagh Village.

The City Council will survey the above priority areas of special historic and architectural interest with a view to:

- a) Reviewing the Record of Protected Structures
  - b) Reviewing the recommendations of the National Inventory of Architectural Heritage
  - c) Reviewing conservation zoning objectives
  - d) Reviewing non-statutory conservation designations
  - e) Designating Architectural Conservation Areas where special interest is identified.
3. The area survey work will form the basis for the continuation of the compilation of the database of Structures and Areas of Special Interest
  4. Continuing to implement and build on the success of the Dublin City Heritage Plan
  5. Safeguarding Zones of Archaeological Interest
  6. The strategic approach to the protection and enhancement of the city's built heritage shall be guided by the recommendations on the Historic Urban Environment adopted on 10 November 2011 by UNESCO's General Conference, providing for the historic urban landscape approach that sees urban heritage as a social, cultural and economic asset for the development of cities, with tangible and intangible urban heritage as sources of social cohesion, factors of diversity and drivers of creativity, innovation and urban regeneration.

This approach, shall in turn, guide the City Council, in partnership with the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, and other stakeholders, in the pursuit of a World Heritage nomination for the Historic City of Dublin. UNESCO's urban landscape approach will inform the continuing development of a research agenda for architectural heritage in the city, to establish and promote internationally accepted standards of practice in the protection, conservation and management of cultural heritage, including new approaches to the successful management, enhancement and promotion of Dublin's built heritage, with particular emphasis on the regeneration of the north Georgian core.

This research agenda shall build upon recent European research, initiatives and policies, including Cultural Heritage Counts for Europe (2015), Conclusions on Cultural Heritage as a Strategic Resource for a Sustainable Europe (Council of the European Union, 2014), Communication Towards and Integrated Approach to Cultural Heritage for Europe (European Commission, 2014), Getting Cultural Heritage to Work for Europe (European Commission, 2015) and the EU Council's Conclusions on a Work Plan for Culture 2015–2018 (Council of the European Union, 2014), and shall highlight the significant economic, social and environmental benefits of Dublin's historic core and its importance as a primary cultural asset, an economic driver and the repository of our identity and sense of place.

## 11.1.5 Policies and Objectives

### It is the Policy of Dublin City Council:

**CHC1:** To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.

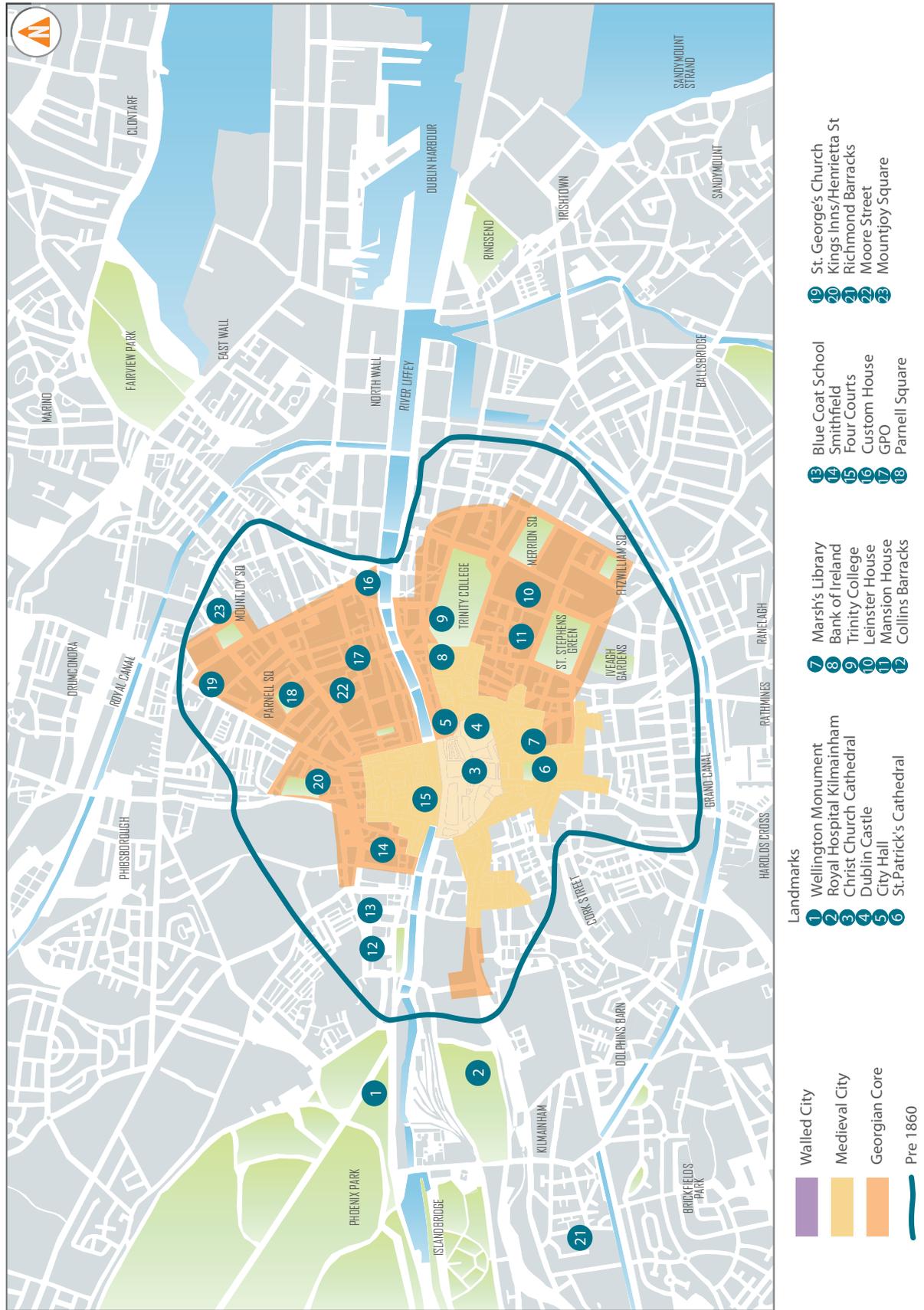
### 11.1.5.1 The Record of Protected Structures

The Planning and Development Act, 2000 (as amended) defines 'Protected Structures' as structures, or parts of structures, which form part of the architectural heritage and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

The Planning and Development Act, 2000 (as amended) requires each planning authority to compile and maintain a Record of Protected Structures (RPS). This record is a mechanism for the statutory protection of the architectural heritage and forms part of each planning authority's development plan. The National Inventory of Architectural Heritage (NIAH) survey may result in further revisions to the RPS.

The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character. Works which would materially affect the character of the protected structure require planning permission.

Fig.17 Dublin City: Historic Core



**It is the Policy of Dublin City Council:**

- CHC2:** To ensure that the special interest of protected structures is protected. Development will conserve and enhance Protected Structures and their curtilage and will:
- (a) Protect or, where appropriate, restore form, features and fabric which contribute to the special interest
  - (b) Incorporate high standards of craftsmanship and relate sensitively to the scale, proportions, design, period and architectural detail of the original building, using traditional materials in most circumstances
  - (c) Be highly sensitive to the historic fabric and special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials
  - (d) Not cause harm to the curtilage of the structure; therefore, the design, form, scale, height, proportions, siting and materials of new development should relate to and complement the special character of the protected structure
  - (e) Protect architectural items of interest from damage or theft while buildings are empty or during course of works
  - (f) Have regard to ecological considerations for example, protection of species such as bats.

Changes of use of protected structures, which will have no detrimental impact on the special interest and are compatible with their future long-term conservation, will be promoted.

and control external and internal works that materially affect the character of the structure. Planning permission is required for any works, including some repairs, which would materially affect the character of the structure or its special interest.

Prior to undertaking works to a Protected Structure, it is essential to make an assessment of the special interest of the structure and to identify all elements, both internal and external, which contribute to this. An assessment of the special interest of the structure is required as part of a Protected Structure Impact Assessment to accompany the planning application. The complexity of the assessment should be proportionate to the overall special interest of the site and the scale and complexity of the proposed works. Proposals for works to Protected Structures should be supported

**11.1.5.2 Protected Structures – Policy Rationale**

The conservation and protection of the 8,500 (approx) protected structures in Dublin is a key objective of the City Council and this will assist in the delivery of the Core Strategy.

**11.1.5.3 Protected Structures – Policy Application**

In order to protect the city’s Protected Structures, the City Council will manage



by detailed drawings, photographic survey and schedules of works and materials. The assessment should outline the impact clearly on all elements of special interest and confirm their retention.

Interventions to Protected Structures should be to the minimum necessary and all new works will be expected to relate sensitively to the architectural detail, scale, proportions and design of the original structure. This should take into account the evolution of the structure and later phases of work, which may also contribute to its special interest.

Where possible, existing detailing, fabric and features of the structure should be preserved, repaired or, if missing or obscured, should be re-instated or revealed. In almost all cases, the materials used for alterations, extensions or repairs should match the original and the use of non-traditional materials will not normally be acceptable. Original and historic fabric should be retained and protected, wherever possible.

Any development which affects the interior of a protected structure must be highly sensitive to the historic fabric and special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials. The original plan form of protected structures should be protected or re-instated and not compromised by unsympathetic alteration or extension. Proposals for amalgamation between protected structures which compromise the original plan form will be considered unacceptable where they adversely affect the historic integrity and special interest of the structure. Breaches between party walls will not be acceptable in sensitive parts of protected structures.



The City Council will require all works, whether they are repair or alteration, to be undertaken in a sensitive manner, under proper supervision and by a specialist with appropriate expertise.

The curtilage of a Protected Structure is often an essential part of the structure's special interest. In certain circumstances, the curtilage may comprise a clearly defined garden or grounds, which may have been laid out to complement the design or function. However, the curtilage of a structure can also be expansive and can be affected by development at some distance away. The protected structure impact assessment should also include an appraisal of the wider context of the site or structure and the visual impact. The design, form, scale, height, proportions, siting and materials of new development should relate to and complement the special character of the protected structure. The traditional proportionate relationship in scale between buildings, returns, gardens and mews structures should be retained, the retention of landscaping and trees (in good condition) which contribute to the special interest of the structure shall also be required. Any

development which has an adverse impact on the setting of a protected structure will be refused planning permission. The removal of rear gardens to permit underground accommodation is permitted only in limited circumstances. A garden size appropriate to that of the structure should be retained. The total removal of historic boundary features or subdivision of rear gardens or original communal front gardens will generally not be permitted. Car parking will be permitted within the curtilage in accordance with policy CHC8 and standards as set out in the development plan, Section 16.10.18.

The historic use of the structure is part of its special interest and in general the best use for a building will be that for which it was built. However, on occasion the change of use will be the best way to secure the long-term conservation of a structure. Where a change of use is proposed, the building should be capable of being converted into the new use without harmful extensions or modifications, especially if the change of use would require new openings, staircases and substantial subdivisions to the historic floor plan or loss of historic fabric. Issues such as fire protection, sound proofing, servicing and access will also require detailed consideration. In finding the optimum viable use for protected structures, other land-use policies and site development standards may need to be relaxed to achieve long-term conservation. In some circumstances, short-term uses may provide a way to help keep a building weather-tight and in use pending long-term solutions.

Historic fixtures and fittings are at risk of damage or theft when buildings are vacant, undergoing building work or on the market. The protected structure impact assessment should outline how proposals will manage

this risk. If architectural features are damaged or stolen they must be re-instated; this is likely to require a new planning application.

The planning authority will encourage the sensitive upgrading of protected structures to improve environmental performance and create inclusive access, further advice is set out in the retrofitting and design principles and policies section.

Given the high concentration of protected structures in Dublin city, it is important to refer to the further detailed guidance on protection, repair and alteration of protected structures as set out in the Guidelines for Planning Authorities on Architectural Heritage Protection published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (2011).

**It is a Policy of Dublin City Council:**

**CHC3:** To identify and protect exceptional buildings of the late twentieth century; to categorise, prioritise and, where appropriate, add to the RPS. Dublin City Council will produce guidelines and offer advice for protection and appropriate refurbishment.

**11.1.5.4 Architectural Conservation Areas and Conservation Areas**

The Planning and Development Act, 2000 (as amended), section 81(1), requires that a development plan shall include an objective to:

‘Preserve the character of a place, area, group of structures or townscape, taking account of building lines and heights, that –

- a)** is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or
- b)** contributes to the appreciation of protected structures, if the planning

authority is of the opinion that its inclusion is necessary for the preservation of the character of the place, area, group of structures or townscape concerned and any such place, area, group of structures or townscape shall be known as and is in this Act referred to as an “architectural conservation area” .’

Architectural Conservation Areas and Conservation Areas have been designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city. Designated Conservation Areas include extensive groupings of buildings or streetscapes and associated open spaces and include (parts of) the medieval/walled city, the Georgian Core (in recognition of Dublin’s international importance as a Georgian city), the 19th and 20th century city and the city quays, rivers and canals. The special interest/value of Conservation Areas lies in the historic and architectural



interest and the design and scale of these areas. Therefore, all of these areas require special care in terms of development proposals and works by the private and public sector alike, which affect structures both protected and non-protected in these areas.

Dublin City Council will thus seek to ensure that development proposals within all Architectural Conservation Areas and Conservation Areas complement the character of the area, including the setting of protected structures, and comply with development standards.

The policy mechanisms used to conserve and protect areas of special historic and architectural interest are:

- Land-use zonings: Residential Conservation Areas (land-use zoning Z2) and Architectural and Civic Design Character Areas (land-use zoning Z8) and the red-hatched areas shown on the zoning objective maps.
- Architectural Conservation Areas: of which there are presently 21 designated and are intended to preserve the character of townscapes that are of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest.

The policy to ensure the conservation and protection of the areas of special historic and architectural interest is as follows:

**It is the Policy of Dublin City Council:**

**CHC4:** To protect the special interest and character of all Dublin’s Conservation Areas. Development within or affecting a conservation area must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible.

Enhancement opportunities may include:

1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting
2. Re-instatement of missing architectural detail or other important features
3. Improvement of open spaces and the wider public realm, and re-instatement of historic routes and characteristic plot patterns
4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area
5. The repair and retention of shop- and pub-fronts of architectural interest.



**It is the Policy of Dublin City Council:**

Development will not:

1. Harm buildings, spaces, original street patterns or other features which contribute positively to the special interest of the Conservation Area
2. Involve the loss of traditional, historic or important building forms, features, and detailing including roof-scapes, shop-fronts, doors, windows and other decorative detail
3. Introduce design details and materials, such as uPVC, aluminium and inappropriately designed or dimensioned timber windows and doors
4. Harm the setting of a Conservation Area
5. Constitute a visually obtrusive or dominant form.

Changes of use will be acceptable where, in compliance with the zoning objective, they make a positive contribution to the character, function and appearance of Conservation Areas and their settings. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications and will promote compatible uses which ensure future long-term viability.

**11.1.5.5 Conservation Area – Policy Rationale**

The Architectural Conservation Areas, the Z8 Georgian Conservation Areas, the red-lined Conservation Areas and the Z2 Residential Conservation Areas are extensive throughout the city; the conservation of these areas is a key objective of the City Council and this will assist in the delivery of the core strategy strand for:

*A compact, quality, green, well-connected city, which generates a dynamic, mixed-use environment for living, working and cultural interaction.*

### 11.1.5.6 Conservation Area – Policy Application

All new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings, landmarks, views, open spaces and other features of architectural, historic or topographical interest. The general design principles are set out in a separate policy but it is particularly important within Conservation Areas that design is appropriate to the context and based on an understanding of Dublin's distinctive character areas.

Dublin has an outstanding range of Conservation Areas with examples of built form from each of the phases of the city's development: this includes areas of 18th and 19th century terraced housing, modest mews and workers' housing, 20th century housing and areas dominated by governmental and institutional uses and more mixed central areas such as O'Connell Street and Grafton Street. Detailed characterisation of individual areas to inform development proposals has and is being undertaken in Architectural Conservation Area appraisals and these will be a key consideration when assessing development proposals in Architectural Conservation Areas.

New development should have a positive impact on local character. In seeking exemplary design standards, the planning authority will require development in Conservation Areas to take opportunities to enhance the area where they arise. Where a building has been identified as having a negative impact on an area, a pro-active approach to improvement will be sought. Where proposals involve demolition, policy for demolition of protected structures and buildings in architectural Conservation Areas should be referred to.

Where the carrying out of works to the exterior of a structure, including small-scale

alterations, which would not usually require planning permission, but are identified in Architectural Conservation Area appraisals as materially affecting the character of an area, then these works may no longer be considered to be exempt from planning permission. Examples may include the protection of historic doors and windows in an unaltered group of residential buildings, alterations to brickwork and pointing.

To ensure that no advertising material other than brass, stone, stainless steel signs or other suitable quality material will be permitted in residential Conservation Areas. On commercial properties leading into such areas, advertising will be severely restricted, and shall only relate to the service provided in the premises.

It is not only visual elements that contribute to the character of a Conservation Area, land-uses and activities are fundamental to the character and appearance of Dublin's Conservation Areas. Certain uses are of historic importance to specific areas and some are of national or international importance; these have influenced the evolution and built form within the area and may continue to have a strong effect on its character at present.

Different users of buildings and spaces also change and shape their character over time and some conservation areas are strongly influenced by the communities which occupy them. In considering applications for change of use, the contribution of particular uses to the character of areas needs to be considered, the value that the local community places on particular buildings or uses is also important.

Development outside Conservation Areas can also have an impact on their setting. Where development affects the setting of a Conservation Area, an assessment of its

impact on the character and appearance of the area will be required. It should be recognised that this setting can be expansive and development located some distance away can have an impact. Any development which adversely affects the setting of a Conservation Area will be refused planning permission and the City Council will encourage change which enhances the setting of Conservation Areas.

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

**CHCO1:** To undertake a survey and review of the Record of Protected Structures (RPS) within the identified phase 1 priority areas (as set out in Section 11.1.4: The Strategic Approach) of special historic and architectural interest, as part of the ongoing strategic management of the RPS.

**CHCO2:** To designate further Architectural Conservation Areas within the identified phase 1 priority areas (as set out in Section 11.1.4: The Strategic Approach) of special historic and architectural interest. Phase 2 of the survey and review, based on the rationale set out in subsection 11.1.4 (bullet point 1), will include: areas adjacent to phase 1 priority areas, extension of the Thomas St ACA, Pembroke/Rathmines Lower and Upper/Belgrave Square, Stoneybatter/Oxmanstown/Arbour Hill, Ranelagh Village.

**CHCO3:** To review and consider the recommendations of the National Inventory of Architectural Heritage as part of the conservation strategy to review the Record of Protected Structures and to designate Architectural Conservation Areas within the identified phase 1 priority areas (as set out in Section 11.1.4: The Strategic Approach) of special historic and architectural interest. Consideration will also be given to the inclusion of industrial heritage structures of special interest.

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

**CHCO4:** To review the zoning objectives and the red-lined hatched conservation designations as part of the conservation strategy to review the Record of Protected Structures and to designate Architectural Conservation Areas within the identified phase 1 priority areas (as set out in Section 11.1.4: The Strategic Approach) of special historic and architectural interest. Consideration will also be given to the inclusion of industrial heritage structures of special interest.

**CHCO5:** To continue the compilation of the database of the Record of Protected Structures and Architectural Conservation Areas.

**CHCO6:** To provide guidance for owners of protected structures or historic buildings on upgrading for energy efficiency and to promote the principles of sustainable building design in conservation.

**CHCO7:** To maintain a register of Buildings at Risk in which protected structures at risk from neglect or wilful damage will be entered and actions may be taken to ensure their survival.

**CHCO8:** To prepare schemes for Areas of Special Planning Control, where deemed desirable and appropriate, having regard to statutory needs of the city.

**CHCO9:** Bewley's Oriental Café at No. 78/79 Grafton Street, is deemed to be a use that contributes significantly to the special and unique character of Grafton Street and, as such, is considered an essential part of the street. It is an objective, in accordance with the Scheme of Special Planning Control for Grafton Street and Environs, to protect the use of the entire building as a café, which is intrinsic to the special character of the building.

### 11.1.5.7 Demolition of Protected Structures and Buildings in Architectural Conservation Areas

#### It is the Policy of Dublin City Council:

**CHC5:** To protect Protected Structures and preserve the character and the setting of Architectural Conservation Areas. The City Council will resist the total or substantial loss of:

- Protected structures in all but exceptional circumstances (and will require the strongest justification, including professional input with specialist knowledge so that all options receive serious consideration).
- Non-protected structures which are considered to make a positive contribution to the character and appearance of an Architectural Conservation Area, unless it can be demonstrated that the public benefits of the proposals outweigh the case for retention of the building.

Demolition behind retained façades may be considered on non-protected structures, depending on the significance of the structures, where it will secure the retention of façades which make a significant contribution to local townscape, where it will maintain the scale of original rooms behind principal façades and where the demolition is considered otherwise acceptable having regard to the above policy considerations. Where an existing structure is considered to make a neutral or negative contribution to an Architectural Conservation Area, the City Council will encourage:

1. Its demolition and replacement with a high-quality building with enhanced environmental performance, or
2. Where appropriate, its improvement, re-cladding or refurbishment to improve both its appearance and environmental performance.

In all cases, demolition will only be permitted where:

1. Any replacement building will be of exceptional design quality and deliver an enhancement to the area and improvement in environmental performance on-site, taking into account whole life-cycle energy costs.
2. Firm and appropriately detailed proposals for the future re-development of the site have been approved and their implementation assured by planning condition or agreement.

### 11.1.5.8 Demolition of Protected Structures and Buildings in Architectural Conservation Areas – Policy Application and Rationale

The loss of any protected structure should be wholly exceptional; therefore, in most instances, the City Council will resist the demolition or substantial demolition thereof. Where a structure is considered to make a positive contribution to an Architectural Conservation Area (ACA) and is identified through the development management process or an ACA appraisal, there will be a presumption against demolition.

The City Council accepts that in some circumstances the loss of a heritage structure (protected structure or non-protected structure of merit) may be the only option and this may be permitted where it will secure substantial public benefit or where there is no other viable option. Decisions on the acceptability of demolition will be reached having regard to the significance of the structure and the guidance as set out in the Guidelines for Planning Authorities on Architectural Heritage Protection published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (2011).

Not all structures within an Architectural Conservation Area contribute to the special interest and the re-development of sites which make a negative contribution to the character of the area will often offer an opportunity for beneficial change which will improve the local area, as set out in the Architectural Conservation Area policy.

Some structures neither detract from nor make a significant contribution to the character of an Architectural Conservation Area and may be identified as making a neutral contribution to the character of the ACA. In these circumstances,

the acceptability of demolition will be considered, having regard both to its impact on the character of the ACA, any wider benefits, and the desirability of retention of the existing building on sustainability grounds.

In addition, the inherent sustainability of retention and refurbishment, compared with the whole life energy costs and waste impacts that would result from demolition and replacement, is recognised. The re-use of existing structures preserves the embodied energy expended in the original construction, minimises waste and reduces the use of new materials. The City Council will, therefore, consider which option is most sustainable when considering applications for demolition and developers must demonstrate that the proposed replacement integrates exemplary principles of sustainable design. Where re-cladding is considered appropriate, this should incorporate external insulation.

In certain circumstances, where it has been agreed that substantial demolition of a non-protected structure is acceptable, the retention of the façade may be important, where this makes a positive contribution to the special character of the area. In these circumstances, the retention of the building façade may offer a compromise allowing protection of façades of townscape merit while allowing new accommodation to be developed behind. The City Council will seek to avoid the ‘stage set’ effect resulting from insensitive development behind retained façades; the new building and the retained façades should retain an architectural and functional relationship. Such proposal will need to demonstrate substantial other benefits which outweigh objections to demolition on sustainability grounds.

In any circumstances where the demolition of a heritage structure has been deemed acceptable, developers should record the structure prior to demolition and deposit evidence in a publically accessible location.

#### 11.1.5.9 Retrofitting Sustainability Measures

##### It is the Policy of Dublin City Council:

**CHC6:** To ensure a sustainable future for historic and other buildings subject to heritage protection.

The City Council will encourage and support works to upgrade the environmental performance of the existing building stock that incorporates good standards of design and appearance.

Where these works involve historic buildings subject to protection (this includes buildings referenced on the Record of Protected Structures and non-protected structures in an Architectural Conservation Area), the works shall not adversely affect the special interest of the structure and thus a sensitive approach will be required, taking into account:

- The significance of the structure, and
- The extent of intervention, including impact on historic fabric, traditional construction, visibility, siting and design.

The installation of renewable energy measures and equipment will be acceptable where sited and designed to minimise the visual impact and does not result in any significant loss of historic fabric or otherwise affect the significance of the structure.

#### 11.1.5.10 Retrofitting Sustainability Measures – Policy Application

The City Council will expect consideration to be given to how environmental performance can be improved in all works which involve change of use, conversion, extensions or other refurbishment, including works to heritage assets. Improving environmental performance may include measures to reduce carbon emissions, improve resource

use efficiency and minimise pollution and waste. For historic structures, simple measures such as draught proofing, energy and water efficient appliances, roof insulation and repair and maintenance work can bring substantial improvements and have minimal other impacts, both visually and on historic fabric and traditional construction. Such minor interventions should always be considered first as these are usually non-contentious, may not require planning permission and can provide significant benefits at low cost.

Retrofitting existing building stock is of crucial importance, as it will always represent a far bigger proportion of buildings in Dublin than new buildings. Sustainable design standards only apply to larger-scale development and, therefore, will only include a small proportion of development.

#### 11.1.5.11 Trees in Architectural Conservation Areas

##### It is the Policy of Dublin City Council:

**CHC7:** To protect and manage trees in Architectural Conservation Areas.

All trees which contribute to the character and appearance of the Conservation Area will be safeguarded, except where the City Council is satisfied that:

1. The tree is a threat to public safety or prevents access to people with mobility problems
2. The tree is not in keeping with the character of the Conservation Area or is part of a programme to rationalise the layout of tree planting in the area, or
3. In rare circumstances, where this is necessary to protect other specimens from disease.

#### 11.1.5.12 Off-Street Parking

##### It is the Policy of Dublin City Council:

**CHC8:** To facilitate off-street parking for residential owners/occupiers where appropriate site conditions exist, while protecting the special interest and character of protected structures and Conservation Areas.

#### 11.1.5.13 Preservation of Zones of Archaeological Interest and Industrial Heritage

Archaeology is the scientific study of past societies through an examination of material remains. Dublin has a recorded history of human settlement of over 9,000 years, centred along the line of the River Liffey. While there are few upstanding monuments in the city centre, beneath the surface is a rich and complex record of human activity. The upstanding monuments that survive include the city walls, several castles, churches and graveyards and the quay walls. The city also has deep buried archaeological deposits. Mesolithic fish traps were excavated at Spencer Dock, while an exceptionally well-preserved Viking town was uncovered at Wood Quay. There are over 600 shipwrecks recorded in Dublin Bay, while the industrial heritage of the city c.1750–1950 survives in areas such as St James's Gate. Dublin City Council encourages the dissemination and promotion of high-quality information about the city's rich archaeology as a cultural tourism and educational resource. The archaeological reports that are generated in response to planning and development are mapped and accessible via GIS, while primary records are stored in a dedicated archaeological archive at DCLA.

#### 11.1.5.14 Monument Protection

The archaeology of Dublin is a unique and non-renewable resource and preservation in situ is the preferred option of protection.

The word ‘monument’ refers to man-made or structures modified by humans.

All archaeological monuments are protected under the National Monuments Acts 1930–2004. The Record of Monuments and Places (RMP) is a statutory list of archaeological monuments provided for in the National Monuments Act (amended 1994). The Archaeological Survey of Ireland (ASI) maintains a GIS web map that is updated frequently with newly recorded sites and monuments. See [www.archaeology.ie](http://www.archaeology.ie) for the ASI, RMP maps and list, and for a list of National Monuments in Dublin.

When the owner or occupier of a property or any other person proposes to carry out, or to cause, or to permit the carrying out of any work at or in relation to a Recorded Monument, they are required to give notice in writing to the Minister two months before commencing. For National Monuments in the ownership or guardianship of the Minister or a local authority or which are subject to a preservation order, the prior written consent of the Minister is required

for any interference with the monument. Shipwrecks over 100 years old and archaeological objects found underwater are protected under the National Monuments (Amendment) Acts 1987 and 1994. The Shipwreck Inventory of Ireland includes all known wrecks for the years up to and including 1945.

The European Convention on the Protection of the Archaeological Heritage (Valetta 1992) requires that appropriate consideration is given to archaeological issues at all stages of the planning and development process and this is reflected in national legislation. The Planning and Development Act 2000 (as amended) recognises that proper planning and sustainable development includes objectives for the protection of the archaeological heritage.

Zones of Archaeological Interest in urban areas can provide challenges to development and regeneration as well as providing opportunities for understanding our past. Development proposals for sites in the archaeological zone should be subject to pre-planning discussion



and applications accompanied by an archaeological assessment. The planning authority may apply conditions relating to archaeology to individual permissions. These requirements are carried out on behalf of a prospective developer by an archaeologist and funded by the developer. Under the planning system, many minor works do not require planning permission (exempted development). However, if the type of works proposed affect a National Monument or a site included in the RMP, then the owner or occupier undertaking the works must comply with the notification requirements under the National Monuments Acts.

For clarity, the development plan map of Zones of Archaeological Interest is based on the statutory RMP map (1994). Development standards relate to the protection of archaeology in line with relevant legislation, DAHG policy documents and guidelines. The policies and objectives below are intended to conserve and raise awareness of the city's rich archaeological legacy.

#### 11.1.5.15 Industrial Heritage

Industrial heritage refers to industrial activities of the past and associated infrastructure such as the Poolbeg power station and includes a range of buildings, artefacts, features and ancillary features such as the Guinness Storehouse and the Jameson Centre. The International Council of Monuments and Sites (ICOMOS) definition of 'industrial heritage' is provided at <http://www.icomos.ie/index.php/committees/industrial-heritage/rules-and-objectives>.

Dublin City Council will implement and promote The Dublin Principles adopted jointly by The International Committee for

the Conservation of Industrial Heritage (TICCIH) and the 17th ICOMOS General Assembly on 28 November 2011 as guiding principles to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of Dublin and Ireland.

The Dublin City Industrial Heritage Record survey makes recommendations for sites to be added to the list of Protected Structures in the life of the Plan and should be consulted prior to the lodgement of any planning application. A review of the DCIHR will be undertaken for the Kilmainham and Inchicore areas, together with the unique maritime heritage of the North and South Docklands, and the full DCIHR will be published online as soon as resources permit and within the period of this development plan. Dublin City Council will promote best practice surveying of industrial heritage sites and will engage with local communities in this regard.

The consideration of the addition of structures of industrial heritage to the Record of Protected Structures will be undertaken in accordance with the Strategic Approach set out in Section 11.1.4 of this Chapter, including having regard to the recommendations of the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs and the National Inventory of Architectural Heritage (NIAH).

#### It is the Policy of Dublin City Council:

- CHC9:** To protect and preserve National Monuments.
1. To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of the re-use of buildings, light buildings, foundation design or the omission of basements in the Zones of Archaeological Interest.

**It is the Policy of Dublin City Council:**

2. That where preservation in situ is not feasible, sites of archaeological interest shall be subject to ‘preservation by record’ according to best practice in advance of re-development.
3. That sites within Zones of Archaeological Interest will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.
4. That the National Monuments Service will be consulted in assessing proposals for development which relate to Monuments and Zones of Archaeological Interest.
5. To preserve known burial grounds and disused historic graveyards, where appropriate, to ensure that human remain are re-interred, except where otherwise agreed with the National Museum of Ireland.
6. That in evaluating proposals for development in the vicinity of the surviving sections of the city wall that due recognition be given to their national significance and their special character.
7. To have regard to the Shipwreck inventory maintained by the DAHG. Proposed developments that may have potential to impact on riverine, inter-tidal and sub-tidal environments shall be subject to an underwater archaeological assessment in advance of works.
8. To have regard to DAHG policy documents and guidelines relating to archaeology.

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

- CHCO10:**
1. To implement the archaeological actions of the Dublin City Heritage Plan 2002–2006 in light of the Dublin City Heritage Plan Review 2012.
  2. To prepare and implement conservation plans for National Monuments and Monuments in DCC care (City Walls, St Luke’s Church, St James’s Graveyard, St Thomas’s Abbey, St Canice’s Graveyard etc).
  3. To maintain, develop and promote the Dublin City Archaeological Archive (DCAA) at Pearse Street Library and Archives.
  4. To ensure the public dissemination of the findings of licensed archaeological activity in Dublin through the Dublin County Archaeology GIS.
  5. To develop a long-term management plan to promote the conservation, management and interpretation of archaeological sites and monuments and to identify areas for strategic research.
  6. To have regard to the city’s industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications and to publish the DCIHR online. To review the DCIHR in accordance with Ministerial recommendations arising from the national Inventory of Architectural Heritage (NIAH) survey of Dublin City and in accordance with the Strategic Approach set out in Section 11.1.4 of this chapter.
  7. To promote awareness of, and access to, the city’s archaeological inheritance and foster high-quality public archaeology.

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

8. To promote archaeological best practice in Dublin city.
9. To promote the awareness of the international significance of Viking Dublin and to support post-excavation research into the Wood Quay excavations 1962–1981.
10. To develop a strategy for the former Civic Museum collection and for other collections of civic interest and importance.
11. To investigate the potential for the erection of Columbarium Walls.
12. To support the implementation of the Kilmainham Mill Conservation Plan.
13. Dublin City Council will seek to work with Diageo to undertake a more comprehensive industrial heritage survey of the constituent historic buildings within the Guinness Brewery complex at St James's Gate.
14. To implement and promote The Dublin Principles (ICOMOS, 2011) as guiding principles to assist in the documentation, protection, conservation and appreciation of industrial heritage as part of the heritage of Dublin and Ireland.
15. To continue to implement actions of the St Luke's Conservation Plan on the basis of funds available to conserve the monument, recover the graveyard, provide visitor access, improve visual amenity and secure an appropriate new use.

**11.1.5.16 City Heritage Plan**

The Dublin City Heritage Plan complements the policies of the Dublin City Development Plan. The principal aim of the Heritage Plan is to ensure a high quality urban environment by positioning 'place' central to all Heritage Plan activities, with a key aim of the emerging new Heritage Plan to foster a sense of understanding, involvement, belonging, ownership and enjoyment in the city's heritage amongst its diverse residents and visitors alike.

The new Dublin City Heritage Plan will be published in 2017 and will be based on the consultative process undertaken in 2012. The new heritage plan will set in place a framework for collaboration within the City Council and with external partners to identify and carry forward research priorities from the first plan and to create a mechanism for identifying and delivering new research themes, projects and communicating with diverse audiences. One such project will be a Docklands Heritage Trail to promote the heritage of the area.

**It is the Policy of Dublin City Council:**

**CHC10:** To continue to preserve, and enhance the surviving sections of the City Wall and city defences – a National Monument, according to the recommendations of the City Walls Conservation Plan 2015 – with reference to the National Policy on Town Defences, adopted by the Department of the Environment in 2008.

**CHC11:** To preserve historic place and street names and ensure that new street names should reflect appropriate local historical or cultural associations.

**CHC12:** To promote tourism in the medieval city and suburbs.

**It is the Policy of Dublin City Council:**

**CHC13:** To support and pursue a World Heritage nomination for the Historic City of Dublin, in partnership with the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs and other stakeholders.

**CHC14:** To promote the awareness of Dublin’s industrial, military and maritime, canal-side (including lock-keepers’ dwellings) and rural (vernacular) heritage.

**CHC15:** To preserve, repair and retain in situ, historic elements of significance in the public realm including railings, milestones, city ward stones, street furniture, ironmongery, and any historic kerbing and setts identified in Appendices 7 and 8 of the development plan, and promote high standards for design, materials and workmanship in public realm improvements. Works involving such elements shall be carried out in accordance with the Department of Arts Heritage and the Gaeltacht Advice Series: Paving, the Conservation of Historic Ground Surfaces.

**CHC16:** To undertake a feasibility study with a view to establishing a Museum of Dublin with a range of stakeholders including OPW, the National Cultural Institutions, Little Museum of Dublin, The Heritage Council and the City Council, in recognition of the wide range of cultural artefacts relating to the history and development of the city.

**CHC17:** To co-operate with and facilitate the state in its presentation of the National Monument at 14–17 Moore Street on a joint venture basis.

**CHC18:** To support and promote a strategy for the protection and restoration of the industrial heritage of the city’s waterways, such as the River Dodder, including retaining walls, weirs and millraces.

**It is the Policy of Dublin City Council:**

**CHC19:** To seek a use for Aldborough House on Portland Row in Dublin 1 that would facilitate its restoration.

**CHC20:** To support the retention and refurbishment of the cultural quarter associated with 1916 on Moore Street.

**CHC21:** Dublin City Council recognises the exceptional archaeological, architectural and historical significance of the St Sepulchre’s Palace complex (Kevin Street Garda Station) and will work with all stakeholders and interested parties to develop a Conservation Plan to safeguard the future of St Sepulchre’s, identify appropriate future use(s) that reflects its historic and architectural importance and unlock the cultural tourism potential of the site in the context of the cathedral quarter and the historic city.

**CHC22:** To seek the preparation of a detailed masterplan for the Mountjoy Prison site prior to any proposed redevelopment that fully assesses the buildings/structures of special architectural/ social/ historic interest.

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

**CHCO11:** To continue to review and implement the Dublin City Heritage Plan. To publish the Dublin City Heritage Plan in 2017 based on the consultative process undertaken in 2012.

**CHCO12:** To implement the signage strategy for the city walls.

**CHCO13:** To undertake specific priority conservation works projects and to seek to identify additional national grant mechanisms to aid in the implementation of such projects.

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

- CHCO14:** To co-operate with other agencies in the investigation of climate change on the fabric of historic buildings in the city.
- CHCO15:** To commemorate and appropriately celebrate the centenary of historic events including the 1916 Rebellion and other commemorative events associated with Irish Independence.
- CHCO16:** To undertake a feasibility study to identify suitable uses, potential partners, funding opportunities and a conservation strategy to secure the conservation, future use and appropriate development of the former Pigeon House Hotel and former Pigeon House Power Station for the benefit of the City of Dublin. Provide further reports to the Area Committee on the technical appraisal being carried out by ESB in relation to the Poolbeg chimneys, which are iconic features of the Dublin skyline and of the industrial heritage of Dublin.
- CHCO17:** To undertake a feasibility study for the development of a museum of urban social history in Dublin based around utilising and exhibiting the Dublin Civic Museum collection and the Dublin Tenement Museum at 14 Henrietta Street.
- CHCO18:** To develop a strategy for collection of oral history and folklore in Dublin city in conjunction with the Irish Folklore Foundation, under the Dublin City Heritage Plan.
- CHCO19:** To promote the Liberties as an area of historical, archaeological, industrial and cultural heritage in Dublin City through authentic exhibits, improving access to cultural heritage sites and fostering engagement through community archaeology and heritage projects.

**11.2 Culture****11.2.1 Introduction**

The enhancement and promotion of Dublin as a 'City of Character and Culture', promoting an active artistic and cultural community at city-wide and neighbourhood levels is central to making a vibrant city that is an attractive destination for tourists, the residents of the city and the creative industries. Reinforcing existing cultural quarters, nurturing new cultural initiatives that support emerging cultural quarters and enabling access to cultural development at a local level are essential to developing a city's cultural wealth.

**11.2.2 Achievements**

Institutions such as Dublin Writers' Museum, Dublin City Gallery The Hugh Lane, The Irish Writers' Centre and the proposed new City Library project culturally underpin the Parnell Square cultural quarter and the rejuvenation of O'Connell Street. The 3 Arena, the Convention Centre Dublin, George's Dock and the Grand Canal Theatre are creating a critical mass

of cultural activity in the Dublin Docklands. Other cultural quarters are emerging such as at Heuston gateway with Kilmainham/ Inchicore and the cultural cluster in the environs of Merrion Square, while Temple Bar continues to provide the city with a distinctive cultural edge and excitement.

The number of cultural festivals and events hosted in the city continues to increase on a yearly basis. Some of the more notable events include Culture Night, Chinese New Year, The Street Performance World Championships, Opera in the Open and St Patrick's Festival.

The need to support workspaces for emerging artists has been met in many cases with high quality facilities provided in the city such as the LAB on Foley Street providing exhibition space for emerging artists, rehearsal space for three theatre companies and incubator spaces. Alongside the LAB, the national dance centre, DanceHouse, has been provided on a public-private partnership basis and has been open since 2006. The Red Stables in St Anne's Park provides subsidised studio spaces for artists.

### 11.2.3 Challenges

The City Council, in partnership with key cultural stakeholders, has completed a new Cultural Strategy (2015–2021), setting out a shared vision for the city's future and positioning the City Council as the leader of a new cultural approach in the city. The strategy will be delivered in partnership with key and other cultural stakeholders. The collaborative delivery of the cultural strategy is essential to further strengthening the city's cultural life.

A key challenge for all competitive cities, including Dublin city, is the ability to continuously attract internationally

mobile labour with 'in-demand' skills and investment. Dublin city faces competition from other international cities in attracting talented workers and needs to make sure that the cultural offering in Dublin is as good as, or better than, other successful international cities.

Dublin's city centre is home to the highest profile cultural facilities in the country, including seven of the eight National Cultural Institutions. The historic core of the city is home to major tourist attractions. Protection and enhancement of the built heritage is essential, both for the cultural and economic success of the city.

There are smaller, more discrete areas in the city that are building up as hubs of cultural activity, each with its own distinctive characteristics and reason for being. Efforts should be made to support and expand existing and emerging hubs of artistic energy, innovation and knowledge. The provision of affordable living and working environments for artists, particularly emerging artists, to enable the production of art, remains a challenge.

Despite the vast range and the prestige of cultural facilities and institutions in the city a shortfall remains, both in the city centre and in the outer city. This deficit includes libraries, rehearsal and performance spaces, studio workshops, administrative space etc. Meeting this shortfall is a challenge for the future development and accessibility of cultural life in the city. Dublin city's main tourist attractions are all located within walking distance of one another within the historic core. A good quality public realm is essential to encourage walking between these attractions and to highlight and celebrate the quality of heritage of the city.

Adding public art into the urban landscape can further enhance the public domain.

Public art has the capacity to add greatly to the ‘creative city’. The City Council recognises the value and relevance of public art and will continue to promote its provision.

## 11.2.4 The Strategic Approach

### The Cultural Vision for Dublin

Culture is central to human development, central to Dublin’s quality of life and its relationship with Ireland, Europe and the rest of the world.

It is a priority for Dublin City Council that the city is and will be a space to make, experience and share culture. Culture is valued for building community, developing the economy and enabling empowerment and change through imagination.

Leading, developing and working in partnership, Dublin City Council will create opportunities for all citizens to equally engage in inclusive and diverse cultural experiences.

Dublin was designated a UNESCO City of Literature in July 2010, following an



extensive and inclusive application process led by Dublin City Council.

In order to build on and develop the city’s renowned cultural life and legacy, the strategic approach of this development plan is to:

- Develop leadership and partnership in developing the cultural life of the city
- Promote the enhancement of existing cultural assets and the development of emerging cultural clusters and character areas
- Support the development and location of cultural facilities, including integrated artist accommodation and working space, across the city and make the city’s cultural life accessible to all
- Create a city that is attractive to international talent and that continues to be recognised as a hub of vibrant culture
- Improve the quality of the public realm to build on the character of the city’s built heritage and provide opportunities to bring culture into public spaces
- Assist Dublin UNESCO City of Literature’s ambition to support, animate and develop the designation in the interests of the resident and visitor to Dublin.

## 11.2.5 Policies and Objectives

### 11.2.5.1 Leading the Cultural Development of Dublin City

It is recognised that a vibrant cultural life increases the attractiveness of a city as a place to live, work, study and visit. It can enhance the international image of a city, is accepted to be an economic driver as well as a vehicle for enhancing social inclusion and integration while underpinning quality of life.

**It is the Policy of Dublin City Council:**

**CHC23:** To lead and support the development of a shared vision for culture in the city in collaboration with cultural institutions and other cultural bodies in recognition of their key role in the cultural and economic success of the capital city.

**CHC24:** To ensure the continued development of Dublin as a culturally vibrant, creative and diverse city with a broad range of cultural activities provided throughout the city, underpinned by quality cultural infrastructure.

**CHC25:** To support artists working in all art forms, and all forms of expression, permanent, temporary and time-based by supporting the provision of quality workspaces to enable art production.

**CHC26:** To encourage and facilitate the temporary use of underused sites or buildings for artistic or cultural provision.

**CHC27:** To promote the vision of the Dublin UNESCO City of Literature, as a 'City of Words', where reading, writing and storytelling are daily experiences embedded in the cultural life of the city.

**CHC28:** That Dublin City Council is committed to ensuring that there is a supply of workspaces for artists in the city. It is the policy of Dublin City Council to work with all private, public and cultural stakeholders in co-operation to ensure that artistic work space is a key element in all multi-use developments in the city, in particular ensuring there is provision for cultural and artistic space in developments.

**CHC29:** Dublin City Council will see insofar as possible to protect the cultural and artistic use of buildings in established cultural quarters.

**It is the Policy of Dublin City Council:**

**CHC30:** Dublin City Council will provide for the building and the development of live/work artist studio spaces and also build for artist workspaces/studios.

**CHC31:** All large scale, mixed-use development (as defined by this development plan) of office or residential space will include cultural/artistic/community uses.

**CHC32:** Dublin City Council will encourage and facilitate the temporary use of under-used sites or buildings for artistic or cultural provision.

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

**CHCO20:** To facilitate the growth and continued development of cultural life in the city by supporting the implementation of Dublin City Council's Cultural Strategy 2015–2021.

**CHCO21:** To support a range of cultural initiatives and facilitate the provision of a broad range of cultural facilities reflecting the city's diverse ethnic populations.

**CHCO22:** The City Council will conduct cultural audits (qualitative and quantitative) in all city areas paying particular attention to developing cultural clusters.

**CHCO23:** The City Arts Office will continue to develop its role as broker between the owners of vacant premises/properties and artists seeking temporary accommodation, with the assistance of and in conjunction with the active land management role of the City's Planning and Property Development Department.

**11.2.5.2 Protecting and Enhancing Dublin City's Cultural Assets**

Dublin is endowed with many prestigious, world-renowned cultural facilities and

institutions in the city centre that play a vital part in the cultural, social and economic life of the city. It is imperative they remain within the centre of the city and that additional cultural infrastructure is developed across the city.

#### It is the Policy of Dublin City Council:

- CHC33:** To support the national cultural institutions and facilitate the provision of fit-for-purpose, sustainable cultural infrastructure such as museums, libraries, theatres, exhibition spaces, cinemas, and music venues in the city centre, suitable for all ages and accessible to all living, working or visiting the city and which reflect the role of Dublin as the capital city.
- CHC34:** To support and promote opportunities for everyone to participate in the city's cultural life by facilitating the provision of effectively-managed, self-sustaining cultural infrastructure suitable for all ages at the neighbourhood level, including regeneration areas, that is accessible to all in the locality and reflects the identity of Dublin's neighbourhoods.
- CHC35:** To highlight the profile of the Irish language in the urban environment, and support the Irish language as reflected in local history/folklore/place-names and that such place names are stated in Irish.
- CHC36:** To support the use of the Irish language on shopfronts, having regard to the principles set out in Dublin City Council's 'Shop-front Design Guidelines'.
- CHC37:** To protect and support Dublin city's existing cultural assets by facilitating the enhancement and/or growth of existing cultural spaces, including performance and entertainment spaces, while protecting the existing amenities of an area.

#### It is the Policy of Dublin City Council:

- CHC38:** To promote and facilitate the development, expansion and improvement of Dublin city's library network.
- CHC39:** To ensure that all local area plans and other spatial plans incorporate relevant priorities and actions of Dublin City Council's Cultural Strategy 2015–2021.

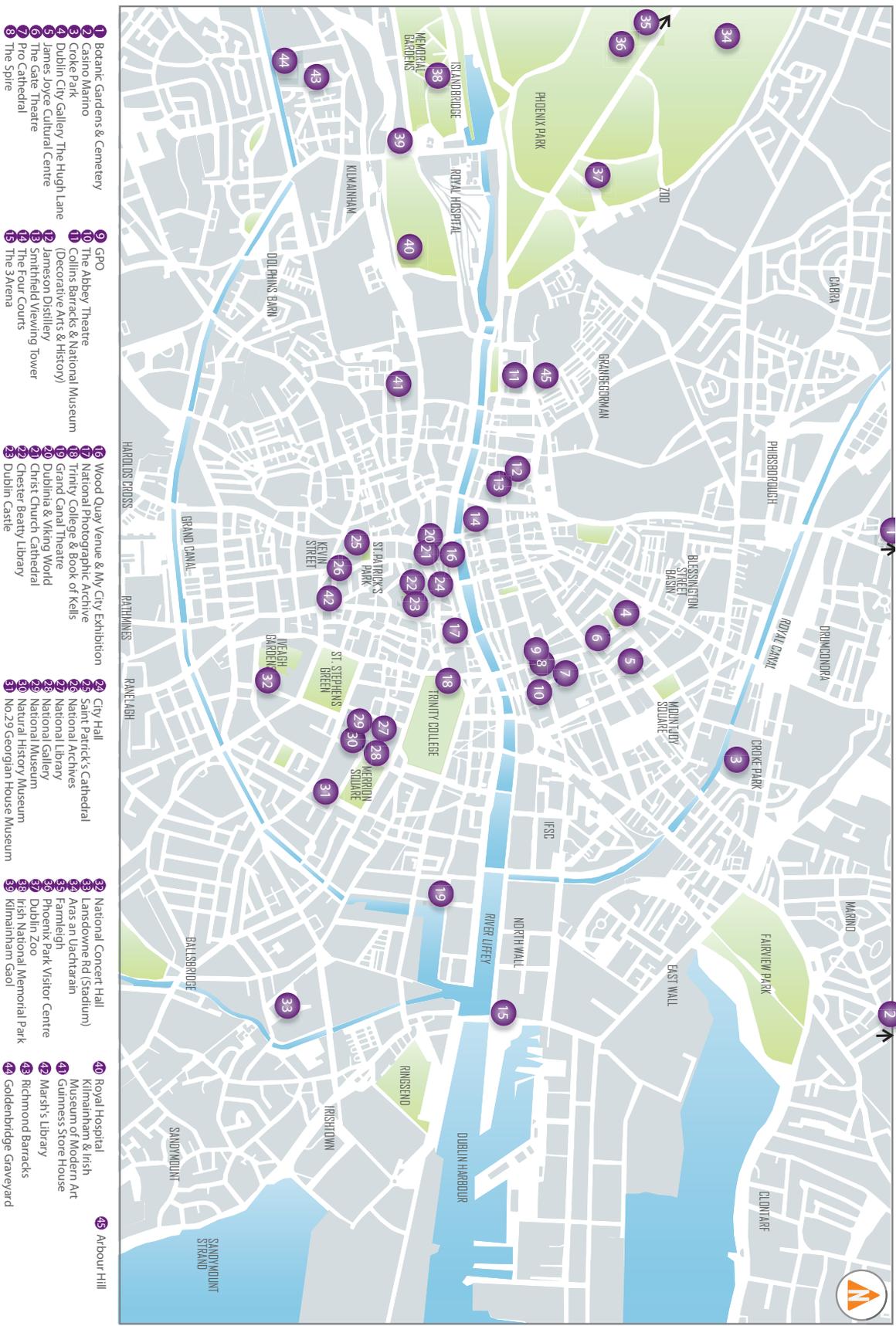
#### It is an Objective of Dublin City Council:

- CHCO24:** To ensure that fit-for-purpose, accessible, cultural facilities are considered as part of larger developments in the city, having regard to Dublin City Council's Cultural Needs Analysis.
- CHCO25:** To encourage and facilitate the provision of affordable live/work units and studios/cultural spaces for artists as part of larger residential and mixed-use developments.
- CHCO26:** To support and facilitate the change of use of vacant commercial units to publicly accessible cultural work spaces, performance venues, art galleries etc. on a temporary basis through the development management process.

#### 11.2.5.3 Cultural Hubs and Quarters

Dublin City Council has promoted and encouraged the clustering of cultural activities over the lifetime of previous development plans, building on the success of clusters such as Temple Bar and the south city centre historic core. Cultural clusters are emerging around Parnell Square, Heuston gateway, North and South Docklands, the Liberties and Smithfield and the City Council will continue to support their development. The Liberties/Temple Bar is regarded as the key cultural/creative quarter of the city.

Fig.18 Main Cultural Attractions



In addition, the City Council will foster and nurture the potential of a newly identified diverse cultural quarter extending from the Heuston/Royal Hospital Quarter outwards to the historic villages of Inchicore and Chapelizod, incorporating special natural and built heritage characteristics of the Camac River Valley and Drimnagh Castle.

#### It is the Policy of Dublin City Council:

**CHC40:** To support existing, and encourage the growth of emerging, cultural clusters and hubs in the city, which bring together cultural activities with supporting uses such as restaurants, retail outlets etc. to create vibrant and innovative cultural experiences.

**CHC41:** To promote and support a vibrant night culture in the city centre that attracts a diverse range of cultural activity and is attractive for a wide range of age groups by encouraging a mix and balance of cultural activities and initiatives, including performance and outdoor spaces for music and dance, initiatives such as Culture Night etc., whilst also protecting existing amenities.

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

**CHCO27:** To support the cultural development of those cultural quarters including the North Georgian City and O'Connell Street Quarter and the Heuston/Royal Hospital Quarter and promote linkage to the historic village area of Kilmainham/Inchicore (including industrial heritage sites such as the old mill at Rowerstown Lane, Bluebell), focusing on under-utilised amenity resources, increased permeability, and encouraging a vibrant area in which to work and live while having regard to the grain and historic character of these areas.

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

**CHCO28:** To discourage an over-concentration of large public houses in any particular area to ensure a balanced mix of cultural uses, including venues for live music, theatre, film and dance, whilst protecting the residential amenities of city centre residents.

#### 11.2.5.4 Culture and the Economy

The creative and cultural economies are central to economic planning and the development plan will support and facilitate the growth of these economic sectors in the city.

#### It is the Policy of Dublin City Council:

**CHC42:** To support the branding of the city region as an internationally competitive, cultural and creative city that attracts investment and talent based on Dublin's distinctive identity.

**CHC43:** To protect and improve the city's cultural tourism amenities and the natural and built environment that forms the basis of Dublin city's attractiveness for tourists, including niche tourism products.

#### 11.2.5.5 Culture in the Public Domain

Public spaces should be capable of accommodating civic activities such as markets, festivals and events which allow for an animated urban landscape, by day and by night, on a year-round basis. The addition of public art into the urban landscape further enhances its attractiveness and can add greatly to the creative city.

**It is the Policy of Dublin City Council:**

**CHC44:** To promote awareness of our cultural heritage, promote safe and attractive streets and promote ease of legibility and connectivity between cultural spaces by encouraging and facilitating the provision of supporting cultural infrastructure in the public domain such as cultural signage, cultural information panels, a wayfinding system and a high-quality, integrated network of attractive streets in the city centre.

**CHC45:** To continue to animate the public domain by encouraging the provision of public art, temporary and permanent, across all art forms and artistic disciplines in the city centre and in neighbourhoods through such mechanisms as the government-supported Percent for Art scheme and the development management process.

**CHC46:** To encourage active uses of public spaces for the enjoyment of individuals, families and visitors to Dublin city and contribute to a sense of place by encouraging and facilitating the provision of fit-for-purpose, multi-functional outdoor spaces for festivals, events, public art, markets etc. in accessible, traditional and non-traditional locations.



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

**CHCO29:** To continue to animate the public domain by facilitating and supporting the delivery of an annual events programme by Dublin City Council in collaboration with key event and festival partners, whilst protecting the residential amenities of the surrounding area.

**CHCO30:** To seek to provide a 'revolutionary' or 'green' trail in the city, linking sites such as Boland's Mills, GPO, Moore Street, Dublin Castle, Kilmainham Jail and Richmond Barracks, Mount Street Bridge, the Mendicity Institute, Arbour Hill, The Four Courts, Annesley Bridge and North King Street similar to that in Boston, which can be a significant tourist attraction.

**CHCO31:** To develop a 1916 Historic Quarter, including Moore Street, with its National Monument and historic terrace, an appropriately developed street market, the GPO and Parnell Square, creating an integrated historic, literary and commercial focus for the north city centre and providing potential for tourism and to prepare a Development Brief for the Moore Street Area which addresses the above.

**CHCO32:** To promote and facilitate the development of a mixed-use cultural facility in Parnell Square anchored by a new City Library, stimulating the regeneration of the north inner city.





# 12

## Sustainable Communities and Neighbourhoods

## 12.1 Introduction

Successful urban neighbourhoods provide a unique and enriching life choice for residents and the community. All neighbourhoods across the city serve a local community, while some are also home to national landmarks and institutions. Irrespective of their unique and varying characteristics, a common theme is that good neighbourhoods serve as focal points for the surrounding community with a range of services and facilities, typically in a vibrant and attractive physical environment. The inherent strength of a good neighbourhood is that it is small enough to engender a sense of belonging and community with opportunities for chance encounters and casual meet-and-greets between people going about their daily activities.

The real value of any neighbourhood is its community, with people, individually and collectively, being the city's strongest asset.

Quality neighbourhoods are responsive to the needs of local communities, play an important role in quality of life factors and foster a wider sense of community and active citizenship.

This chapter sets out an holistic and inclusive approach to neighbourhood and community development. It defines the essence of a good urban neighbourhood in order to strengthen existing neighbourhoods and to emulate the qualities of good neighbourhoods in the newly emerging developing areas throughout the city. It places a strong emphasis on community and stakeholder engagement, harnessing the resources and capacities within the wider community and acknowledging the enhanced participatory mechanisms under the Local Government Reform Act, 2014.



## 12.2 Achievements

Despite the challenging economic context, significant progress has been made to support the creation of successful neighbourhoods and communities in the period since the 2011–2017 development plan. Importantly, the sustainable provision of community facilities, services and amenities were a key consideration in the planning for neighbourhoods in the newly emerging areas, for example the Clongriffin–Belmayne and Ashtown–Pelletstown local area plans (LAPs).

Similarly, there was a strong focus on the social and community aspect of regeneration in the Docklands strategic development zone (SDZ), with intensive community engagement during the preparation of the planning scheme, including ‘Street Conversations’ and the hosting of a ‘Docklands Regeneration Conference’ and a cultural audit, the ‘Docks Box’ to inform social infrastructure provision, with a commitment to also undertake a community audit and special educational needs review, which have been initiated to inform delivery of cultural, community and educational facilities in the Docklands Area.

Meanwhile, the intervening period of fiscal restraint has led to a new energy for civic participation, social entrepreneurship, volunteerism and collaboration across the community, cultural, corporate and institutional sectors. These new ways of working can result in innovative and vibrant solutions, whilst strengthening local communities. Examples include the annual community-led festival in Phibsborough, Phizz-Fest; the Stoneybatter Street Festival, the Lir Academy engaging in a theatrical mentoring programme with local communities and the Fumbally Exchange in the Liberties.

The City Council has also improved its ways of reaching out to citizens through various initiatives, including ‘Your Dublin, Your Voice’, the first local government online opinion panel in the State; the Dublin Fifth Province initiative of the Creative Dublin Alliance, and projects such as the Neighbourhood Awards. The City Council is also a lead partner in a major EU Project, TURAS – Transitioning towards Urban Resilience and Sustainability, the goal of which is to cater for the demand from individuals and communities for greater inclusivity in planning and to jointly develop strategies for adaptation to climate change and to improve urban resilience.

## 12.3 Challenges

Creating successful urban neighbourhoods to underpin sustainable communities requires the efficient use of land and sustainable densities to enable viable provision of the necessary range of facilities, services and good public transport connections – all of which should be within walking distance of residents and workers and of a high-quality urban design to create places where people will want to live. The city development plan must ensure that all significant developments can only take place where sufficient schools, public transport, employment opportunities, parks, community facilities and resources (garda, fire services and ambulance provision etc.) are either in place or proposed.

These sustainable density levels for a good urban neighbourhood must also incorporate quality living spaces, amenity areas and green infrastructure, as well as fostering a distinctive sense of place and a safe environment. Public finance restrictions may potentially impact on the ability of state agencies to commit funds for additional health, educational and community services

or facilities in an area and may prove the most challenging factor in the delivery of social infrastructure in the short-to-medium term.

The provision of community facilities in tandem with large-scale developments will require careful calibration to ensure that residential schemes in particular remain viable, especially so in the context of the housing supply crisis and government guidance to promote and, where possible, to kick-start large residential projects.

Furthermore, the co-ordinated provision of a range of facilities and services to cater for all, such as schools, care centres, cultural spaces and transport, typically involves a number of agencies and will require an inter-agency response to ensure the timely provision of such social infrastructure. It will also be essential to ensure the optimum use of community facilities and services between neighbourhoods and communities throughout the city.

One of the challenges facing the city is to successfully accommodate people at different stages in their life-cycle, having regard to emerging demographic trends. For example, household size is decreasing and the number of older people is increasing. This indicates that there will be an increasing need for different types of residential accommodation, as an integrated part of a neighbourhood, rather than in spatially segregated areas. This challenge is addressed in greater detail in Chapter 5: Quality Housing.

Dublin City Council strategies especially relevant to good neighbourhood-making include, *inter alia*, Towards Integration – A City Framework; Social Inclusion Strategy; Childcare Policy; the Play Plan; and the Sports and Recreation Strategy, Dublin

Age Friendly City Strategy and the Children Services Policy Statement, as well as the Social Inclusion Activation Programme and Local Economic and Community Plan. The integrated delivery of these policies, together with the development plan's policies, is a challenge for the future.

## 12.4 The Strategic Approach

The strategic approach reflects the national policy guidance with regard to quality of life enhancement and the alignment of social infrastructure provision with policies where people live and work (National Spatial Strategy), as well as the suite of best practice guidance on urban planning and neighbourhood development (Department of Housing, Planning, Community and Local Government). It also reflects the enthusiasm for active citizenship and the new statutory participatory mechanisms in relation to community development (Local Government Reform Act, 2014). The approach:

- Defines the essence of a good urban neighbourhood and sets out a series of principles for the making of sustainable neighbourhoods
- Focuses on creating a network of sustainable communities throughout the city
- Supports the implementation of the spatial strategy for the delivery of sustainable neighbourhoods as devised under a series of local area plans (LAPs), the strategic development zones (SDZs) and the strategic development and regeneration areas (SDRAs)
- Places an emphasis on the delivery of social infrastructure, with a particular focus on the sustainable provision and optimum use to support real communities

- Seeks innovative mechanisms through partnerships with strategic stakeholders and the private sector to deliver social infrastructure
- Promotes culture as a key tool in social regeneration and community development
- Fosters a collaborative approach to develop inclusive strategies for community facilities
- Seeks a collaborative and co-ordinated approach to social infrastructure provision
- Endorses inclusive planning and values the enhanced role of the wider community under the Local Government Reform Act, 2014: Public Participatory Network (PPN), the Local Community Development Committee (LCDC) and the Local Economic Development Committee (LEDC)

## 12.5 Policies and Objectives

### 12.5.1 A Good Urban Neighbourhood

The urban neighbourhood in Dublin should be big enough to support a range of services and small enough to foster a sense of belonging and community; it should be sufficiently dense to enable all of its essential facilities to be within easy walking distance of the urban centre.

The Department of Housing, Planning, Community and Local Government has produced a suite of planning guidelines to promote sustainable neighbourhoods and communities, including 'Sustainable Residential Development in Urban Areas', 2009, Local Area Plans Guidelines (2013) along with its accompanying Manual, 2013, and the Design Manual for Urban Roads and Streets, 2013 (DMURS).

The guidelines on 'Sustainable Residential Development in Urban Areas' set out the criteria on planning for sustainable neighbourhoods under four main themes, namely, provision of community facilities, efficient use of resources, amenity or quality of life issues and conservation of the built and natural environment.

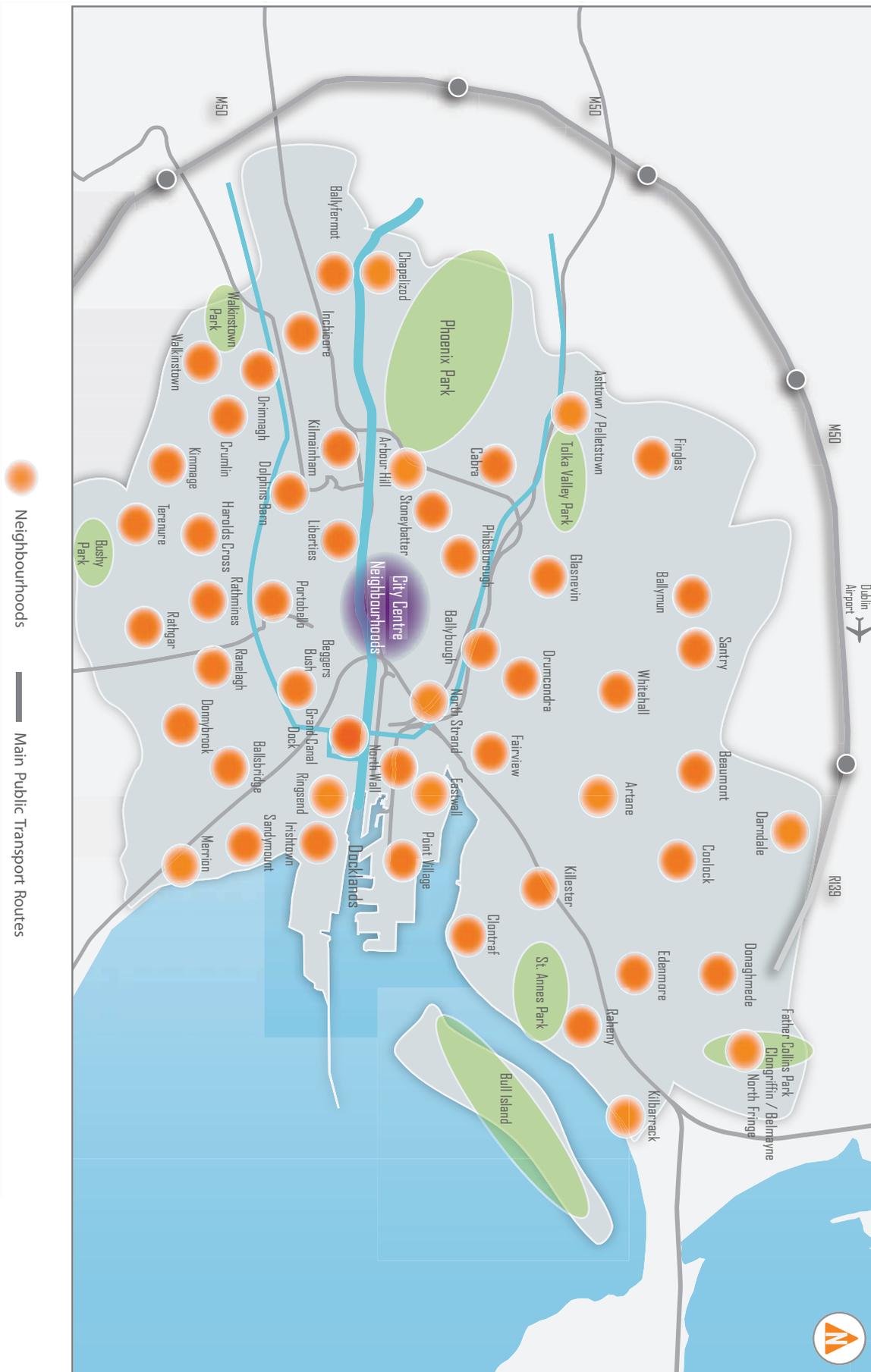
The local area plans guidelines provide guidance on identifying and meeting the needs of local communities, smarter travel patterns through more compact urban areas, and delivering high-quality design that improves people's lives. The guidelines also advocate participative approaches to plan preparation.

The Design Manual for Urban Roads and Streets aligns spatial planning and transport policy, focusing on streets as attractive places to create secure connected places that work for all members of the community. It offers guidance to ensure compact, connected neighbourhoods based on street patterns and forms of development that make walking and cycling more attractive.

#### It is the Policy of Dublin City Council:

- SN1:** To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, which are robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with standards set out in this plan.
- SN2:** To promote neighbourhood developments which build on local character as expressed in historic activities, buildings, materials, housing types or local landscape in order to harmonise with and further develop the unique character of these places.

Fig.19 A City of Neighbourhoods



**It is the Policy of Dublin City Council:**

**SN3:** To recognise the important role that community groups play in the city and to engage with consultative forums which are inclusive of all age groups.

**12.5.2 Making Sustainable Neighbourhoods**

New developments should contribute to the unique identities and sense of place in Dublin's neighbourhoods. There will be a requirement for all proposals to demonstrate a positive urban design response. Applications for large-scale proposals will need to include an Urban Design Statement.

The DEHLG's Urban Design Manual: A Best Practice Guide, 2010 sets out a series of non-prescriptive questions which should be considered during the key stages of the design and planning process. Submissions for proposals for the design of buildings, public realm or infrastructure should demonstrate how the layout of the proposals have addressed the principles of the 'Neighbourhood Section' of the Urban Design Manual.

The DEHLG's subsequent 'Manual for Local Area Plans, 2013' also refers to the importance of good design in helping to create more sustainable communities by improving quality of life, promoting social inclusion, fostering diversity and generating civic pride.

Equally, the Design Manual for Urban Roads and Streets, 2013 (DMURS), which deals with the street network, movement and place, permeability and legibility, has a pivotal guidance role in the making and protection of good neighbourhoods, with direct impacts for street vibrancy and social interactions, healthy living, recreation, energy efficiency and climate change.

**It is the Policy of Dublin City Council:**

**SN4:** To have regard to the Department of Housing, Planning, Community and Local Government's Guidelines on Sustainable Residential Development in Urban Areas and its accompanying Urban Design Manual, 2010, the Guidelines on Local Area Plans and the related Manual, 2013 and the joint DTTS and DCLG's Design Manual for Urban Streets and Roads (DMURS), 2013 and the NTA's Permeability Best Practice Guide, 2015, in the making of sustainable neighbourhoods. ([www.environ.ie](http://www.environ.ie))

**12.5.3 Neighbourhoods and Supporting Infrastructure**

The importance of supporting infrastructure to underpin successful neighbourhoods and sustainable communities is now a long-established and central tenet of government policy. The DEHLG's Developing Areas Initiative, 2007 focused on securing a holistic and partnership approach to the integrated delivery of hard and soft

infrastructure. It identified key physical and social infrastructure determinants and sought the integration of housing and essential supporting social infrastructure.

The ministerial guidelines, ‘Sustainable Residential Development in Urban Areas’ (2009) reinforces the central objectives of the Developing Areas Initiative. Similarly, the ‘Manual for Local Area Plans’, 2013 provides guidance on the provision of community projects, facilities and services, stating that it is essential these are rolled out in advance or in tandem with development. Dublin City Council will use development management phasing mechanisms positively and will liaise with relevant stakeholders and agencies to secure strategic infrastructure in the key developing areas, as identified in the core strategy. The Council will also give consideration to the quantitative requirements for a range of facilities as well as guidance or criteria on the qualitative aspects of community infrastructure, such as design and layout, as part of the local plan-making process.

A range of community facilities and infrastructure will be essential to support the emergence of sustainable neighbourhoods and communities throughout the city, especially in newly emerging or developing areas. The delivery and sustainable funding of such infrastructure will be a key focus of the City Council with consideration of innovative mechanisms including strategic partnerships with the private sector, as well as government and state agencies, and implementation through the development management process.

**It is the Policy of Dublin City Council:**

- SN5:** To ensure that applications for significant large new developments (over 50 units) are accompanied by a social audit and an implementation and phasing programme in relation to community infrastructure, so that facilities identified as needed are provided in a timely and co-ordinated fashion.
- SN6:** To optimise, align and integrate individual social audits/community infrastructure provision in developing and regenerating areas, the City Council will carry out and maintain a community audit for the strategic development and regeneration areas (SDRAs), where appropriate.
- SN7:** To support and encourage the future growth of a wide range of public, social and community services essential to local community life, and to promote and seek to provide multi-use, fit-for-purpose community facilities which are suitable for all ages and all abilities, are operated according to an effective and efficient management strategy, and which are accessible in terms of physical design, location, cost of use, and opening hours.
- SN8:** To continue to liaise and support with other statutory, voluntary and community groups in the provision of key services.
- SN9:** To encourage corporate social responsibility and corporate volunteer programmes to ensure successful integration between the corporate sector and local communities sharing a community and neighbourhood facilities.

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

- SNO1:** To engage with cultural, community and corporate stakeholders in an area, to develop inclusive strategies for community infrastructure provision.

### 12.5.4 Schools and Educational Facilities

Dublin City Council will actively assist and liaise with the Department of Education and Skills (DES) in relation to the provision of schools with particular regard to forecasting demand and the timely identification of suitable sites and phasing arrangements. The potential for sharing of facilities either between schools, or with public open spaces and community facilities, will also be pursued with the DES. Dublin City Council will also have regard to the publication on the Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, DES and DEHLG (2008). ([www.environ.ie](http://www.environ.ie))

An urban school typology which achieves an efficient use of scarce urban land, responds positively to the streetscape and contributes to the identity of a neighbourhood, will be actively promoted and especially so with regard to the restricted nature of many inner city school

sites. Innovative contemporary design solutions which may include roof top or terrace play decks and linkages to neighbourhood or pocket parks, with an emphasis on sustainable travel patterns for pupils and staff, will be encouraged to deliver exemplars of solutions to inner city school building design.

#### It is the Policy of Dublin City Council:

**SN10:** To facilitate the provision of new schools, school extensions and third-level institutions and to have regard to the provisions of the DoEHLG and DES (2008).

**SN11:** To seek to reserve lands for educational purposes in locations close to the areas of greatest residential expansion or greatest amount of unmet demand for school places and adjacent to community facilities so that the possibility of sharing facilities can be maximised in accordance with the Department of Education and Skills' Joint Code of Practice (2008).

**SN12:** To facilitate the provision of educational facilities in accordance with the requirements of the relevant education authorities and to encourage the shared use of school or college grounds and facilities with the local community, outside of core hours, anchoring such uses within the wider community.

**SN13:** To facilitate multi-campus-style school arrangements, where appropriate, in close proximity to residential neighbourhoods and public transportation routes, and to promote an urban typology of school building design sustainable in a city context and which responds to the local character or streetscape and reflects the civic importance of a school to a local community.

**SN14:** To facilitate the provision of continuing educational and lifelong learning facilities for all.



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

**SNO2:** To liaise with the Department of Education and Skills on the educational needs of the city to ascertain the need for new or expanding educational facilities in the city to service the growing population.

**SNO3:** To actively assist and liaise with the DES in the provision of new schools where there is a demand for such and to facilitate any potential expansion of existing schools throughout the city.

**SNO4:** To assist the Department of Education and Skills with regard to the provision of a new school site at the Smurfit Complex on Botanic Road or at another appropriate location in the locality.



**12.5.5 Sustainable Provision and Optimum Use of Social Infrastructure**

A key aspect in the sustainable provision of social infrastructure is to ensure optimum use of community facilities in both emerging and existing neighbourhoods throughout the city and also key regeneration areas. This means that the provision of strategic new infrastructure should complement the range of neighbouring facilities already existing in the vicinity.

Facilities also need to be inclusive so that a community can integrate and socialise across different age, socio-economic and ethnic groups. Dublin City Council will pursue a cohesive, integrated and socially inclusive approach to community facilities which will help re-connect people with their neighbourhoods and a wider sense of community. The Council will also encourage the maximum use of existing local assets through shared use and cost to ensure high-quality facilities are available to all. Proposals for large-scale residential and/or mixed-use schemes must demonstrate how the proposal will contribute to the range

of supporting community infrastructure necessary for a sustainable community, as set out in the standards for development management (see Section 16). Notwithstanding the over-arching policy objective to ensure the provision of social infrastructure in tandem with the delivery of residential development, cognisance will be taken of the need to promote, incentivise and kick-start large residential schemes to alleviate the housing supply crisis.

**It is the Policy of Dublin City Council:**

**SN15:** To ensure the optimum use of community facilities and that high-quality facilities are accessible to all.

**It is the Policy of Dublin City Council:**

- SN16:** To ensure that the provision of strategic new community infrastructure complements the range of existing neighbourhood facilities and, where appropriate, is located at the interface between communities to facilitate access across a number of neighbourhood areas and greater integration between communities and to support the provision of community facilities which act as point of integration between residents of new and established communities within neighbourhoods.
- SN17:** To facilitate the provision in suitable locations of sustainable, fit-for-purpose childcare facilities in residential, employment, and educational settings, taking into account the existing provision of childcare facilities and emerging demographic trends in an area.
- SN18:** To encourage and facilitate the provision of a range of community facilities in the city that caters for all.
- SN19:** To enhance and improve the provision of playgrounds, play spaces, playing pitches and recreational spaces in residential areas and in the city centre in accordance with the City Council's standards and guidelines.
- SN20:** To promote the development of both indoor and outdoor facilities/spaces for young people e.g. multi-use games areas (MUGAs), teenage shelters, skateboarding areas and skateboard parks, youth cafés, youth centres, and kids clubs.
- SN21:** To facilitate the development or expansion of community-based healthcare facilities, respite homes and day care centres in residential areas.
- SN22:** To facilitate the provision of hospital, local and other healthcare facilities in accordance with the requirements of the relevant healthcare authorities and to facilitate the consolidation or enhancement of these facilities within the city as an important resource for the city, region and State.

**It is the Policy of Dublin City Council:**

- SN23:** To provide accessible public toilets and showers if appropriate in locations close to the central business district and in city parks.
- SN24:** To support the implementation of the Dublin City Library Development Plan, including the development of the branch library service to serve local communities.

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

- SN05:** To undertake a review of City Council community facilities in order to optimise, align and integrate services across neighbourhoods and communities.

**12.5.6 Social Inclusion and Regeneration**

Social inclusion is important in creating sustainable neighbourhoods. The regeneration of areas of the city with poor quality environments and connecting developing areas into the fabric of the city are vital to this objective. The promotion of inclusive neighbourhoods that cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all will be a priority.

Culture can also play an important role in regeneration, particularly social regeneration, engaging communities and acting as a catalyst for integration. It can play an important role in restoring, maintaining or improving civic pride, by making a valuable contribution to community vitality and life. In these ways, investment in cultural participation is an investment in neighbourhoods and communities.

Dublin City Council will focus on identifying and meeting the needs of local communities in existing and newly developed areas of the city, as well as regeneration areas. To ensure a responsive approach to neighbourhood and community development, the City Council will actively engage with the newly established Public Participatory Network (PPN), the Local Community Development Committee (LCDC) and the Local Economic Development Committee (LEDC). It will also be a priority to facilitate the delivery of the key goals of the forthcoming Local Economic and Community Plan for the city (LECP).

**It is the Policy of Dublin City Council:**

- SN25:** To actively support urban regeneration in areas across the city in order to enhance social cohesion and potential for positive change in areas of social exclusion.
- SN26:** To recognise culture as an important mechanism in regeneration, with the potential to act as a catalyst for integration, community development, and civic engagement.
- SN27:** To facilitate the balanced provision of social support services and avoid the proliferation of such facilities in any one part of the city.
- SN28:** To support immigrant communities in relation to their social, cultural and community needs in an integrated manner through the implementation of Dublin City Council's Towards Integration: A City Framework.
- SN29:** To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the principles of Universal Design, the City Development Plan's Access For All Standards, and the National Disability Authority's 'Building For Everyone'.

**It is the Policy of Dublin City Council:**

- SN30:** To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, i.e. children, people of working age, the elderly, people with disabilities.
- SN31:** To promote a built environment in the inner city, developing areas and strategic regeneration areas which support the physical and emotional well-being of children.

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

- SN06:** To have regard, in the preparation of local level plans to the Dublin Age Friendly City Strategy 2014–2019 and the Children's Services Policy Statement.







# 13

## Monitoring, Implementation and Development Management

## 13.1 Introduction

Dublin City Council is fully committed to securing the implementation of policies and objectives of this city development plan.

The following sections set out how the City Council intends to achieve the successful implementation of this development plan, and how the development management process facilitates the proper planning and sustainable development of the city.

## 13.2 Monitoring and Implementation

### 13.2.1 Introduction

Under the Planning and Development Acts 2000 (as amended), Dublin City Council has a statutory obligation to secure the implementation of the objectives of the city development plan and to take such steps within its powers as may be necessary to achieve them.

The success of the development plan will be measured by the degree of implementation that is achieved over the lifetime of the Plan in the next six years, and having regard to the longer term vision for the city. The objectives set out in the plan need to be realistic in terms of funding capabilities and implementation structures. Monitoring delivery of infrastructure and the carrying out of development is critical to ensuring the effective delivery of the objectives set out in this plan.

### 13.2.2 Collaboration and Engagement Mechanisms

The City Council will actively undertake a leadership role to progress and secure the Development Plan objectives to achieve the proper planning and sustainable

development of the area. However, as Dublin City Council cannot solely realise its vision in progressing towards a resilient, low-carbon city, ultimately transitioning to a post-carbon economy, that offers a high quality of life for its citizens, the successful outcome of a significant number of the objectives of the Plan will necessitate on-going collaboration and a sense of goodwill across a range of agencies and stakeholders.

In providing a leadership role to achieve collective support and the successful implementation of the plan, the City Council will foster this collaborative approach with



citizens, stakeholders, sectoral interests, city partners and adjoining authorities. In addition, the various collaborations may remain fluid in order to take account of the changing context for the delivery of essential infrastructure, such as Irish Water which has, since January 1st 2014, been responsible for the all public water services infrastructure (water supply and wastewater).

The skills, awareness and competencies of the city's residents and users, in addition to agencies and stakeholders at city, city region and national level, are critical to building and maintaining the city's momentum on achieving sustainability. The City Council, through collaboration with communities and networks, such as the Public Participation Network, the Dublin City Local Community Development Committee, and Comhairle na nÓg, will develop on-going engagement process for the Development Plan.

The City Council will, during the life of this Development Plan, use appropriate social media and the internet as appropriate to engage with the city's stakeholders in order to develop online dialogue and debate, create networks and get critical feedback about the progress of the Plan.

### 13.2.3 Monitoring, Implementation and Phasing

The Development Plan will be reviewed and a two-year progress report will be prepared on achievements in securing the objectives of the plan. As far as practicable, every effort has been made to bring in objectives through the plan using the SMART approach (Specific, Measurable, Achievable, Relevant and Time-bound). This approach will assist in the transparency and objective evaluation of the two-year review

process. Active land management including the implementation of the vacant land levy on all vacant residential and regeneration lands as set out in the Urban Regeneration and Housing Act 2015 are key means to implement the plan.

In addition to the statutory requirement to prepare a two-year progress report on securing the objectives of the development plan, a progress report on the performance indicators, which will measure the city's performance and progress, will be presented to the City Council on a biennial basis (see Appendix 20).

Dublin City Council will continue to publish an annual Sustainability Report which will include accurate measurements of energy efficient improvements, delivery of renewable energy and sustainable transport infrastructure and the overall carbon emissions reductions in the city.

The plan will also be subject to a separate monitoring and review exercise as part of the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). This aspect of monitoring will ensure compliance with the strategic environmental objectives as set out in the Environmental Report which accompanies this plan and will also safeguard the special characteristics and features of the designated NATURA 2000 sites.

In terms of an overall approach, Dublin City Council seeks to promote the implementation of the development plan in a rational and sequential manner. It is also an objective of the Council to ensure that essential facilities, (such as roads infrastructure, water, sewerage) are secured and provided in conjunction with proposed developments.

Dublin City Council plays an important role on the Dublin Housing Supply Co-ordination Task Force, an initiative of the Government's Construction 2020 – A Strategy for a Renewed Construction Sector. The task force comprises the four Dublin local authorities, Department of Housing, Planning, Community and Local Government, NAMA, NTA and a number of other bodies.

Dublin City Council compiles regular updates on residential developments under construction and those currently in the planning system, such as current planning applications, in order to monitor the delivery of housing units and the quantum of 'ready to go' and potential development sites in the city.

The role of NAMA is critical to ensuring that lands become available for development, which may also require the provision of certain infrastructure and, as such, collaboration with NAMA, their clients, and other agencies is essential. NAMA shall have regard to the proper planning and sustainable development of the city, as expressed in the city development plan.

#### 13.2.4 City Performance Indicators

City Performance Indicators are a means by which the city's progress can be measured in accordance with stated goals by providing benchmarks. Indicators can also prompt action, and are the means by which to communicate to the public the progress made towards the development plan vision.

This development plan contains a set of indicators that will evaluate the effect of city initiatives in a broad range of areas. Sources of data from other organisations which are readily available will also be used, where appropriate (see Appendix 20). These

indicators have been devised to reflect the vision and key components of the core strategy and are broader than the range of purely environmental indicators under SEA and AA.

To ensure that the implementation of the plan is sustainable and contributes towards the long-term vision of the city, a new Chapter 15 is included in the development plan setting out development principles for each of the SDRAs (strategic development regeneration areas). This section will greatly assist in development management, and in the preparation of any future LAPs and masterplans.

### 13.3 Development Management

#### 13.3.1 Introduction

Development Management is the term used to describe the broad range of processes by which development is approved and managed by planning authorities, and by An Bord Pleanála, where relevant. These processes include pre-application consultations, planning applications and planning enforcement. Dublin City Council will have regard to Development Management Guidelines for Planning Authorities (Department of Environment, Heritage and Local Government, 2007), and any successor guidelines in the carrying out of its Development Management functions.

The Planning and Development Act 2000 (as amended) requires that the planning authority, in making its decision on a planning application, shall be restricted to considering the proper planning and sustainable development of the area, and shall have regard to, inter alia, the provisions of the development plan, the provisions of any special amenity area order relating to the area and, where relevant, the policy of

the government, the minister or any other minister of the government.

The granting of planning permission does not by itself enable development to be carried out, and this matter is clearly set out in Section 34 of the Planning and Development Act 2000 (as amended), which states that a person shall not be entitled solely by reason of a permission under that section to carry out any development. There are other legal and procedural requirements which may have to be complied with, such as legislation relating to building control, public health and fire safety.

### **13.3.2 Pre-Application Consultations**

The holding of consultations by planning authorities in relation to proposed developments is set out under Section 247 of the Planning and Development Act, 2000 (as amended), and further guidance on this matter is contained in Development Management Guidelines for Planning Authorities, 2007. All those who wish to carry out development are advised to refer to the development plan prior to the preparation of detailed plans.

### **13.3.3 Interest in Property**

With regard to submitting a planning application, under the Planning and Development Regulations, 2001 (as amended), an applicant who is not the legal owner of the land or structure in question must submit a letter of consent from the owner in order to make the planning application. Where an applicant is not the owner and does not submit such a letter of consent, the application must be invalidated. The Development Management Guidelines for Planning Authorities, 2007, provide further guidance on this matter.

### **13.3.4 Compliance with Permission Granted and Enforcement**

Development must be carried out and completed in accordance with the planning permission(s) granted. In cases where development, including a material change of use, has commenced or is being carried out without planning permission or in breach of the planning permission, including a breach of any conditions attached to the permission, enforcement proceedings will be taken.

Dublin City Council will use all powers at its disposal to ensure that development only takes place with the benefit of valid planning permissions and that all conditions attached to permissions are complied with.

### **13.3.5 Exceptions to the Development Plan: Material Contravention**

Dublin City Council has a statutory obligation to take such steps within its powers as may be necessary to secure the objectives of the development plan. In appropriate circumstances, Dublin City Council may permit a material contravention of the development plan.

The granting of a planning permission which materially contravenes the development plan is a reserved function of the elected members of Dublin City Council, exercisable following a public consultation process.

### 13.3.6 Development Contributions

Dublin City Council may, when granting planning permission, attach conditions requiring the payment of contribution(s) in respect of public infrastructure and facilities, benefiting development in its area.

Details of such contributions must be set out in the Council's Development Contribution Scheme, and in Supplementary Development Contribution Schemes, where relevant, which are available to view on [www.dublincity.ie](http://www.dublincity.ie).

Furthermore, planning authorities may also attach further conditions requiring the payment of a special contribution, in the case of a particular development where specific exceptional costs not covered by the Development Contribution Scheme are incurred in respect of public infrastructure and facilities which benefit the development.

### 13.3.7 Financial Securities

To ensure the satisfactory completion of development, a condition may be attached to a planning permission requiring adequate security to be given until the development has been satisfactorily completed. Types of securities include a cash deposit, an insurance bond or such other liquid asset as may be agreed between a developer and the planning authority. The security may be sequestered in part or in its entirety where the development has not been satisfactorily completed. Dublin City Council will determine the amount of such financial security, in accordance with Development Management Guidelines for Planning Authorities (DEHLG, 2007) and Circular Letter PL11/2013, and any successor guidance.

### 13.3.8 Water Infrastructure

Since 1 January 2014 the funding of water infrastructure is the responsibility of Irish Water. Those intending to carry out development will need to enter a 'Connection Agreement' with Irish Water that will cover the funding and delivery of the appropriate water infrastructure.

### 13.3.9 Environmental Impact Assessment

To facilitate the proper assessment of a development proposal in circumstances where it is considered that a proposed development would be likely to have a significant effect on the environment, due to the nature, scale or location of the proposal, Dublin City Council will require the submission of an Environmental Impact Statement in accordance with the provisions of the Planning and Development Regulations 2001, as amended.

### 13.3.10 Appropriate Assessment

With introduction of the EU Birds Directive (79/409/EEC) and the EU Habitats Directive (43/92/EEC) came the obligation to establish the Natura 2000 network of sites of highest biodiversity importance for rare and threatened habitats and species across the EU. In Ireland, the Natura 2000 network of European sites comprises Special Areas of Conservation (including candidate SACs), and Special Protection Areas (including proposed SPAs).

The aim of both directives is to maintain and, where necessary, restore the favourable conservation status of natural habitats and species across Europe, and in this way to contribute to sustainable development and to promote the maintenance of Europe's biodiversity.

Appropriate Assessment (AA) is a key protection mechanism for the relevant sites and species, whereby it is a requirement to consider the potential nature conservation implications of any plan or project on the Natura 2000 site network before any decision is made to allow that plan or project to proceed. AA is a focused and detailed impact assessment of the implications of a plan or project, alone and in combination with other plans and projects, on the integrity of a Natura 2000 site in view of its conservation objectives. Requirements for compliance with AA are set out in the Planning and Development Act, 2000 (as amended).

'Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities' (2009)', jointly prepared by National Parks and Wildlife Service and Department of Environment, Heritage and Local Government, provides more detailed guidance on AA and is available to view at the following link:

[http://www.npws.ie/sites/default/files/publications/pdf/NPWS\\_2009\\_AA\\_Guidance.pdf](http://www.npws.ie/sites/default/files/publications/pdf/NPWS_2009_AA_Guidance.pdf)

### 13.3.11 Complex Planning Proposals

In the case of certain large or complex planning proposals, models of a proposed scheme to an appropriate scale will be required by the planning authority.

All photo-montages submitted with a planning application or environmental impact statement must include details of the type of camera and the lens used to create the image. The development should be clearly depicted. The inclusion of excessive sunshine, blue sky and any other detailing or colouring which may distort the reliability of the photomontages should be avoided.





# 14

## Land-use Zoning

## 14.1 Zoning Principles

This chapter sets out the general land-use and zoning policies and objectives of the plan. It provides an explanation of the land-use categories and the zoning objectives that apply to them. The zoning policies and objectives have been derived from the core strategy (see Chapter 2).

The overall zoning strategy is based on the following principles:

- The need to ensure that land use zoning spatially facilitates the aims of the core strategy and the desire to develop a compact, clean, green, connected city.
- That land of different zonings is distributed throughout the city such that the anticipated development needs of the economy and society within the lifetime of the plan (and for a reasonable period beyond) can be met. Zoned land must accommodate the expected growth in population and other growth needs of Dublin city within the lifetime of the plan. There is circa 440 hectares of available zoned residential land that is capable of meeting a target of circa 29,500 units for the period 2016–2022 as per the core strategy.
- That zoning should be designed to promote particular classes of land-uses in appropriate locations, to reduce the possibility of conflicting land-uses, to protect resources (both natural and man-made) and to give residents, businesses and developers a degree of certainty. In some instances, zonings are used as a tool for shaping the city in a sustainable way and, therefore, may not solely reflect established land-uses.
- That development should be encouraged in established centres, and the re-development of under-utilised and



brownfield land in these areas should be promoted, with a view to consolidating and adding vitality to existing centres, and ensuring the efficient use of urban lands.

- That intensification of sustainable development should be permitted adjacent and close to public transport nodes and corridors in order to maximise the use of public transport, to minimise trip generation and distribution and to promote sustainable development.
- Dublin City Council recognises that a mix of uses is often more appropriate in urban areas than the more traditional single-use zoning, and that a mixed-use or three dimensional approach by way of horizontal and vertical differentiation in land-uses results in urban areas of greater vitality. This approach is

particularly appropriate in some central locations, in identified mix-use zones, and in areas well served by public transport.

- Consideration of the land-use strategies associated with adopted LAPs and SDZs and their implications for surrounding land uses.
- Dublin City Council recognises that certain public bodies, and also educational and health institutions, provide important services for the city on their sites. The continued provision of these services is desirable for the economic, social and cultural health of the city, and it is the policy of Dublin City Council to co-operate with these bodies and institutions in relation to future planning and development.

## 14.2 Challenges

The zonings in this plan result from an evaluation of the implementation of the Dublin City Development Plan 2011–2017 and its zonings. They also derive from the core strategy. All zoning categories and areas have been reviewed to ensure a balanced approach to the overall pattern of land-use zoning. This balance is important given planned population increases, environmental considerations, the needs of communities, and the importance of consolidating the city sustainably.

In addition to ensuring capacity for new homes to serve a growing population, there is also a need to ensure that there is capacity to meet the needs of existing and future residential communities, in particular for schools, hospitals and recreational activities. The economic development of the city must also be accommodated. Some areas are suited to a blend of employment and residential uses, which ensures ongoing

activity and also benefits from synergy between uses, and mixed-use zonings (such as Z5 and Z10) apply to such areas.

There have been a number of changes to transportation planning in recent years, and this has implications not only for land-uses, but also for appropriate residential densities and appropriate intensities of development. The transportation policy context has, therefore, been carefully considered in re-evaluating the location of different zonings and also the range of land-uses that is encouraged or facilitated within each.

## 14.3 Policy Approach

A number of changes have been made to the land-use zoning objectives and zoned areas contained in the Dublin City Development Plan 2011–2017. In summary, the main changes made are as follows:

The concept of key district centres (KDCs) has been retained from the last development plan, and KDCs are clearly marked on Dublin City Development Plan zoning maps. While primarily zoned Z4 (district centres), these also incorporate other Dublin City zonings. Development proposals within these KDCs shall be in accordance with both the relevant zoning objective and also with the guiding principles set out in Section 14.8.4, which should be referred to.

Development principles applying to Z6 (enterprise and employment) lands have been revised, taking account of changes in planning context (Section 14.8.6).

Z8 (Georgian conservation areas) zoning and permissible land-uses contained within have been re-visited on foot of recommendations contained in the

document titled 'The Future of the South Georgian Core' (2013). This comprehensive study sets out a series of recommendations to revitalise this Georgian area, and most of these relate to changes to allowable land-uses.

Z9 (amenity/open space lands/green network) have been reviewed by the Community Recreation and Amenity Department in conjunction with the development of a Draft Dublin City Parks Strategy. The function and performance of these spaces for public use has been examined with due consideration to their future potential role, i.e. serving a larger population and providing a broader range of functions.

Z10 (mixed-use inner suburban/inner city sites), and Z12 (institutional lands for possible re-development zonings) have both been reviewed, resulting in some changes to zoned areas. Furthermore, the wording of the Z10 zoning has been changed to encourage predominantly residential uses in suburban locations, whereas a mix of uses (as previous) is encouraged elsewhere.

Strategic development and regeneration areas (SDRAs) are mainly zoned Z14 (strategic development and regeneration areas) and clearly marked on Dublin City Development Plan maps. These lands remain an important resource for the future and have significant growth potential. Because the context for each of these areas differs (e.g. some areas were the subject of an LAP), a set of guiding framework principles has now been developed for each individual area. These serve to define key planning parameters for the future of the area, thereby giving greater clarity than previously available. These principles are set out in full in Chapter 15.

Z15 (institutional and community) – revised text has been incorporated into this plan on foot of an amendment to the Dublin City Development Plan 2011–2017 arising from judicial review. Subject to specified criteria, residential uses are now 'open for consideration' in this zoning.

In relation to developing the city's green infrastructure (G.I.), the co-operation of owners/occupiers of lands zoned Z6, Z9, Z12, Z14 and Z15 is sought towards progressing the GI network (see Chapter 10, Sections 10.5.1– Green Infrastructure and Chapter 16, Section 16.2 – Design, Principles and Standards). This shall include, as part of any re-development of the site, setting back of boundaries and/or adequate provision for greenways in accordance with routes illustrated and any local area plan content.

#### 14.4 Permissible and Non-Permissible Uses

A **permissible use** is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning consideration, including policies and objectives outlined in the plan.

An **open for consideration use** is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area.

**Uses not listed under the 'permissible' or 'open for consideration' categories** will be deemed not to be permissible uses in principle in zones Z1, Z2, Z8, Z9, Z11 and Z15.

Other uses will be dealt with in accordance with the overall policies and objectives in this plan.

#### 14.5 Relaxation of Zoning Objectives for Protected Structures

Dublin City Council actively encourages uses that are compatible with the character of protected structures. In certain limited cases, and to ensure the long-term viability of a protected structure, it may be appropriate not to stringently apply city-wide zoning restrictions including site development standards, provided the protected structure is being restored to the highest standard; the special interest, character and setting of the building is protected; and the use and development is consistent with conservation policies and the proper planning and sustainable development of the area.

#### 14.6 Non-Conforming Uses

Throughout the Dublin City Council area there are uses that do not conform to the zoning objective for the area. All such uses, where legally established (the appointed day being 1 October 1964) or where in existence longer than 7 years, shall not be subject to proceedings under the Planning and Development Act 2000 (as amended) in respect of the continuing use. When extensions to or improvements of premises accommodating such uses are proposed, each shall be considered on their merits, and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity and does not prejudice the proper planning and sustainable development of the area.

#### 14.7 Transitional Zone Areas

The land-use zoning objectives and control standards show the boundaries between zones. While the zoning objectives and development management standards indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use zones. In dealing with development proposals in these contiguous transitional zone areas, it is necessary to avoid developments that would be detrimental to the amenities of the more environmentally sensitive zones. For instance, in zones abutting residential areas or abutting residential development within predominately mixed-use zones, particular attention must be paid to the use, scale, density and design of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.

#### 14.8 Primary Land-Use Zoning Categories

The following sections set out the objectives and requirements of the planning authority for the main categories of land-use. In total, there are 15 land-use zones as follows:

**Table 14.1 Primary Land-Use Zoning Categories**

Land-Use Zoning Objective	Abbreviated Land-Use Description
Z1	Sustainable Residential Neighbourhoods
Z2	Residential Neighbourhoods (Conservation Areas)
Z3	Neighbourhood Centres
Z4	District Centres (incorporating Key District Centres)

Land-Use Zoning Objective	Abbreviated Land-Use Description
Z5	City Centre
Z6	Employment/Enterprise
Z7	Employment (Heavy)
Z8	Georgian Conservation Areas
Z9	Amenity/Open Space Lands/Green Network
Z10	Inner Suburban and Inner City Sustainable Mixed-Uses
Z11	Waterways Protection
Z12	Institutional Land (Future Development Potential)
Z14	Strategic Development and Regeneration Areas (SDRAs)
Z15	Institutional and Community.

The following sections outline each of the above zoning categories in more detail and set out the general role of each zone in land-use terms, and the specific land-use zoning objective in each case.

**14.8.1 Sustainable Residential Neighbourhoods – Zone Z1**

**Land-Use Zoning Objective Z1:**

*To protect, provide and improve residential amenities.*

The vision for residential development in the city is one where a wide range of accommodation is available within sustainable communities where residents are within easy reach of services, open space and facilities such as shops, education, leisure, community facilities and amenities, on foot and by public transport and where adequate public transport

provides good access to employment, the city centre and the key district centres.

The policy chapters, especially Chapters 5 – Quality Housing, and 12 – Sustainable Communities and Neighbourhoods, detailing the policies and objectives for residential development, making good neighbourhoods and standards respectively, should be consulted to inform any proposed residential development (see Chapter 16, Section 16.10 – Standards for Residential Accommodation).

In both new and established residential areas, there will be a range of uses that have the potential to foster the development of new residential communities. These are uses that benefit from a close relationship with the immediate community and have high standards of amenity, such as convenience shopping, crèches, schools, nursing homes, open space, recreation and amenity uses.

**Zoning Objective Z1**

**Permissible Uses**

Buildings for the health, safety and welfare of the public, childcare facility, community facility, cultural/recreational building and uses, education, embassy residential, enterprise centre, halting site, home-based economic activity, medical and related consultants, open space, park-and-ride facility, place of public worship, public service installation, residential, shop (local), training centre.

**Open for Consideration Uses**

Bed and breakfast, betting office, car park, civic and amenity/recycling centre, garden centre, golf course and clubhouse, hostel, hotel, industry (light), live/work units, media-associated uses, petrol station, pigeon lofts, public house, restaurant, veterinary surgery.

## 14.8.2 Residential Neighbourhoods (Conservation Areas) – Zone Z2

### Land-Use Zoning Objective Z2:

*To protect and/or improve the amenities of residential conservation areas.*

Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area. The policy chapters, especially Chapters 11 – Built Heritage and Culture, and 16 – Development Standards, detailing the policies and objectives for residential conservation areas and standards respectively, should be consulted. Volume 4 of this plan contains the record of protected structures.

The principal land-use in residential conservation areas is housing but can include a limited range of other uses. In considering other uses, the guiding principle is to enhance the architectural quality of the streetscape and the area, and to protect the residential character of the area.

Proposals for live/work units at an appropriate scale with discreet signage will be considered on the basis that the proposal would not detract from, or alter the physical character and fabric of the streetscape.

### Zoning Objective Z2:

#### Permissible Uses

Buildings for the health, safety and welfare of the public, childcare facility, embassy residential, home-based economic activity, medical and related consultants, open space, public service installation, residential.

#### Open for Consideration Uses

Bed and breakfast, community facility, cultural/recreational building and uses, education, live-work units, place of public worship, restaurant, veterinary surgery.

## 14.8.3 Neighbourhood Centres – Zone Z3

### Land-Use Zoning Objective Z3:

*To provide for and improve neighbourhood facilities.*

These are areas that provide local facilities such as small convenience shops, hairdressers, hardware etc. within a residential neighbourhood and range from the traditional parade of shops to neighbourhood centres. They may be anchored by a supermarket type development of between 1,000 sqm and 2,500 sqm of net retail floorspace. They can form a focal point for a neighbourhood and provide a limited range of services to the local population within 5 minutes walking distance. Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened, where necessary. Neighbourhood centres may include an element of housing, particularly at higher densities, and above ground floor level. When opportunities arise, accessibility should be enhanced.

**Zoning Objective Z3****Permissible Uses**

Bed and breakfast, betting office, buildings for the health, safety and welfare of the public; car park, childcare facility, community facility, cultural/recreational building and uses, education, enterprise centre, garden centre, guest house, home-based economic activity, industry (light), live-work units, medical and related consultants, office (max 300 sq. m), open space, part off-licence, primary health care centre, public service installation, residential, restaurant, shop (neighbourhood), training centre.

**Open for Consideration Uses**

Advertisement and advertising structures, civic and amenity/recycling centre, embassy residential, garage (motor repair/service), household fuel depot, internet café, media-associated uses, office (max 600 sq. m), off-licence, petrol station, place of public worship, public house, take-away, veterinary surgery.

To maintain their role as district centres, new development should enhance their attractiveness and safety for pedestrians and a diversity of uses should be promoted to maintain their vitality throughout the day and evening. In this regard, opportunity should be taken to use the levels above ground level for additional commercial/retail services or residential use with appropriate social facilities. Higher densities will be permitted in district centres, particularly where they are well served by public transport. The district centre can provide a focal point for the delivery of integrated services and the designated key district centres have, or will have in the future, the capacity to deliver on a range of requirements, the most important of which are:

- An increased density of development
- A viable retail and commercial core
- A comprehensive range of high-quality community and social services
- A distinctive spatial identity with a high-quality physical environment

**14.8.4 District Centres – Zone Z4****Land-Use Zoning Objective Z4:**

*To provide for and improve mixed-services facilities.*

District centres, which include urban villages, provide a far higher level of services than neighbourhood centres. They have outlets of greater size selling goods or providing services of a higher order, and their catchment area extends spatially to a far greater area than that of neighbourhood centres (see Chapter 7 and Appendix 3 for details of policies, standards and the retail strategy). As the top tier of the urban centres outside the city centre, key district centres have been identified which will provide a comprehensive range of commercial and community services. These centres often attract large volumes of traffic and should, therefore, be well served by public transport.

A symbol and reference number identifies the designated key district centres on the Dublin City Development Plan 2016–2022 maps, see Map K. General principles with regard to the overall development in these identified key district centres are set out below. Proposals for development within these areas should be in accordance with these principles in addition to complying with the land-use zoning.

**Key District Centres:**

1. KDC 1 North Fringe East and West
2. KDC 2 Northside Shopping Centre
3. KDC 3 Ballymun
4. KDC 4 Finglas Village\*\*
5. KDC 5 Ballyfermot
6. KDC 6 Naas Road \*\*
7. KDC 7 Rathmines
8. KDC 8 Phibsborough

Within these identified key district centres, the following general development principles shall apply:

- **Population:** Establish significant residential population bases with diversity in unit types and tenures capable of establishing long-term integrated communities.
- **Density:** Ensure the establishment of high-density developments capable of sustaining quality public transport systems and supporting local services and activities. Account should be taken in any such development of any distinct or valuable architectural or historical features that influence the urban form, character and scale of the existing area.
- **Transport:** Ensure provision is made for quality public transport systems. Provide improved access to these systems and incorporate travel plans, which prioritise the primacy of pedestrian and cyclist movement and address the issue of parking facilities and parking overflow.
- **Commercial/Retail:** The creation of a vibrant retail and commercial core with animated streetscapes.

- **Community and Social Services:** The centres will be encouraged to become the focal point for the integrated delivery of community and social services.
- **Employment:** Encourage the provision of mixed-use developments incorporating retail, office, residential and live-work units, and the creation of small start-up units. (The floor area limitations in respect of offices given in the land-use zoning objective Z4 shall not apply in the case of identified key district centres, and applications involving office development in these areas shall be assessed on their merits, taking account of the overall objective to provide for a mixed-use environment.)
- **Built Environment:** The creation of high-quality, mixed-use urban districts with a distinctive spatial identity and coherent urban structure of interconnected streets and child-friendly public spaces and urban parks. Development should have regard to the existing urban form, scale and character and be consistent with the built heritage of the area.
- **Capacity for development:** Encourage the development/re-development of under-utilised sites.

\*\* These Key Districts Centres form part of proposed Gateways to the City as identified in Section 4.5.2

<sup>1</sup> Delicatessen is not included in the definition of a shop in the regulations. It is a distinct use. The use should be permissible subject to safeguards such as over-proliferation of such uses in a shopping street. A definition has been included – selling mainly gourmet cold food (no fried foods).

### Zoning Objective Z4

#### Permissible Uses

Amusement/leisure complex, bed and breakfast, betting office, buildings for the health, safety and welfare of the public; car park, car trading, childcare facility, civic offices, community facility, cultural/recreational building and uses, delicatessen<sup>1</sup>, education, embassy office, enterprise centre, garden centre, guest house, halting site, home-based economic activity, hostel, hotel, industry (light), live work units, media-associated uses, medical and related consultants, motor sales showroom, office (max. 600 sq m.), off-licence, open space, park and ride facility, part off-licence, petrol station, place of public worship, public house, residential, restaurant, science and technology-based industry, shop (district), shop (neighbourhood), take-away, training centre.

#### Open for Consideration Uses

Advertisement and advertising structures, civic and amenity/recycling centre, conference centre, embassy residential, factory shop, financial institution, funeral home, garage (motor repair/service), household fuel depot, internet café, nightclub, office (max. 1200 sq m) outdoor poster advertising, shop (major comparison), warehousing (retail/non-food)/retail park.

In the case of Z14 lands that are identified as KDCs, all uses identified as permissible uses and open for consideration uses on Z4 lands will be considered.

### 14.8.5 City Centre – Zone Z5

#### Land-Use Zoning Objective Z5:

*To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.*

The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development (see also Chapters 6, 7, and 16 for policies, objectives and standards). The strategy is

to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night. As a balance and in recognition of the growing residential communities in the city centre, adequate noise reduction measures must be incorporated into development, especially mixed-use development, and regard should be given to the hours of operation (see Chapter 16, Section 16.36 – Noise).

Ideally, this mix of uses should occur both vertically through the floors of the building as well as horizontally along the street frontage. While a general mix of uses e.g. retail, commercial, residential etc. will be desirable throughout the area, retail will be the predominant use at ground floor on the principal shopping streets.

### Zoning Objective Z5

#### Permissible Uses

Amusement/leisure complex, bed and breakfast, betting office, buildings for the health, safety and welfare of the public; car park, car trading, childcare facility, civic offices, community facility, conference centre, cultural, creative, artistic, recreational building and uses, delicatessen, education, embassy office, enterprise centre, funeral home, guest house, home-based economic activity, hostel, hotel, industry (light), internet café, live-work units, media-associated uses, medical and related consultants, motor sales showroom, nightclub, office, off-licence, open space, part off-licence, place of public worship, public house, public service installation, residential, restaurant, science and technology-based industry, shop (district), shop (neighbourhood), shop (major comparison), take-away, training centre, veterinary surgery, warehousing (retail/non-food)/retail park.

**Zoning Objective Z5****Open for Consideration Uses**

Advertisement and advertising structures, civic and amenity/recycling centre, financial institution, household fuel depot, outdoor poster advertising, petrol station, transport depot.

**14.8.6 Employment/Enterprise – Zone Z6****Land-Use Zoning Objective Z6:**

*To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.*

It is considered that Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The primary objective is to facilitate long-term economic development in the city region.

The uses in these areas will create dynamic and sustainable employment, and these uses include innovation, creativity, research and development, science and technology<sup>2</sup>, and the development of emerging industries and technologies, such as green/clean technologies. The permissible uses above will be accommodated in primarily office-based industry and business technology parks developed to a high environmental standard and incorporating a range of amenities, including crèche facilities, public open space, green networks and leisure facilities. A range of other uses including residential, local support businesses, are open for consideration on lands zoned Z6 but are seen as subsidiary to their primary use as employment zones. The incorporation of other uses, such as residential, recreation, and retail uses,

will be at an appropriate ratio where they are subsidiary to the main employment generating uses and shall not conflict with the primary land-use zoning objective, nor with the vitality and viability of nearby district centres.

Proposals for development of these lands provide the opportunity to develop sustainable employment use and contribute to developing the strategic green network by providing green infrastructure, landscape protection, public open space, and sustainable energy solutions.

The policy chapters detailing the policies and objectives for economic development and standards respectively (particularly Chapters 6 – City Economy and Enterprise, and Chapter 16 – Development Standards) should be consulted to inform any proposed development.

The uses in this zone are likely to generate a considerable amount of traffic by both employees and service traffic. Sites should, therefore, have good vehicular and public transport access. The implementation of travel plans will provide important means of managing accessibility to these sites.

Within the Z6 zoning, the following development principles shall apply, in addition to complying with land-use zoning:

**Employment:** To create dynamic and sustainable employment areas. Any re-development proposals on Z6 lands should ensure that the employment element on site should be in excess of that on site prior to re-development in terms of the numbers employed and/or floor space.

<sup>2</sup> Science and Technology is defined as knowledge-based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part, and which lead to and accommodate the commercial production of a high-technology output, i.e. commercial laboratory, data processing, enterprise centre, film production, healthcare, information technology, light industry, media recording and general media-associated uses, publishing, research and development, software development, telemarketing, teleservicing and training.

**Uses:** To incorporate mixed uses in appropriate ratios. All such uses, including residential and retail, shall be subsidiary to employment-generating uses and shall not conflict with the primary aim of the Z6 land-use zoning to provide for the employment requirements of the city over the Development Plan period and beyond and shall not detract from existing centres.

**Transport:** To maximise access to public transport connections and proposed public transport infrastructure in accordance with development plan land-use and transportation policies to accommodate the sustainable movement needs of employees (and residents) and to incorporate travel plans.

**Built Environment:** To create a distinct identity for individual areas with a high-quality, physical environment and coherent urban structure.

**Landscape:** To exploit and integrate natural amenities, biodiversity considerations and emerging strategic green networks in the layout of emerging urban structures (see Sections 10.5.1 – Green infrastructure and 16.2 – Design principles and standards). For large developments, a schematic masterplan will be prepared and submitted as part of the planning application.

Proposed uses (e.g. civic amenity/recycling centres) with the potential to create significant disamenity to adjoining properties/sites must demonstrate to the satisfaction of the planning authority that such disamenity will be controlled to an acceptable level. The impacts on any existing uses or permissible future use and the nature/sensitivity of such uses will be taken into account in determining the planning application. In some cases, measures such as site re-

design, provision of noise insulation or perimeter landscape buffers, containment of yard operations within a building, or comprehensive boundary treatment may help control potential negative externalities. Environmental impact statements may be required in some cases in accordance with legislation.

### Zoning Objective Z6

#### Permissible Uses

Betting office, car park, childcare facility, conference centre, cultural/recreational building and uses, embassy office, enterprise centre, green/clean light industries, hotel, industry (light), live-work units, office (within canal ring), open space, park and ride facility, public service installation, restaurant, science and technology-based industry, shop (neighbourhood), training centre, cultural, creative and artistic enterprise and uses.

#### Open for Consideration Uses

Advertisement and advertising structures, car trading, civic and amenity/recycling centre, factory shop, funeral home, garage (motor repair/service), nightclub, office, outdoor poster advertising, petrol station, place of public worship, public house, residential, veterinary surgery, warehousing (retail/non-food)/retail park, warehousing.

## 14.8.7 Employment (Heavy) – Zone Z7

### Land-Use Zoning Objective Z7:

To provide for the protection and creation of industrial uses, and facilitate opportunities for employment creation including Port Related Activities.

The majority of these lands are located in the Port area (see Chapter 4 – Shape and Structure of the City, and also Chapter 16 – Development Standards, Section 16.21: Dublin Port). The primary uses in these areas are those that can result in a standard of amenity that would not be acceptable

in other areas. They can sometimes lead to disamenities which would need to be managed through the planning process to safeguard residential amenity when necessary. Activities include industry, other than light industry; manufacturing repairs, open storage, waste material treatment, and transport operation services.

These areas require a measure of protection from other non-compatible clean uses as this can result in conflict and limit the expansion of the primary use in the area. In particular, activities that fall within the scope of the SEVESO III (COMAH) regulations should only be permitted on lands zoned Z7 and the expansion of such facilities may be impacted by the requirement to protect surrounding land-uses. See Chapter 9 – Sustainable Environmental Infrastructure, Chapter 16, Section 16.34 – Contaminated Land), and Appendix 12 - Seveso III sites, for further guidance.

### Zoning Objective Z7

#### Permissible Uses

Betting office, boarding kennel, car park, chemical processing and storage, childcare facility, civic and amenity/recycling centre, enterprise centre, garage (motor repair/service), general industrial uses, heavy vehicle park, household fuel depot, industry (light), open space, outdoor poster advertising, park and ride facility, petrol station, port-related industries and facilities, public house, public service installation, scrap yard, storage depot (open), support office ancillary to primary use, transfer station, transport depot, warehousing.

### Zoning Objective Z7

#### Open for Consideration Uses

Advertisement and advertising structures, amusement/leisure complex, bed and breakfast, buildings for the health, safety and welfare of the public; car trading, community facility, cruise shipping and marine services in port area and ancillary services, cultural/recreational building and uses, factory shop, guest house, hotel, media-associated uses, nightclub, place of public worship, restaurant, science and technology-based industry, take-away.

### 14.8.8 Georgian Conservation Areas – Zone Z8

#### Land-Use Zoning Objective Z8:

*To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.*

Lands zoned Z8 incorporate the main conservation areas in the city, primarily the Georgian Squares and streets. The aim is to protect the architectural character/design and overall setting of such areas. A range of uses is permitted in such zones, as the aim is to maintain and enhance these areas as active residential streets and squares during the day and at night-time. Offices may be permitted where they do not impact negatively on the architectural character and setting of the area and do not result in an over-concentration of offices. In the south Georgian core where residential levels are low, it is the aim to encourage more residential use in the area.

Chapter 11 – Built Heritage and Culture, and Chapter 16 – Development Standards, should be consulted to inform any proposed development, as these detail policies/objectives for conservation and heritage and also set out standards.

**Zoning Objective Z8****Permissible Uses**

Bed and breakfast, childcare facility, cultural/recreational building and uses, education, embassy residential, home-based economic activity, hostel, hotel, live-work units, medical and related consultants, office (excluding retail branch bank/building society), open space, residential.

**Open for Consideration Uses**

Buildings for the health, safety and welfare of the public, guesthouse, nightclub, place of public worship, public service installation, restaurant, retail.

**14.8.9 Amenity/Open Space Lands/Green Network – Zone Z9****Land-Use Zoning Objective Z9:**

*To preserve, provide and improve recreational amenity and open space and green networks.*

This zoning includes all amenity open space<sup>3</sup> lands which can be divided into three broad categories as follows:

- Public open space
- Private open space
- Sports facilities in private ownership

The provision of public open space is essential to the development of a strategic green network. The chapters detailing the policies and objectives for landscape, biodiversity, open space and recreation and standards respectively, should be consulted to inform any proposed development (see Chapter 10 – Green Infrastructure, Open

Space and Recreation, and Section 16.2 – Design, principles and standards). Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. The continuation of sports clubs and facilities to enhance sustainable city living is recognised. In highly exceptional circumstances, in order to serve the long term retention and consolidation of the sporting facility in a locality and to secure the primary sporting land use on the site, some limited once off development is open to consideration. Specifically, residential development shall not be permitted on public or privately owned open space unless exceptional circumstances are demonstrated.

In certain specific circumstances where it has been demonstrated to the satisfaction of the planning authority that there is a need for ancillary development to take place in order to consolidate or retain the sporting and amenity nature of Z9 lands or an existing facility in a local area, some limited degree of (residential/retail) development may be permitted on a once-off basis and subject to the primary use of the site being retained for sporting or amenity uses.

In all cases height shall relate to the prevailing height in the vicinity.

In all cases the applicant shall submit a statement, as part of a legal agreement under the Planning Acts, demonstrating how the sports facility will be retained long term on site.

In all cases the applicant shall be the sports club owner/occupier.

<sup>3</sup> Open space is any land (active or passive use), including water, whether enclosed or not, on which there are no buildings (or not more than 5% is covered with buildings), and the remainder of which is laid out as a garden/community garden or for the purposes of recreation, or lies vacant, waste or unoccupied. It also includes school playing fields, playgrounds, urban farms, forests, allotments, and outdoor civic spaces.

**Zoning Objective Z9****Permissible Uses**

Cemetery, club house and associated facilities, municipal golf course, open space (see Appendix 21 land use definitions), public service installation which would not be detrimental to the amenity of Z9 zoned lands.

**Open for Consideration Uses**

Car park for recreational purposes, caravan park/camp site (holiday), community facility, craft centre/craft shop, crèche, cultural/recreational building and uses, golf course and clubhouse, kiosk, neighbourhood retail (in accordance with highly exceptional circumstances above), tea room, café/restaurant.

the development of Z10 lands, and where significant numbers of employment and or residents are envisaged, a travel plan will be required.

**Zoning Objective Z10****Permissible Uses**

Bed and breakfast, betting office, buildings for the health, safety and welfare of the public; Childcare facility, Craft centre/craft shop, Cultural/recreational building and uses, Education, embassy office, embassy residential, financial institution, guest house, halting site, home-based economic activity, hostel, hotel, live-work units, medical and related consultants, motor sales showroom, office, open space, part off-licence, public service installation, residential, restaurant, shop (neighbourhood).

**Open for Consideration Uses**

Amusement/leisure complex, car park, car trading, civic and amenity/recycling centre, civic offices, community facility, conference centre, enterprise centre, funeral home, garden centre, internet café, media-associated uses, off-licence, petrol station, place of public worship, science and technology-based industry, shop (district), take-away, training centre, veterinary surgery, warehousing (retail/non-food)/retail park.

**14.8.10 Inner Suburban and Inner City Sustainable Mixed Uses – Zone Z10****Land-Use Zoning Objective Z10:**

*To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.*

The primary uses in this zone are residential, office and retail. An appropriate mix of uses for any given site will be influenced by site location and other planning policies applicable to the associated area. A range of smaller uses will also be facilitated. The concept of mixed-use is central to the development or re-development of these sites and mono uses, either all residential or all employment/office use shall not generally be permitted.

Lands zoned Z10 will cater for a relatively intensive form of development, and the range of uses permitted will be similar to Z5 but not as intensive or wide-ranging, reflecting the location of the sites and interactions with surrounding established land-uses. Accessibility may be an issue in

**14.8.11 Waterways Protection – Zone Z11****Land-Use Zoning Objective Z11:**

*To protect and improve canal, coastal and river amenities.*

These areas generally include all the waterways and waterbodies in the Dublin City Council area. The purpose of the zoning is to protect the amenity of these areas including views and prospects into/out of the areas (see Chapter 9, Sections 9.5.4 – Surface water drainage and sustainable urban drainage systems (SUDS) and also Chapter 10, Sections 10.5.4 – Rivers canals and the coastline, Dublin Bay, and Biodiversity). The coast,

canals, and rivers have a role in contributing to the development of a strategic green network. The chapters detailing the policies and objectives for landscape, biodiversity, open space/recreation and standards respectively, should be consulted to inform any proposed development (see Chapters 10 and 16).

**Zoning Objective Z11**

**Permissible Uses**

Open space, water-based recreational/cultural activities.

**Open for Consideration Uses**

Restaurant, tea-room.

**14.8.12 Institutional Land (Future Development Potential) – Zone Z12**

**Land-Use Zoning Objective Z12:**

*To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.*

These are lands the majority of which are in institutional use, which could possibly be developed for other uses. These areas include existing community and recreation-related development including schools and colleges, residential health care institutions (e.g. hospitals) and other community uses (such as club meeting facilities including scout and guide halls). Significant ancillary facilities such as staff accommodation and dedicated open space and sports/recreational facilities are also included.

Where lands zoned Z12 are to be developed, a minimum of 20% of the site, incorporating landscape features and the essential open character of the site, will be required to be retained as accessible public open space. The predominant land-use on lands to be re-developed will be residential, and this will be actively encouraged.

In considering any proposal for development on lands subject to zoning objective Z12, other than development directly related to the existing community and institutional uses, Dublin City Council will require the preparation and submission of a masterplan setting out a clear vision for the future for the development of the entire land holding. In particular, the masterplan will need to identify the strategy for the provision of the 20% public open space requirements associated with any residential development, to ensure a co-ordinated approach to the creation of high-quality new public open space on new lands linked to the green network and/or other lands, where possible. In addition, development at the perimeter of the site adjacent to existing residential development shall have regard to the prevailing height of existing residential development and to standards in Chapter 16, Section 16.10 - Standards for residential accommodation in relation to aspect, natural lighting, sunlight, layout and private open space.

On Z12 lands, the minimum 20% public open space shall not be split up into sections and shall be comprised of soft landscape suitable for relaxation and children’s play, unless the incorporation of existing significant landscape features and the particular recreational or nature conservation requirements of the site and area dictate that the 20% minimum public open space shall be apportioned otherwise.

And, for the avoidance of doubt, at least 10% social and affordable housing requirement, as set out in the housing strategy in this plan, will apply in the development of lands subject to the Z12 zoning objective.

**Zoning Objective Z12****Permissible Uses**

Bed and breakfast, buildings for the health, safety and welfare of the public; caravan park/camp site (holiday), childcare facility, community facility, conference centre, cultural/recreational building and uses, education, embassy residential, enterprise centre, garden centre, golf course and clubhouse, guest house, halting site, home-based economic activity, hostel, hotel, live-work units, media-associated uses, medical and related consultants, open space, place of public worship, public service installation, residential institution, residential, restaurant, science and technology-based industry, shop (local), training centre.

**Open for Consideration Uses**

Boarding kennel, car park, civic and amenity/recycling centre, funeral home, industry (light), municipal golf course, nightclub, office, outdoor poster advertising, part off-licence, public house, shop (neighbourhood).

have been identified. These development principles are set out in the guiding principles for strategic development and regeneration areas (SDRAs) (see Chapter 15 – Strategic Development and Regeneration Areas).

It should be noted that not all of the identified strategic development and regeneration areas are zoned Z14 in their entirety. Ballymun has different zoning objectives and uses; the relevant zoning objective for each area shall be applied to any development proposals.

Z14 areas are capable of accommodating significant mixed-use development; therefore, developments must include proposals for additional physical and social infrastructure/facilities to support same.

The following areas have been identified as Strategic Development and Regeneration Areas in the plan:

### 14.8.13 Strategic Development and Regeneration Areas – Zone Z14

**Land-Use Zoning Objective Z14:**

*To seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and 'Z6' would be the predominant uses.*

These are areas, including large-scale public housing areas, where proposals for comprehensive development or re-development have been, or are in the process of being prepared. These areas also have the capacity for a substantial amount of development in developing areas in the inner and outer city. A number of the Z14 areas relate to important public housing regeneration areas and in the case of each, a number of development principles to guide the development of each area

**SDRA 1.** North Fringe (including Clongriffin/Belmayne)

**SDRA 2.** Ballymun

**SDRA 3.** Ashtown/Pelletstown

**SDRA 4.** Park West/Cherry Orchard

**SDRA 5.** Naas Road lands

**SDRA 6.** Docklands – including SDZ area and Poolbeg West

**SDRA 7.** Heuston Station and environs

**SDRA 8.** Grangegorman

**SDRA 9.** St Michael's Estate

**SDRA 10.** Dominick Street

**SDRA 11.** O'Devaney Gardens

**SDRA 12.** St Teresa's Gardens

**SDRA 13.** Dolphin House

**SDRA 14.** Croke Villas and Environs

**SDRA 15.** St James's Medical Campus

**SDRA 16.** Liberties including Newmarket and Digital Hub

**SDRA 17.** Oscar Traynor Road

**SDRA 18.** National Concert Hall Quarter

### Zoning Objective Z14

#### Permissible Uses

Betting office, buildings for the health, safety and welfare of the public; childcare facility, community facility, conference centre, cultural/recreational building and uses, education, embassy office, embassy residential, enterprise centre, green/clean industries, halting site, home-based economic activity, hotel, industry (light), live-work units, media-associated uses, medical and related consultants, offices, open space, park and ride facility, part off-licence, place of public worship, public service installation, residential, restaurant, science and technology-based industry, shop (neighbourhood), training centre.

#### Open for Consideration Uses

Advertisement and advertising structures, bed and breakfast, car park, car trading, civic and amenity/recycling centre, factory shop, financial institution, funeral home, garage (motor repair/service), garden centre, golf course and clubhouse, hostel, internet café, nightclub, off-licence, outdoor poster advertising, petrol station, pigeon lofts, public house, take-away, veterinary surgery, warehousing (retail/non-food)/retail park, warehousing.

In the case of Z14 lands that are identified for key district centres, all uses identified as permissible uses and open for consideration uses on zoning Z4 lands will be considered.

### 14.8.14 Institutional and Community – Zone Z15

#### Land-Use Zoning Objective Z15:

*To protect and provide for institutional and community uses.*

These generally large blocks of land, consisting of buildings and associated open spaces, are located mainly in the suburbs. The present uses on the lands generally include community-related development including schools, colleges, residential institutions and healthcare institutions, such as hospitals. Institutional and community lands display a variety of characteristics ranging from institutions in open grounds to long-established complexes of buildings. They often provide ancillary and incidental activities for the local community such as use of part of the site for recreational purposes or the use of rooms for local meetings.

These lands play an important role in the achievement of a more compact city in that they contribute to the creation of vibrant neighbourhoods and a sustainable well-connected city through the provision of such infrastructure as schools, hospitals and open space. The city also includes nationally important institutions, such as hospitals and educational facilities, which as stated in Section 14.1 – Zoning principles, is Council policy to cooperate with, in order to promote the strategic long-term needs of the city and the country.

With any development proposal on these lands, consideration should be given to their potential to contribute to the development of a strategic green network (see also Chapter 10 – Green Infrastructure, Open Space and Recreation), and to the delivery of housing in the city. In addition, development at the perimeter of the site adjacent to existing residential development shall have regard to the prevailing height of existing residential development and

to standards in Section 16.10 (standards for residential accommodation) in relation to aspect, natural lighting, sunlight, layout and private open space, and in Section 14.7 in relation to the avoidance of abrupt transitions of scale between zonings.

Where there is an existing institutional and/or community use, any proposed development for 'open for consideration' uses on part of the landholding, shall be required to demonstrate to the planning authority how the proposal is in accordance with and assists in securing the aims of the zoning objective; how it secures the retention of the main institutional and community uses on the lands, including space for any necessary expansion of such uses; how it secures the retention of existing functional open space e.g. school playing fields; and the manner in which the nature and scale of the proposal integrates with the surrounding lands.

A masterplan may assist in demonstrating how the requirements of this paragraph may be satisfied. A masterplan is not required in the case of minor developments associated with the existing use or where the development proposed relates to extensions to the existing community and institutional use and would enhance the facilities.

In considering whether there is no longer a need for the existing institutional use and a material contravention or variation to the development plan is proposed, the planning authority shall consult with the owner/operator of the existing institutional and community uses and the relevant statutory provider (e.g. the Department of Education and Skills in the case of schools, and the Department of Health and the HSE in the case of hospitals). A masterplan is required in these circumstances.

The masterplan, which may necessitate a variation, shall set out a clear vision for the lands zoned Z15, to provide for the identification of 25% of the lands for open space and/or community facilities (instead of the 10-20% public open space provided for in earlier in this chapter. This requirement need not apply if the footprint of the existing buildings exceeds 50% of the total site area of the institutional lands. The masterplan must incorporate landscape features which retain the essential open character of the lands zoned Z15. It must also ensure that the space will be provided in a manner designed to facilitate potential for future public use and protect existing sporting and recreational facilities which are available predominantly for community use. The 25% public open space shall not be split up, unless site characteristics dictate otherwise, and shall comprise mainly of soft landscaping suitable for recreational and amenity purposes and should contribute to, and create linkages with, the strategic green network.

### Zoning Objective Z15

#### Permissible Uses

Buildings for the health, safety and welfare of the public; childcare facility, community facility, cultural/recreational building and uses, education, medical and related consultants, open space, place of public worship, public service installation, residential institution.

#### Open for Consideration Uses

Bed and breakfast, car park ancillary to main use, conference centre, funeral home, guest house, hostel, hotel, municipal golf course, residential, student accommodation, training centre.

## 14.9 Vacant Land Levy Residential and Regeneration Lands

The Urban Regeneration and Housing Act 2015 sets out two broad categories of vacant land that the levy may apply to:

- Lands zoned primarily for residential purposes
- Lands in need of regeneration

### 1. The following lands zoned for residential or primarily residential purposes are included for the purposes as set out in the Urban Regeneration and Housing Act 2015 in relation to the vacant land levy:

Z1 and Z2 residential zoned lands as they have capacity to provide residential accommodation.

Zone Z8 lands which have the land-use zoning objective 'To protect the existing architectural and civic design character' are included, as vacant sites are damaging to the great architectural and civic design character of these areas.

Z10 mixed-use zones are included as they offer great potential for the significant supply of housing and employment space, as set out in the Zoning Objective:

'To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses.'

Z12 zoned lands (designated in the Plan as having 'Future Development Potential') are included as these are lands where (some/all of) the institutional uses are no longer viable and where development for other uses

predominately residential is possible/desirable/appropriate.

Strategic development and regeneration areas (Z14 zones) are included as these are the crucial redevelopment and regeneration areas in the city.

### 2. The following zoned lands are included as lands with the objective of development and renewal of areas in need of regeneration:

Z3 neighbourhood centre and Z4 district centre zoned lands are included given their critical role for sustainable neighbourhoods and wider communities, and because they are located in highly visible streets.

Z5 or city centre zoned lands are included as there are significant vacant lands in this zone which provide an opportunity for the city, and given the zoning objective 'To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.'

Z6 Employment/enterprise zoned lands are included because the objective is 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.' The primary objective is to facilitate long-term economic development in the city region. A similar case is relevant for Z7 industrial zoned lands.





# 15

## Strategic Development and Regeneration Areas: Guiding Principles for Development

## 15.1 Development Principles for Strategic Development and Regeneration Areas

The city contains a number of strategic development and regeneration areas (SDRAs) capable of delivering significant quanta of homes and employment for the city, either through the development of greenfield sites or through the regeneration of the existing built city. Many, though not all, of these sites are zoned Z14 within the development plan, where the overall focus is to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and 'Z6' (enterprise and employment use) would be the predominant use. The active land management approach as referred to in the core strategy and paragraph 6.5.4 will be pursued in the development of the SDRAs set out below.

Guiding principles for these (18) areas (see list at Section 14.8.13) are set out below. In some cases, further detailed objectives can be found in adopted local area plans and strategic development zone plans.

Structures for community/stakeholder consultation within the SDRAs will follow the procedures set out in Chapter 13 (monitoring, implementation and development management) of the plan.

### 15.1.1 Strategic Development and Regeneration Areas

#### 15.1.1.1 SDRA1 North Fringe (Clongriffin–Belmayne)

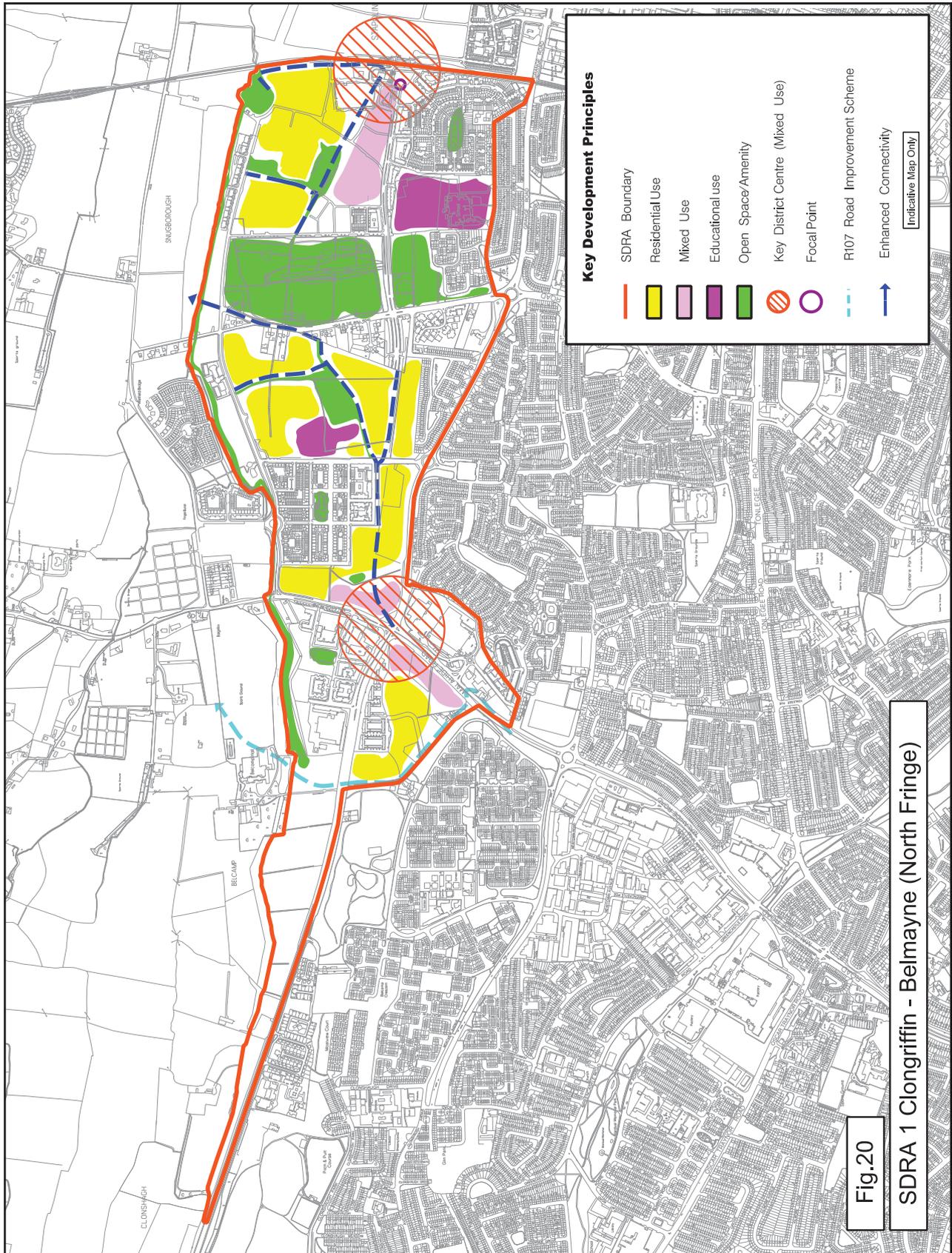
The north fringe action area plan was first produced for the North Fringe lands in 2000, setting out the objective to extend the metropolitan core and create a new dynamic mixed-use urban quarter. With a strong urban design framework in place,

much has already been achieved including the development of over 3,400 new homes and 41,000 sq m of commercial floor place. In addition, key water and drainage infrastructure, a new railway station and public square, sections of the new main street boulevard and the much-acclaimed Father Collins Park are all in place.

While the original plan was intended to be a long-term plan for the area, the slowdown in the construction sector from 2008 meant that many key sites remain undeveloped. A statutory local area plan was subsequently produced for the area and adopted by the City Council in December 2012. It sets out a detailed framework and phasing mechanism for the development of the remaining key sites, with the aim of providing approximately 8,000 new homes upon completion.

The local area plan is based on the following key objectives/guiding principles:

1. To create a highly sustainable, mixed-use urban district, based around high-quality public transport nodes, with a strong sense of place.
2. To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities.
3. To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community, comprising the following elements:
  - A central spine route, in the form of a boulevard or high street, linking the Malahide Road with the proposed train station to the east
  - Two high quality urban squares (one at the junction of the Malahide Road with the Main Street boulevard and



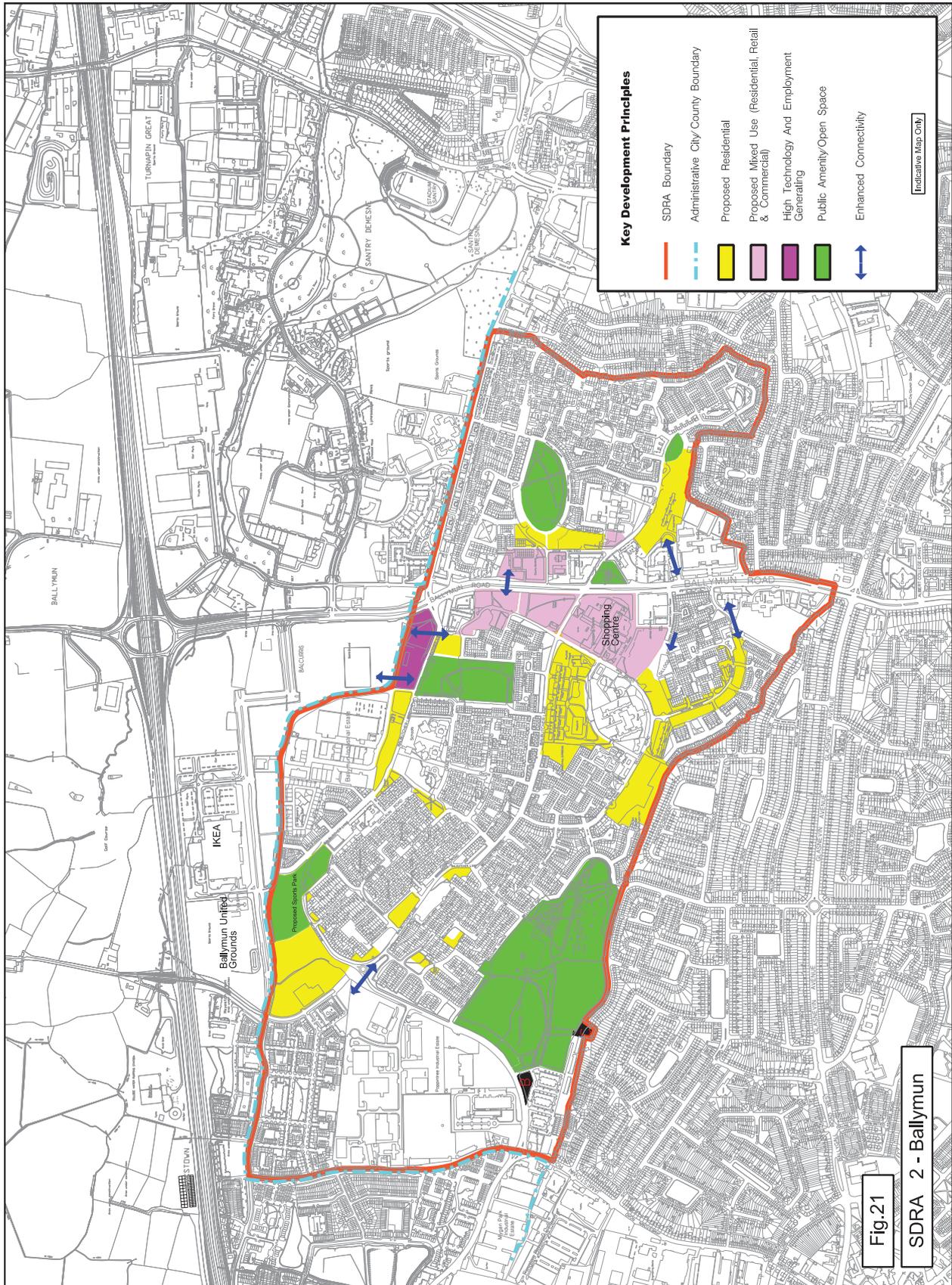
the other adjacent to the rail station) as the main focus for commercial and community activity

- A series of smaller urban squares as significant place markers and activity nodes, e.g. a recreation square adjacent to Father Collins Park
- A flagship urban park in the re-designed Father Collins Park
- A new perimeter route running north from the Malahide Road via Belcamp Lane, relieving traffic pressure from the N32 and from the proposed Main Street boulevard
- An interconnected network of streets and public spaces
- To promote the creation of a high-quality public domain by establishing a high standard of design in architecture and landscape architecture
- To use building heights to define key landmark locations, including:
  - Minimum heights of 5 storeys for the key district centres at Clongriffin rail station and the N32/Malahide Road junction
  - Minimum heights of four to five storeys for the Main Street boulevard
  - A landmark structure of 10-14 storeys (office height) adjacent to the rail station.
- To develop the amenity potential of the Mayne River in the creation of a linear park
- To develop an urban design strategy for the lands at St Michael's Cottages that is co-ordinated with the overall strategies for the developing areas.

### 15.1.1.2 SDRA 2 Ballymun

Ballymun has been the focus of a significant regeneration process since 1997 when the government decided to demolish the local authority flat blocks and to carry out the physical, social and economic regeneration of the area. The Ballymun Masterplan, which was produced in 1998 by Ballymun Regeneration Ltd, set out the key aims and objectives for this regeneration process in consultation with the local community. Many key milestones of the regeneration have been achieved, including the provision of new homes for all residents of the flats, new private housing, the construction of a new main street with new improved linkages throughout the area, new community facilities, hotels, an arts centre, parks etc, and the last of the 36 blocks are now under demolition. The process is, however, not yet finished and there remains a number of undeveloped vacant sites, capable of delivering significant additional development in the area. It is proposed to carry out a local area plan for these lands, the guiding principles for which include:

- To maximise the employment and economic potential of Ballymun along its main Street in accordance with its strategic location and its designation as a key district centre (KDC)
- To promote the delivery of a high-quality public transport system linking the airport and the city, via Ballymun
- To enhance existing and establish new and appropriate land-uses that support a growing mixed-use community, and seek innovative planning responses for the key sites in the area, that respond to the environmental, social, cultural and economic issues and demands facing the area
- To improve permeability both within Ballymun and to the surrounding areas



- To provide a choice of tenure options and house types, promoting social inclusion and integration
- To promote and enhance Ballymun and the wider area's reputation as a sustainable urban environment
- To promote Ballymun as a leading arts and cultural hub serving the city and wider region
- To provide an appropriate urban main street context with buildings of 4-6 storeys in height along the main street, with potential for limited increases in the vicinity of a public rail station. Key gateway landmark buildings already exist framing the 1km long main street.

#### 15.1.1.3 SDRA 3 Ashtown–Pelletstown

The 'Pelletstown Action Area Plan' was produced by Dublin City Council in 2000 with an urban design framework for the development of the Ashtown–Pelletstown area. Significant development has taken place under this plan with approximately half of the available land (21 hectares) developed and over 2,000 new housing units constructed. These new, predominantly residential developments are connected by thoroughfares but disconnected by the presence of a number of large undeveloped sites. To help guide and steer the development of these lands, the City Council adopted a new statutory local area plan for Ashtown–Pelletstown in December 2013, with the aim of providing over 3,500 new homes upon completion. In addition, a second railway station is now at design stage for the eastern side of the LAP area.

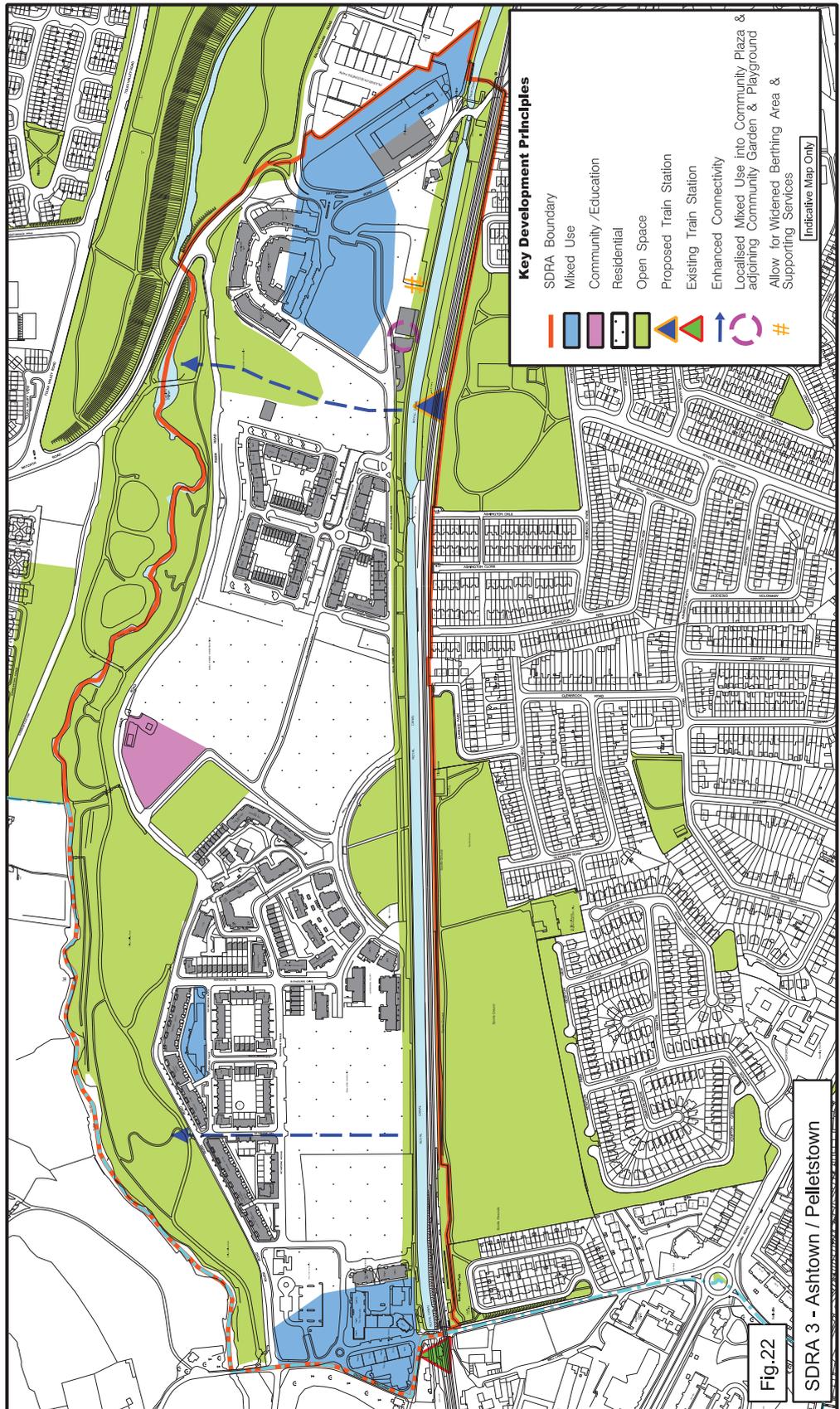
The 2013 LAP contains the following guiding principles for this area:

#### Land-uses

- Support the development of a coherent spatial structure, characterised by two mixed-use hubs (east and west) and predominantly residential areas in between. The Tolka Valley and Royal Canal amenities framing the northern and southern boundaries shall be interconnected via links through key open spaces, contributing to an attractive public realm
- To encourage employment-generating uses in vacant commercial buildings, on brownfield sites, and in identified mixed-use areas
- In light of the current challenging economic environment, to focus on phasing opportunities to sequentially deliver key elements of the overall strategy pending the achievement of longer-term objectives (the 'Kick-start' initiative). Temporary land-uses may also provide an opportunity for interim benefits.

#### General Urban Design/Layout

- To improve connectivity throughout the area, removing existing barriers to movement and facilitating completion of a main east/west thoroughfare with associated public squares at each end and secondary north/south routes. Pedestrian and cycle routes are given specific consideration
- In conjunction with the above objective, to interconnect the existing amenities of the Royal Canal and Tolka Valley Park as a basis for expanding a green infrastructure network integrating with the wider city area.



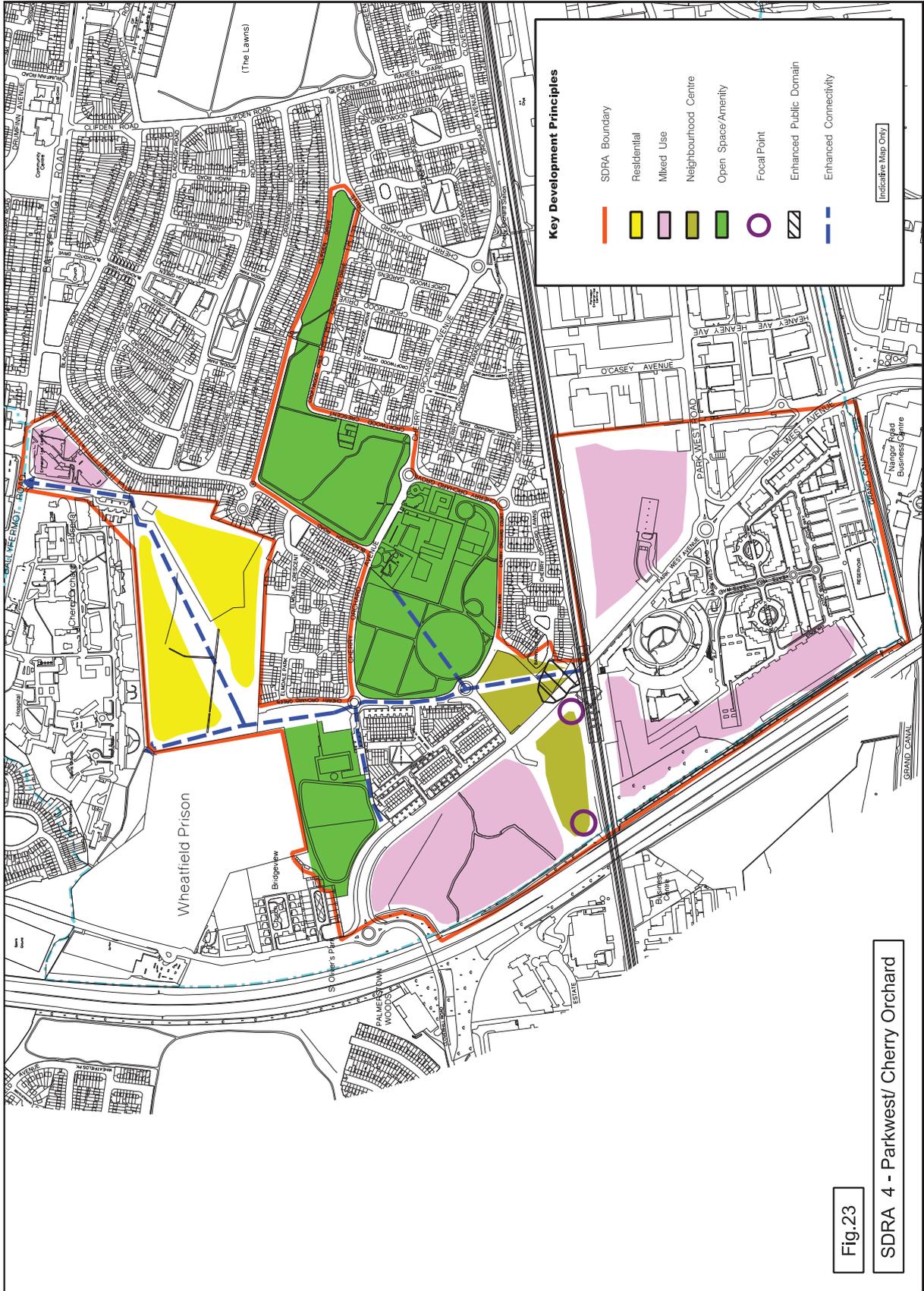
### Detailed Design

- To ensure a mix of residential typologies and designs at densities appropriate to ensure the viability of public transport and other supporting community facilities within a high-quality living environment
- In developing remaining vacant lands, to ensure a quality and legible urban design approach is achieved
- To promote high environmental standards and energy performance at a practical level in the plan area through appropriate planning and design of all developments.

#### 15.1.1.4 SDRA 4 Park West/Cherry Orchard

An urban framework plan was originally prepared for the Park West/Cherry Orchard area in 2002 focusing on lands centred round the now new railway station. This plan identified significant land banks suitable for development. Since the 2002 plan, progress has been made in the development of the Cedar Brook housing estate and Park West Pointe, the residential quarter of Park West. However, since then the slow-down in the economy has resulted in these new developments remaining to be fully integrated into the surrounding available sites. The following guiding principles shall apply to their future development:

1. To create a vibrant and sustainable new urban area with work, living and recreational opportunities, based around high-quality public transport nodes
2. To create a place with distinctive urban character, based on urban design principles with strong physical and psychological linkages to the city
3. To provide for sufficient densities of development, to sustain public transport and a viable mix of uses
4. To provide for an integrated public transport system, with bus and commuter rail as the main components
5. To provide for the integration of the new community with the established community
6. To provide for a balanced mix of residential tenure
7. To develop a coherent spatial framework, incorporating the following elements:
  - Two axial routes, defined by buildings, providing the main structuring components, linking the proposed new rail station with Ballyfermot Road to the north and Park West Road to the south
  - A Main Street at the intersection of the two axial routes, providing a safe and vibrant mixed-use environment, incorporating provision of a supermarket and associated retail and service facilities
  - A new civic space next to the main street, linking to the civic place adjacent to the rail station, creating a high profile for public transport and a strong sense of place for the local resident and working population.
8. To enhance the new identity of the area by providing for 2-3 mid-rise buildings at nodal spaces in the vicinity of the railway station or adjoining the M50 to act as place-markers
9. That in the creation of the 'new town' in the Park West/Cherry Orchard area as a policy and priority that the key historic and existing deficits with regard to layout, community under-development, policing, anti-social activity, lack of provision for childcare etc. be factored in to be provided for in the new proposed development and that a new charter for Cherry Orchard be articulated and become an integral part of the overall plans and initiatives for the area



10. To provide for a supermarket and other local shopping.

It is proposed to carry out a statutory local area plan for Park West/Cherry Orchard within the life of the development plan, which provides for extensive consultation with the community.

#### 15.1.1.5 SDRA 5 Naas Road

A local area plan (LAP) for the Naas Road lands was adopted by the City Council on 14 January 2013. The plan area covers approximately 100 hectares and contains a number of major brownfield sites. It occupies a strategic location on a gateway point into the city with good public transportation links to the wider metropolitan area.

The overall vision for this area set out in the LAP is as follows:

‘To create a great place to work and live, and create a new urban identity for the Naas Road lands area plan by regenerating existing developed lands as a sustainable mixed-use area, capitalising on the area’s locational advantages and improving the relationship of the lands to their immediate surroundings through improved linkages, green infrastructure and permeability. As part of this transformation, there will be an increase in the range of land-uses, and improvements in the visual environment, resulting in an increase in street level activity and the general revitalisation of the area.’

The plan contains four key re-development sites, namely:

Royal Liver Retail Park

- Motor Distributors Ltd site (Volkswagon factory)
- Nissan plant site
- Site at Muirfield Drive/Naas Road.

Linking the re-development of these sites into the wider surrounding environment, and creating sustainable successful communities is central to the LAP. Detailed objectives for each site are contained within the local area plan, including provision for some mid-rise buildings (up to 50m in height).

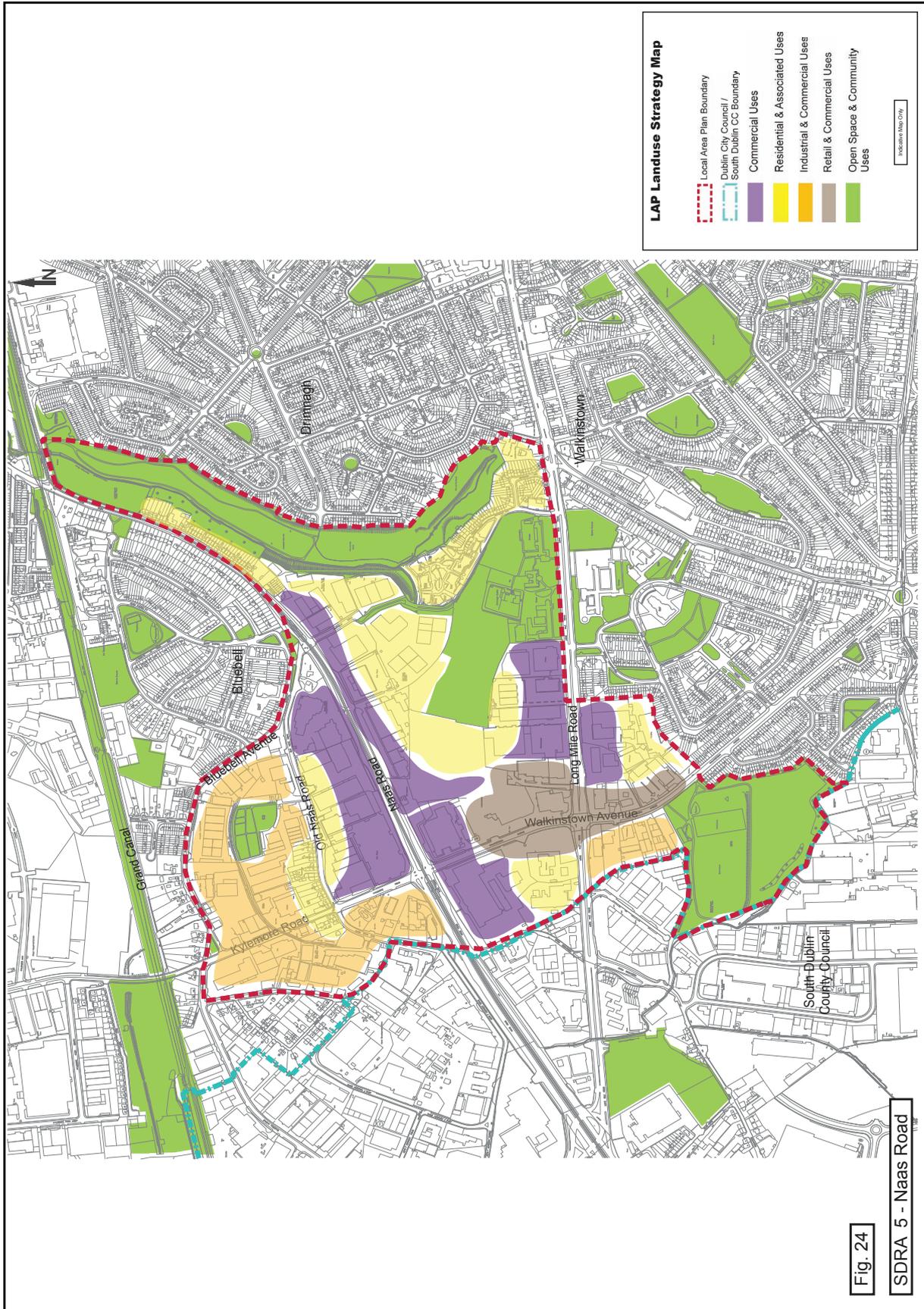
Within the key district centre lands of the local area plan, it is estimated that the lands available for re-development are capable of delivering c. 500,000 sq. m of mixed-use development over a 20+ year timescale, with an estimated 120,000 sq.m deliverable within the 6-year lifespan of the local area plan. This development is broken down as 15,000 sq.m retail, 2,500 sq.m community, 40,000 sq.m commercial, 12,500 sq. m industrial and 50,000 sq.m residential (approx. 500 residential units), all subject to detailed design considerations at the planning application stage.

With slow economic conditions since the LAP was adopted, the objectives of the LAP for the key sites and for the overall regeneration of this area remain to be achieved.

#### 15.1.1.6 SDRA 6 Docklands (SDZ and Wider Docklands Area)

The designation of the Docklands, including the Docklands SDZ, as a strategic development and regeneration area (SDRA) provides for the continued physical and social regeneration of this part of the city, consolidating the area as a vibrant economic, cultural and amenity quarter of the city, whilst also nurturing sustainable neighbourhoods and communities.

Social sustainability is a key strand of the development plan core strategy and is central to the regeneration strategy for the Docklands area. Fostering community integration between existing and emerging communities is also a key aspect to social sustainability in Docklands.



These guiding principles relate to the Dublin Docklands area as defined by the Dublin Docklands Development Authority Act, 1997, which extends to circa 520 hectares and consists of both established communities and new areas that have been subsequently developed with emerging employment and residential neighbourhoods. This section on the Docklands is set out in three parts:

- Docklands area
- Strategic development zone (SDZ)
- Poolbeg West.

#### 15.1.1.7 Docklands Area

##### Social and Community Development

Social sustainability is central to the regeneration strategy for Docklands. The regeneration of Docklands is about people, it is not just physical and economic aspects. Dublin City Council will actively pursue a community and social development agenda, re-integrating and connecting the Docklands communities to its range of services and expertise across all sectors. Docklands presents an opportunity to create an exemplary model of good neighbourhoods and successful place-making.

##### Housing

- To ensure a holistic approach to housing that will achieve successful integration of residents, neighbours and the wider community (see also Chapter 5 – Quality Housing)
- To promote the expansion of the Docklands' residential population, cater for life-cycle requirements of the existing population and provide recreational facilities for children across a range of ages (see also Chapter 5 – Quality housing, Chapter

10 – Green Infrastructure, Open Space and Recreation, and Chapter 12 – Sustainable Communities and Neighbourhoods)

- To provide for residential choice with schemes conducive to family living, long-term rental and home-ownership
- To achieve successful interaction between the SDZ scheme and surrounding streets and public realm to retain and foster a strong sense of neighbourhood within communities
- To ensure that residential developments optimise the unique Docklands character in terms of visual context, maritime location, heritage assets and community identity
- To provide physical, social and amenity infrastructure in tandem with new housing
- To safeguard residential amenity and to ensure appropriate transition in scale, the design of new development shall have regard to the context, setting and amenity of existing housing within the SDZ and wider Docklands area (see Chapter 16 – Development Standards)
- To ensure that all proposals for residential development meet the obligations under Part V and Dublin City Council's housing strategy. The City Council will pro-actively seek the delivery of social housing units on site within the Docklands area, where appropriate having regard to the range of options for delivery of social housing available to applicants under Part V; the need to counteract undue segregation in housing between persons of different social backgrounds; whether the proposal would constitute the best use of resources to ensure an adequate supply of housing and the financial implications

for the Council in its functions as a housing authority; as well as government policy on the provision of social housing

- To recognise the important role of approved housing bodies in social housing provision and that the voluntary and co-operative model can achieve mixed tenure communities through the provision of housing for market sale, private and social rental
- To promote a programme of support housing in conjunction with housing agencies (see also Appendix 3 - Housing Strategy)
- To encourage 'own front doors' and defensible open space as far as practicable
- To explore opportunities to address the social housing legacy issues associated with partially implemented Section 25 Certificates under the Dublin Docklands Development Authority (DDDA), 1997 Act. Any potential options will be explored having regard to the objectives of the North Lotts and Grand Canal Planning Scheme, Dublin City Council's Housing Strategy, legislative provisions to facilitate transition from the Section 25 planning process and government policy on social housing provision.

### Employment

- To encourage local employment, where the appropriate skills are available, on all construction projects in the Docklands area
- To maximise the employment generating opportunities of the support services sector including the local enterprise office under Dublin City Council, as well as enterprise activity with a range of key skilled, semi-skilled and unskilled workers as part of the overall economic regeneration of the Docklands area

- To maximise educational opportunities and access to employment for local residents in the Docklands area
- To promote a local schools job placement programme
- To promote a Docklands local employment steering group with relevant stakeholders to facilitate an employment strategy to enable enhanced employment access
- To explore new opportunities for local employment in conjunction with the construction sector, corporate sector and other key stakeholders through the Community and Social Development Plan for the Docklands area
- To monitor progress on educational attainment and local employment levels in the Docklands area.

### Education

- To conduct a special review with the Department of Education and Skills (DES) to assess the need to enhance or develop new educational facilities in the neighbourhood to service the growing population of the SDZ and the wider Docklands area
- To give consideration to the re-building or up-grading of the St Laurence O'Toole School as the locally preferred option, subject to feasibility studies, in the event that additional school capacity is deemed necessary
- To liaise with the Department of Education and Skills (DES) in supporting the important services provided by existing schools in the Docklands area, especially in relation to the pivotal role of schools in community development
- To investigate the potential to develop synergies with the Department of Education and Skills (DES) in recognition of the key role of education in social

regeneration and to seek to continue the educational programmes or similar appropriate programmes, as pioneered by the Dublin Docklands Development Authority (DDDA), having regard to the fact that as a local authority or development agency, Dublin City Council has no statutory educational remit

- To promote the delivery of educational programmes for the local community in conjunction with third-level institutions, for example the National College of Ireland (NCI), Trinity College Dublin (TCD) and Dublin Institute of Technology (DIT)
- To promote local community access to third-level plus education, enterprise training and skills development in collaboration with key stakeholders and to investigate the potential for a co-ordinated approach with consideration also to an umbrella Corporate Social Responsibility (CSR) Programme for the Docklands area.

### Social

- To pro-actively engage and re-integrate the Docklands community with the full spectrum of Dublin City Council services, with particular regard to the Council's community services which include children and young people, community development, social inclusion and interculturalism, community and voluntary, as well as public private partnerships of socio-economic interests
- To develop a community and social development plan for the Docklands area in close collaboration with the community and to explore the potential for initiatives with corporate stakeholders through a structured corporate social responsibility programme (CSR)
- To ensure co-ordination between the various statutory and non-statutory providers of social services and social programmes in the Docklands area.

Dublin City Council as Development agency for the SDZ Area will fulfil this co-ordinating role to continue the important work of social regeneration in the wider Docklands area

- To ensure that social and community facilities, in particular educational facilities, are provided in tandem with residential development, having regard to the over-arching social audit of community infrastructure to be undertaken by Dublin City Council for the entire Docklands Area and the supporting social audits and community infrastructure statements to accompany proposals for large scale developments (200 Units/20,000 sq. m mixed-use)
- To ensure that social infrastructure is inclusive, caters for the needs of all the community, is accessible and available to all sectors including the existing community of the historic neighbourhoods and the emerging residential and working communities that have a mixed international profile, and represents the optimum use value of public investment
- To promote community, cultural and recreational development on the peninsula site in accordance with the planning scheme objectives for city block 19
- To recognise culture as a vehicle for social inclusion and community integration in Docklands
- To develop an inclusive strategy for culture in the Docklands area based on the findings of the cultural audit 'The Docking Station' (2013) which was undertaken through engagement with the cultural, community and corporate stakeholders in Docklands and to ensure that the cultural strategy reflects social regeneration objectives to facilitate the building of a best practice dance theatre

with state of the art facilities to complete part of the cultural and heritage provision of providing such amenities.

- Social infrastructure and community facilities to be provided in accordance with the infrastructure schedule as set out on Appendix 4 of the North Lotts and Grand Canal Planning Scheme and to seek national funding sources through NAMA/Government where appropriate, in recognition of the need to continue the important work of social regeneration in the Docklands area.
- That all new developments in the Docklands area, North Lotts and Grand Canal Dock and Poolbeg West will provide for a minimum of 5% allocation of space in the development to be used for social, cultural, creative and artistic purposes.

### **Economic**

Dublin's economic performance is essential to the success and competitiveness of the national economy. As the engine of the national economy, Dublin needs to develop a sufficient critical mass to compete at an international level. The Docklands area has the potential to fulfil this strategic role as a global economic hub.

Continuing the approach of the Docklands 2008 Master Plan – that the successful development of Docklands is driven by the objective of Docklands as a great place to do business, work and visit – the guiding principles below focus on the direct and indirect sectors that drive economic activity and support a vibrant urban environment in Docklands:

### **Business**

- To promote the Docklands as a location for sustainable businesses, and to encourage contact with the Local Enterprise Office, under Dublin City Council

- To support the marine economy, in particular the shipping services sector and cruise tourism
- To promote the Docklands as a location for sustainable tourism including cultural, recreational and business tourism
- To promote the development of retail use to serve the existing residential community, new residents and visitors
- To promote the development of sufficient retail facilities to serve the needs of the population living, working and visiting the Docklands Area
- To work with the Convention Centre Dublin (CCD) to exploit event and business opportunities.

### **Maritime**

- To develop and champion a maritime heritage strategy to attract visitors to the Docklands Area (see also Chapter 11 – Culture and Heritage)
- To seek to ensure the River Liffey is navigable between the East Link Bridge and Samuel Beckett Bridge, working in conjunction with Dublin Port Company and Waterways Ireland
- To develop strategies to animate the waterbodies and the campshires, in partnership with Dublin Port Company and Waterways Ireland
- To ensure that any development on the campshires does not limit the potential for water-based activities
- To support and liaise with Waterways Ireland to restore Camden Lock for water-based activity
- To support and liaise with NAMA and Waterways Ireland to secure the sustainable development of city block 19.

### Marketing

- To maintain and enhance the Docklands brand and marketability as an attractive prime location for investment and as a vibrant living place, by developing and promoting a marketing strategy for Docklands, in conjunction with key stakeholders
- To continue to develop Docklands as a distinct recognisable urban quarter with its unique Docklands identity
- To promote Docklands for international events, in particular water-based leisure, recreational and cultural activities, as well as corporate economic activity
- To promote collaboration among and between the corporate, community and cultural sectors through networking events and to exploit the potential for soft supports and e-communication such as a Docklands app.

### Environment

Issues such as movement, land-use, urban design and flood risk management are important environmental matters for the Docklands area. In terms of movement, the significant potential of walking and cycling is recognised and future initiatives will focus on sustainable modes of travel and greater integration with the wider city transport network. On land-use, a balanced mixed-use approach is critical to achieving good place-making and a high-quality public realm, with a residential component key to creating a sense of place and community. Meanwhile, flood prevention and management will play an increasingly important role in terms of new infrastructure provision, flood-resilient design and maintenance regimes to prevent the occurrence of flooding in the Docklands area.

### Movement/Transport

- To support sustainable transport initiatives which facilitate pleasant, accessible and easy movement to, from and within the Docklands area
- To develop an integrated transport strategy for the entire Docklands area and to pro-actively promote sustainable smarter travel
- To recognise and promote the potential for walking and cycling in the Docklands Area (see also Chapter 8 – Movement and Transport).
- To allow for the extension of the Luas, the eastern bypass and southern port access route (in accordance with NTA Transport Strategy for the Greater Dublin Area 2016–2035) and provision of regular bus service from the city to the Docklands area including out to the Poolbeg Peninsula.
- To develop a cycle and walkway along the waterfront around the Docklands, around the Poolbeg Peninsula and linking the City with the South Bull Wall.

### Land-Use/Urban Design

- To continue to secure the distribution of residential use throughout the Docklands area by requiring an appropriate residential/commercial land-use mix on key development sites
- To ensure that the public realm in the Docklands area operates as a connected network of social spaces and creates a unique sense of place
- To use street furniture, informal spaces, pocket parks, civic spaces and the spaces between buildings and to promote opportunities for increased interaction and mobility within the Docklands

- To integrate the public realm, streets and routes of Docklands with the surrounding city
- To support the extension of the Royal Canal Linear Park to Newcomen Bridge.

#### Flood Risk

- To promote and support initiatives that address flood risk in the entire Docklands area
- To maintain and improve infrastructure to reduce and manage the risk of flooding in the entire Docklands area.

#### Implementation

- The Government's designation of the SDZ reflects a keen awareness of the strategic importance of this area. However, it is acknowledged that to facilitate the continued socio-economic regeneration of the wider Docklands area, there is a need to address areas beyond the SDZ Boundary
- To prepare local environmental improvement plans (LEIPs) for the established villages in the Docklands area: East Wall, North Strand, Sherriff Street/North Wall, City Quay/Westland Row and Ringsend/Irishtown (See Chapter 4 – Shape and Structure of the City)
- To prepare an LAP/SDZ for the wider Docklands area or part thereof which relates to strategic brownfield sites with significant development capacity – such as the remainder of the North Wall area, the CIE lands to the north of Sheriff Street and the Poolbeg Peninsula. The prioritisation of any such LAP(s)/SDZ shall be determined in accordance with the Schedule of LAPs to deliver the core strategy and/or in accordance with any future SDZ designation by government (see Chapter 2 – Vision and Core Strategy).

#### 15.1.1.8 The North Lotts and Grand Canal Dock Planning Scheme 2014

Dublin City Council successfully prepared and adopted a SDZ Scheme for the Docklands area of North Lotts and Grand Canal Dock in 2013. The Scheme was passed in May 2014, following appeal by An Bord Pleanála. The SDZ sets out a holistic template of development for the vacant 22 hectares within the 66 hectares designated as SDZ. It provides for a sustainable high-quality new quarter in the city, facilitating development of up to 366,000 sq. m of commercial development and up to 2,600 new dwellings, providing up to 23,000 new jobs and a new population of 5,800.

The scheme also sets a template for new infrastructure such as bridges and drainage, parks and public spaces, and the upgrading of the campshires and animation of the river and canal basins. Within the scheme, the development area is divided into a series of 20 blocks and for each block objectives are prescribed in relation to a detailed use mix, heights, building lines, and the location of new lanes, streets and open spaces. A key element of the structuring principles of the scheme is the shaping of five hubs within the area at Grand Canal Square, Boland's Mills, Britain Quay, Spencer Dock and Point Square. These hubs build on the existing success of Docklands as a centre of ICT, innovation, finance and create the attractive high-quality spaces to expand and develop these sectors.

Since the SDZ was put in place, Dublin City Council has commenced a number of studies to complement the scheme, including the Public Realm Strategy for the area, a community audit, education needs review and a heritage strategy. Detailed plans for a new park in Grand Canal Dock have also been prepared. The process of design has commenced for two new bridges within the Scheme. The Council is

committed to investing in new projects and upgraded public realm across the SDZ area. Since the scheme was put in place, five major planning applications have been lodged involving a large mix of commercial, residential, public plazas, community/arts spaces and the restoration of protected structures. The Council will continue to work with all stakeholders in the Docklands area to ensure the successful delivery of the SDZ in relation to both public and private investment.

#### 15.1.1.9 Poolbeg West

This site presents an opportunity for the city to deliver significant levels of private and public housing, employment, schools, community and recreational facilities within the life of the development plan. A masterplan will be required to demonstrate how the SDRA principles will be delivered on a phased basis. The following guiding principles apply:

##### Social and Economic

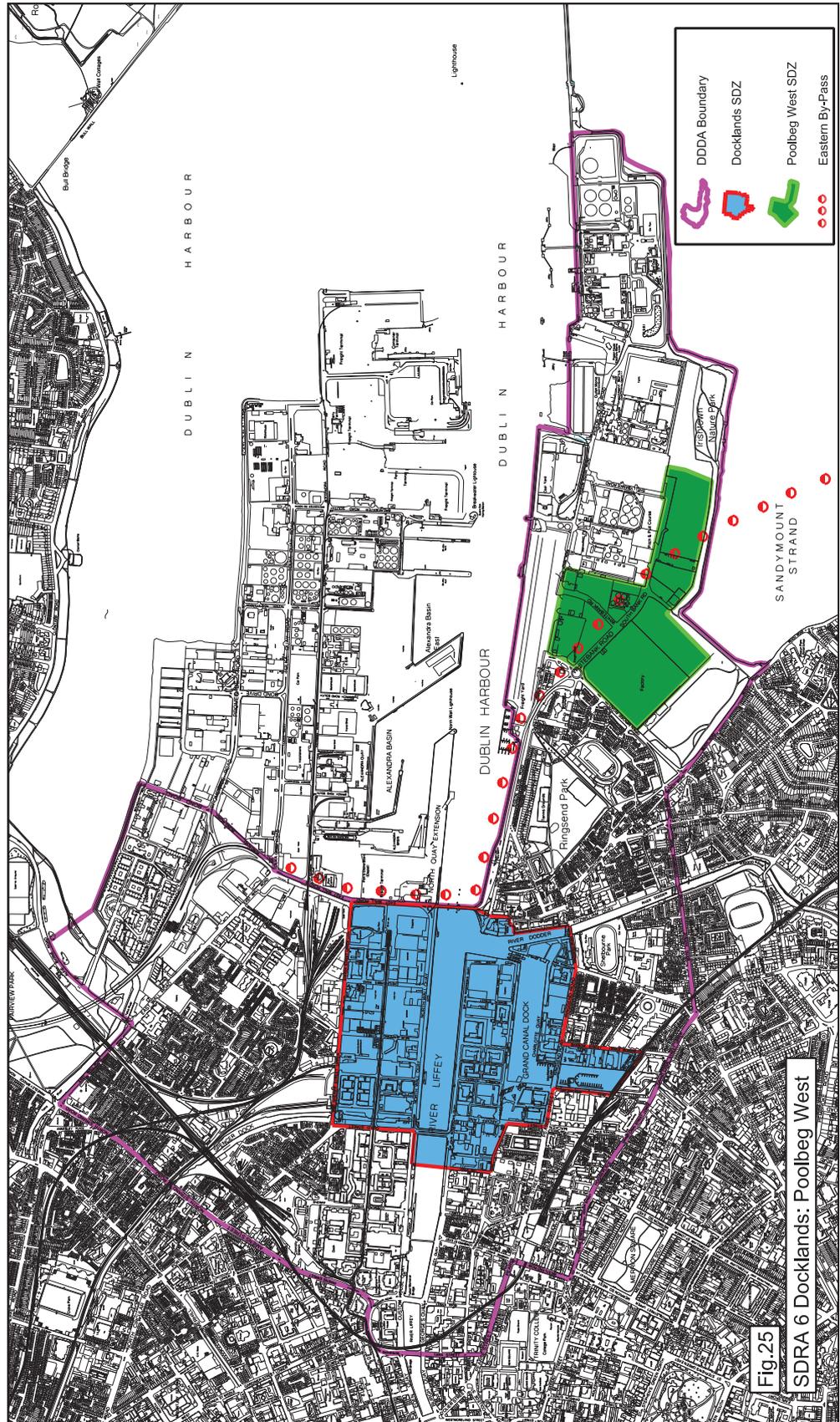
- To deliver a socially inclusive and economically vibrant mixed-use urban precinct, with housing and employment uses set within high-quality neighbourhoods and working environments (see also Appendix 2A: Housing Strategy and Chapter 5 – Quality Housing)
- To provide for a range of dwelling types and tenure options that will promote social integration and cohesion, supported by facilities that meet the needs of the resident and working population in a sustainable and self-sufficient manner
- Provide employment-generating uses, primarily focused on South Bank Road.

##### Use and Urban Form

- The area will support primarily residential and employment-generating uses with

commercial uses focused in the vicinity of South Bank Road

- Lands to the north of South Bank Road may be used for port-related activity subject to an adequate buffer zone of good quality architecture fronting onto South Bank Road
- Lands to the south of South Bank Road shall be developed at an approximate ratio of 70% residential and 30% commercial, complemented by community, recreational, retail and service uses at an appropriate scale to support a sustainable and self-sufficient resident and working community
- Public bus, bike and routes through the site will act as primary organising routes for the overall structure of the development; public open spaces and active uses will hinge from these principal connections adding vibrancy and activity
- Connections are to be created and improved between existing public parks, recreational and amenity assets in the area including the south bay and shore line, Sean Moore Park, Sandymount promenade and strand, that will optimise their amenity value
- A high-quality coastal public promenade at an appropriate scale will link Irishtown Nature Park with Beach Road
- An internal network of green spaces will create a series of landscaped open spaces, bike and pedestrian access which, in turn, will reinforce and enhance the creation of a distinct urban form and sense of place; buildings on the site will frame a pattern of courtyards, open spaces and pedestrian-friendly streets, creating distinct forms with strong individual identities
- Two nodal spaces will provide major activity areas for the community, including a social and education node





to the south adjoining Sean Moore Park, and a commercial and cultural core node to the north centred on a new public square or plaza which will create a social focus for employment, cultural and active uses

- Opportunities to connect with the surrounding street network will be maximised to link the development into the urban fabric; main entrances offer 'gateways' to the community from the surrounding roads and the design of these thresholds will offer opportunities for landmark features and creating welcoming spaces
- The development will be predominantly under 28 m in height (4-7 storeys commercial and up to 9 storeys residential), to promote appropriate setting, amenity and integration with the surrounding urban fabric; mid-rise heights of up to a max of 50 m at a limited number of locations in the vicinity of South Bank Road will create variances in place-making, urban form and street character
- Development should take account of views towards the bay and to the Dublin Mountains
- A phased approach to the overall development will be sought, with key public infrastructure to be 'front loaded', including early provision of public transport infrastructure, two new primary schools and new recreational spaces/ public realm enhancements. In order to promote sustainable transport modes, a Traffic Impact Assessment (TIA) shall be prepared setting out the threshold for development allowable before the Dodder public transport bridge is constructed.

### **Movement and Sustainability**

- Emphasis will be on sustainable modes of transport, particularly through the expansion of walking and cycling routes and improved connections for pedestrians, cyclists, and public transportation modes including bus; streets will be designed with wide footpaths and cycle paths to prioritise 'green routes'
- The early phases of development will facilitate public transport, pedestrian and cycling links from the city and Docklands, through the site, to Sandymount and beyond; the Sutton to Sandycove cycling route, which forms part of the East Coast Trail, will be accommodated through the site
- To promote the use of sustainable modes of transport, car parking provision will be below the development plan maximum standard and bicycle parking facilities will be in excess of the development plan standards
- New buildings will incorporate sustainable and renewable energy sources and building techniques, including utilisation of district heating.

### **Environment**

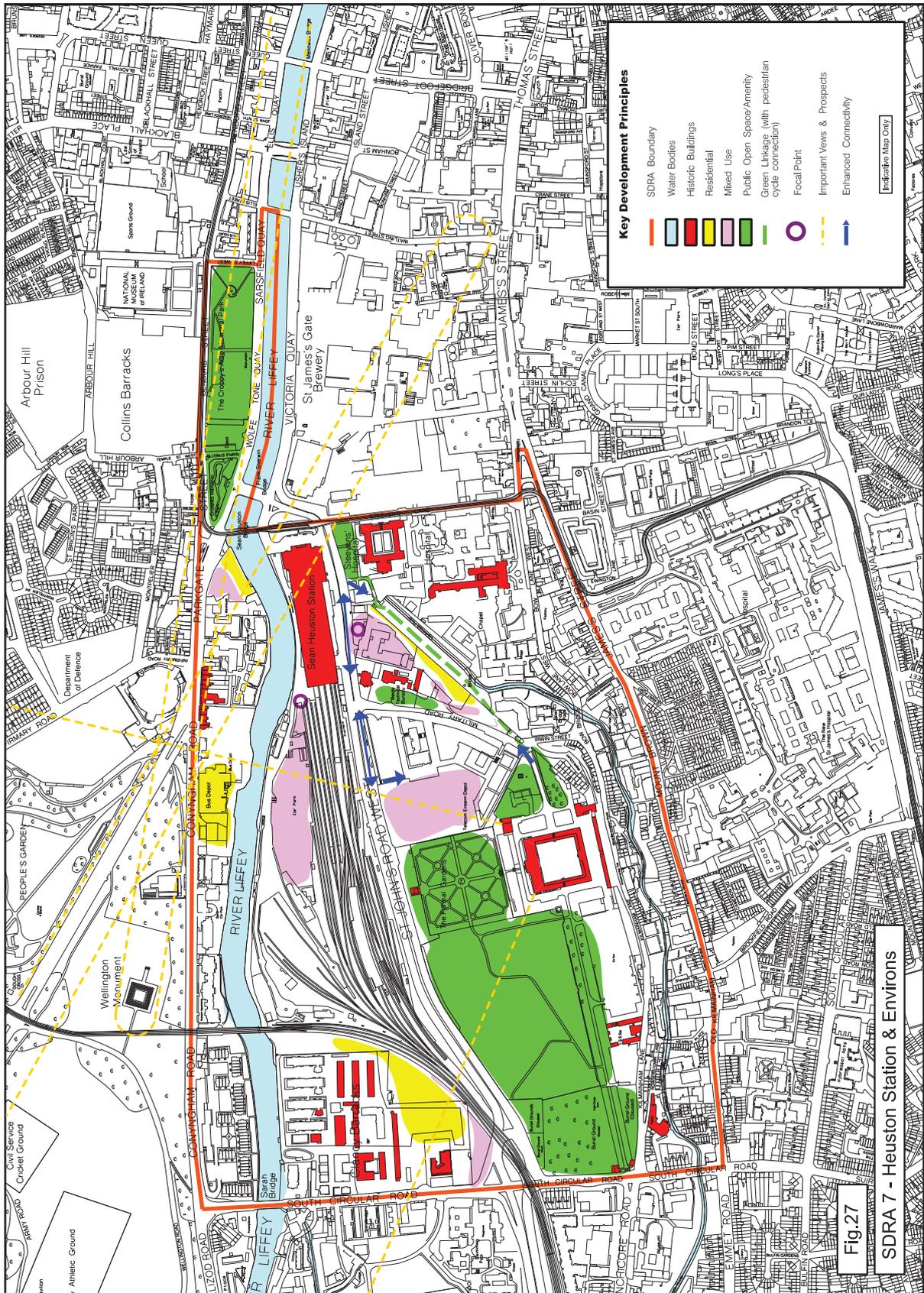
- Development will be compatible with and protect the nature conservation designations of the south bay, including the habitats directive
- The unique landscape qualities of the Poolbeg peninsula, rivers and bay area will be protected and enhanced, and the existing open character and nature of the coastal views from Irishtown Nature Park will be retained.

### 15.1.1.10 SDRA 7 Heuston and Environs

An urban design land-use framework plan for the regeneration of the Heuston area was produced in 2003. This plan provided a regeneration framework for key development sites addressing issues of spatial layout, urban grain, massing, height and land-use and the need to interface such sites successfully with the Phoenix Park, the River Liffey and cultural institutions. The vision for the area as set out in this study is: *'to create a coherent and vibrant quarter of the city that captures the public imagination with high quality services, development, design and public spaces that consolidate and improve the existing strengths of the area.'*

Since the publication of the 2003 report, this area has undergone significant re-development, including much of the Heuston South Quarter and development at Clancy Barracks. A number of significant land banks still remain to be developed and for these the following guiding principles shall apply:

1. To develop a new urban gateway character area focused on the transport node of Heuston Station with world class public transport interchange facilities, vibrant economic activities, a high-quality destination to live, work and socialise in, a public realm and architectural designs of exceptional high standard and a gateway to major historic, cultural and recreational attractions of Dublin City.
2. To incorporate sustainable densities in a quality contemporary architecture and urban form which forges dynamic relationships with the national cultural institutions in the Heuston environs.
3. To ensure the application of best practice urban design principles to achieve:
  - A coherent and legible urban structure within major development sites
  - A prioritisation on the provision of public space
  - A successful interconnection between the development site and the adjacent urban structure
4. To protect the fabric and setting of the numerous protected structures and national monuments, many of which are major national cultural institutions.
5. To incorporate mixed-use in appropriate ratios in order to generate urban intensity and animation. This will require the major uses of residential and office to be complemented by components of culture, retail and service elements.
6. To improve pedestrian and cycle linkages throughout the area and through key sites, with a particular focus on seeking the following new linkages/improvements: along St John's Road West; from St John's Road to the Royal Hospital Kilmainham via Heuston South Quarter, subject to agreement with the OPW/RHK, on the nature of the proposed linkage; from Dr Steevens' Hospital to IMMA, with consideration given to a new path along the banks of the river Camac.
7. As a western counterpoint to the Docklands, the Heuston gateway potentially merits buildings above 50 m (16-storeys) in height in terms of civic hierarchy. Sites particularly suited for tall buildings include:
  - OPW building: corner site on OPW lands adjacent to Dr Steevens' Hospital and Park, and opposite the south façade of the station building.
  - CIE building: site to the north of the station building on the river relating



to the West Terrace and River Terrace. Any new mid or high-rise buildings must provide a coherent skyline and not disrupt key vistas and views.

8. The 'cone of vision', as set out in the 2003 Heuston Framework Plan, represents a significant view between, the Royal Hospital Kilmainham and the Phoenix Park extending from the west corner of the north range of the Royal Hospital Kilmainham, and the north-east corner of the Deputy Master's House to the western side of the Magazine Fort and east edge of the main elevation of the Irish Army Headquarters (former Royal Military Infirmary) respectively. Any new developments within this 'cone' shall not adversely affect this view. A visual impact analysis shall be submitted with planning applications to demonstrate this view is not undermined.
9. Other important visual connections to be respected include Chesterfield Avenue to Guinness Lands and from key parts of the City Quays to the Phoenix Park (Wellington Monument).

#### 15.1.1.11 SDRA 8 Grangegorman/Broadstone

In April 2002, the government made the decision that a new consolidated DIT campus would be developed at Grangegorman, complemented with new healthcare facilities, and integrated into the city fabric. The planning scheme for Grangegorman was approved by An Bord Pleanála in July 2012 as a strategic development zone (in accordance with Section 169 of the Planning and Development Act 2000 (as amended)).

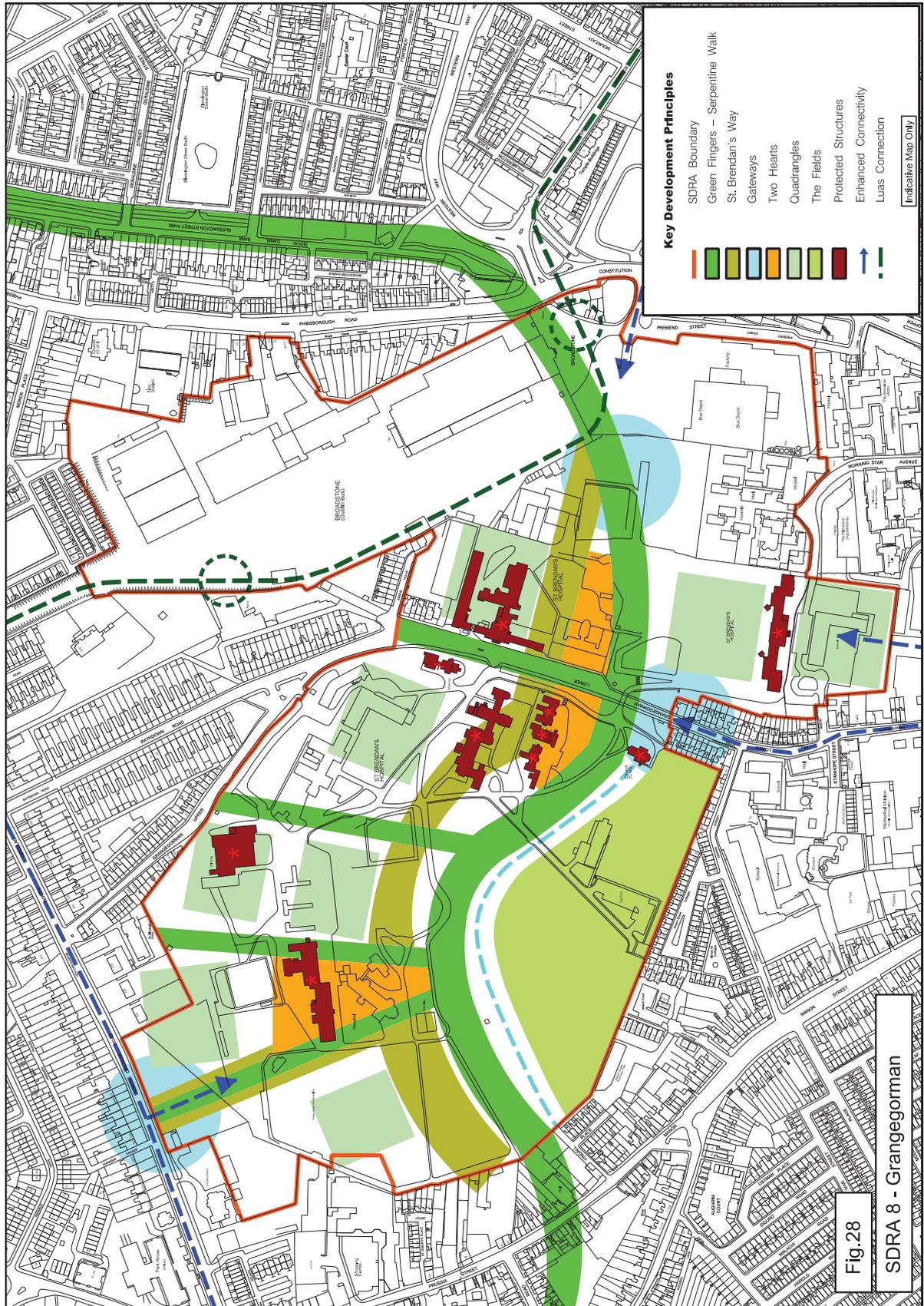
This significant re-development project (c. 29 hectares) is managed by the

Grangegorman Development Agency, whose role it is to deliver a modern campus for the Dublin Institute of Technology, to provide the Health Service Executive with upgraded primary health and social care facilities and to provide other facilities including a new school and sports grounds for the benefit of the community. Overall objectives for creating connections, urban form, campus nodes, landscaping etc. are set out in detail in the SDZ.

Implementation of the SDZ is on-going. The first public element delivered was the Phoenix Care Centre which was officially opened in February 2013 and provides a replacement mental health facility for St Brendan's Hospital, on the North Circular Road. Key large-scale site infrastructure and public realm works have also been carried out, and the DIT campus opened its doors to the first 1000 students in September 2014. Other key elements to be delivered in the short term include the HSE new primary care centre (located in the Old Laundry Building) and construction is underway of the greenway hub, which will house the environmental health sciences institute and business incubation space. Funding approval has also been granted for a new Educate Together school just off Grangegorman Upper.

The guiding principles for this area are captured by the overall vision for Grangegorman set out in the SDZ as follows:

1. The planning scheme will create a vibrant, high-quality and legible urban quarter, with a clear sense of place.
2. Deliver the requirements of the HSE and DIT in an integrated fashion.
3. Respect and celebrate the heritage of Grangegorman.
4. Reach out to and embrace the existing local community and the future



students, service users and staff of Grangegorman.

5. Sustainability is a core requirement and the quarter must be both responsive to its current context and development needs, and adaptable to its future context and development needs.
6. The quarter will be a centre for innovation and creativity.
7. Contribute to the regeneration of the inner city.
8. Provide a dynamic new economic engine for the city and region.

The continued implementation of the Grangegorman SDZ is expected and encouraged throughout the life of the development plan.

#### 15.1.1.12 SDRA 9 St Michael's Estate (including adjoining Keogh Barracks/Richmond Barracks)

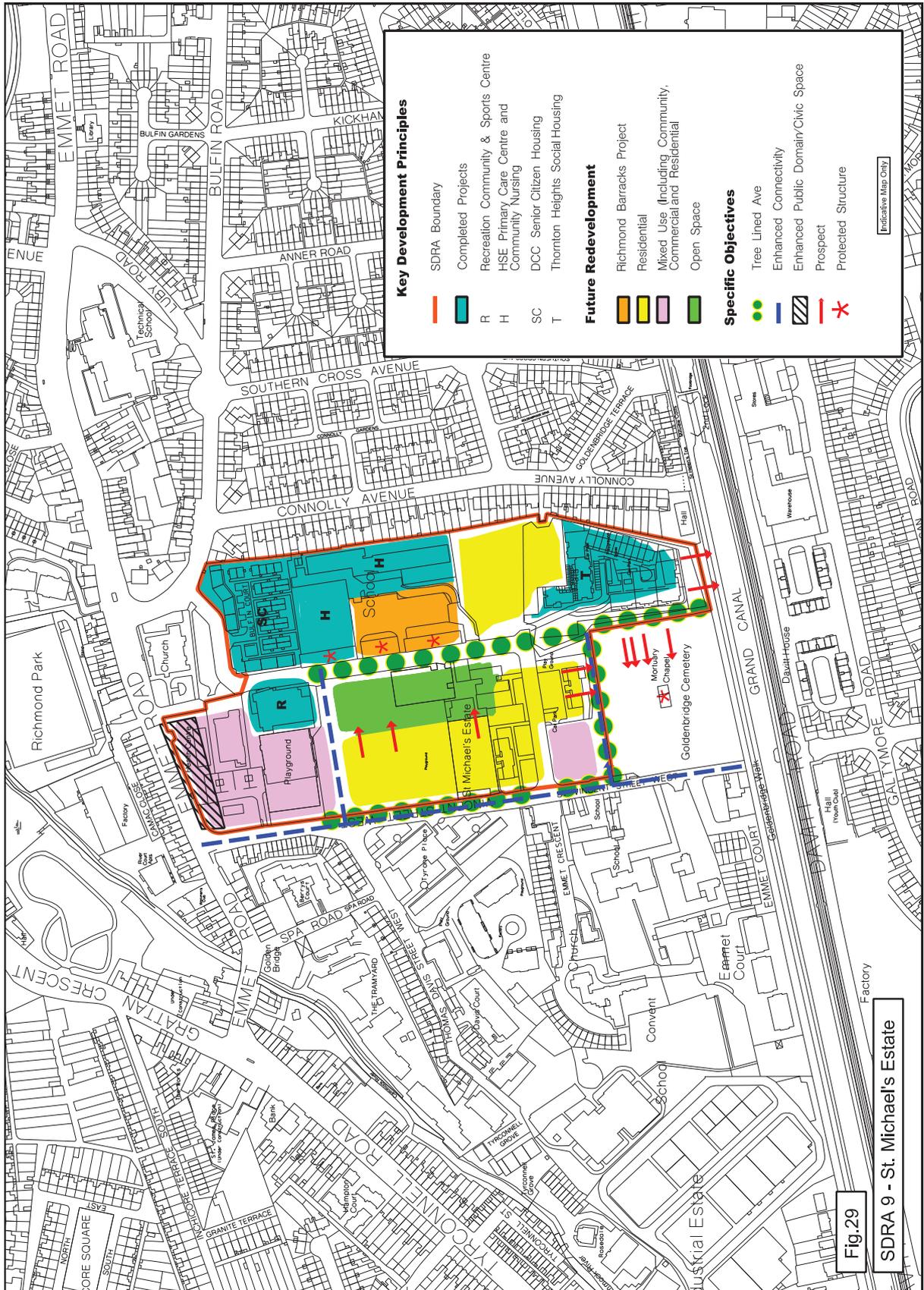
The former Richmond Barracks dates from 1814, built as a recruiting centre by the British Army, and later used for housing by Dublin City Council when it was known as Keogh Square. Most of the barracks was demolished in 1969 and replaced by the St Michael's Estate local authority housing complex, comprising four and eight-storey flat blocks. These blocks are now also demolished with an aim to regenerate the estate into a thriving sustainable city neighbourhood.

Recent regeneration progress has included the completion of 75 new social housing units, together with crèche and playground at Thornton Heights. The City Council is now proposing the conservation of two of the surviving three buildings of Richmond Barracks to be developed as one of the State's national commemorative projects for 2016. The buildings will house an exhibition centre and archive for national/local history,

a visitor centre including a tearoom and garden and will be used as an educational/community resource. Other relatively recent improvements to the area have included new local authority senior citizen housing, a new HSE primary care centre and community nursing home and the provision of the Inchicore Community and Sports Centre.

The guiding principles for the remaining SDRA lands are set out below:

- The development of a high-quality, vibrant, mixed-use urban quarter will be promoted; new facilities will be located in accessible locations and will maximise the opportunities to connect with the wider neighbourhood
- The development will complement the regeneration of Inchicore by encouraging a natural extension of the village centre eastwards along Emmet Road; the development will provide strong connections between the site and the functions of the village centre, for which a local environmental improvements plan is proposed
- The development of high-quality streetscape onto Emmet Road with accessible civic spaces, active frontages and an appropriate transition in scale, height and character between the village centre and the site will be promoted
- Strong permeability will be sought through the site, including pedestrian and cyclist connections, to achieve strong north-to-south connections between Emmet Road and the Luas/Grand Canal corridor and east-to-west connections between St Vincent Street West and Bulfin Road; active streetscapes along these routes will be promoted
- Variety in housing tenures and unit types



will be sought in order to achieve a balanced and sustainable community

- The important heritage features on, and adjoining, the site, shall be respected and highlighted by urban design with particular regard to the tourism, heritage, community and amenity value of assets such as St Michael’s Church, Richmond Barracks, Goldenbridge Cemetery and the Grand Canal
- Innovative proposals that create a landmark destination within the city for combined facilities of a community, recreational, leisure and sports nature will be promoted; such facilities shall integrate positively with the existing sports facilities on site
- The development of high-quality senior citizen housing. This will be located on the site between Thornton Heights and Richmond Barracks.

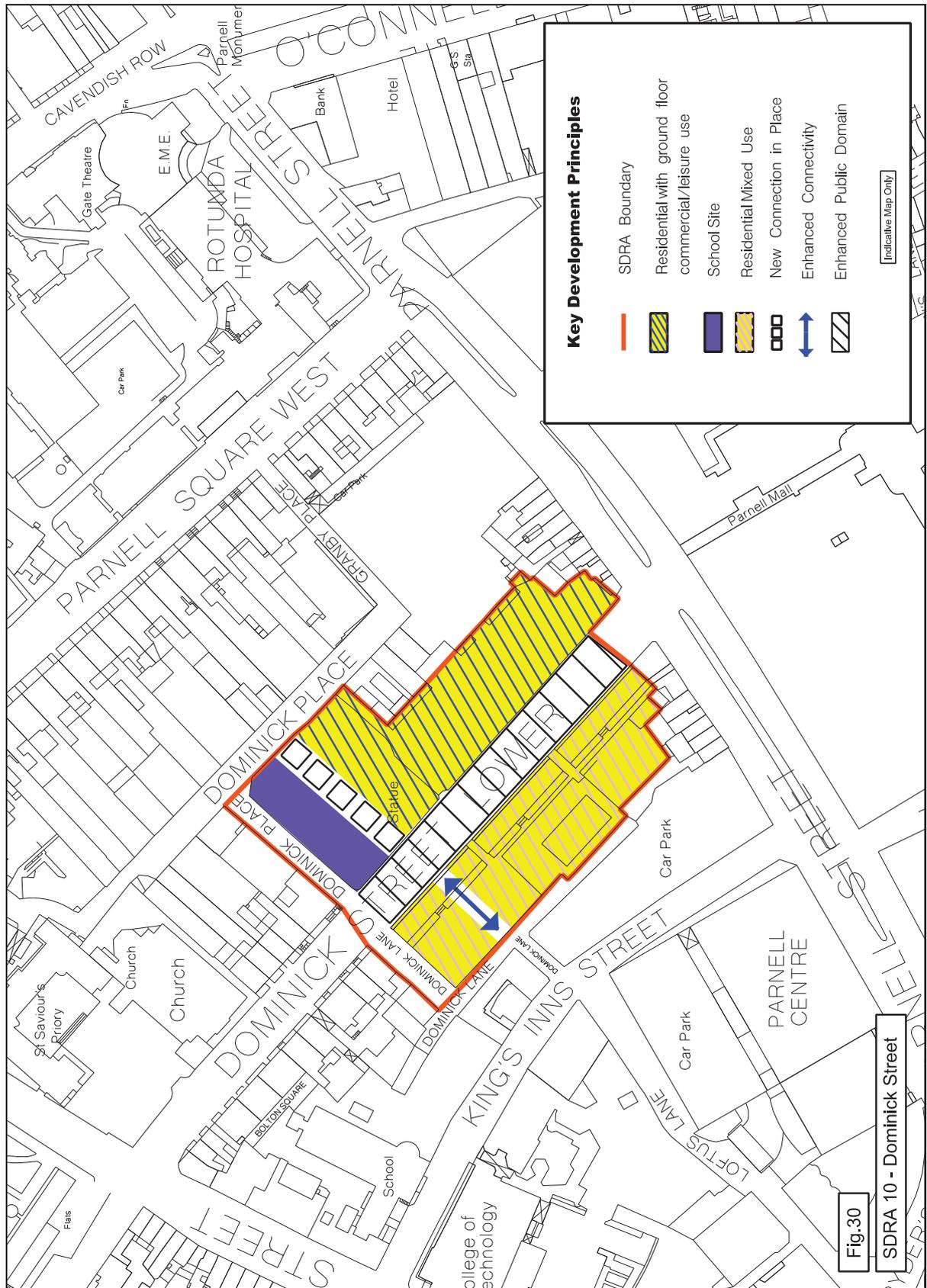
#### 15.1.1.13 SDRA 10 Dominick Street

In the 1960s, Dublin City Council cleared Dominick Street of a number of Georgian-terraced houses that were in use as tenement buildings and replaced them with eight blocks of five-storey flats, containing 198 units. With a renewed commitment to regeneration and the creation of sustainable communities, the decision was made to demolish the 1960s flat complexes and replace them with a mixed-use, mixed tenure scheme, within this 1.26 hectare site.

Regeneration of this site has to date resulted in the demolition of the five blocks to the east of Dominick Street Lower, the creation of a new east-west link road to Dominick Place, and the disposal of a site to the Department of Education and Skills for a new primary school. Planning consent for Phase 1 of the new development was granted approval by An Bord Pleanála in May 2012, accompanied by a masterplan

for the overall site. Over-riding guiding principles for the regeneration of these lands include:

1. The development of a high-quality, mixed-use scheme will be promoted to strengthen the functions and urban character of the north city centre. Active street frontages accommodating a range of high-quality mixed-uses and services will be promoted at street level with quality residential units above to create a vibrant city-centre streetscape.
2. The design of the re-development will respect and integrate positively with the Georgian streetscapes of Dominick Street Lower and shall respect, in terms of its design and scale, the special architectural quality of this local area, including Parnell Square. The new development shall promote high-quality contemporary architecture to add to the rich legacy of the built heritage in this part of the north city centre.
3. Dominick Street will be re-invented as a civic space with a high-quality public realm for its entire length, widened paving and planting where feasible. Re-development to the west of Dominick Street shall allow for a public space/plaza to Dominick Lane.
4. The rejuvenation of side streets in the local area connecting Capel Street (moving west) to Parnell Square (moving east) passing through the new development will be promoted. The layout of a scheme will encourage these connections by providing pedestrian through-routes and clear lines of visual permeability to encourage east-to-west movement.
5. A high-quality public realm will be promoted for Dominick Street Lower, new side streets and new areas of



civic space to encourage pedestrian movement through the scheme. The quality of new streetscapes shall reflect the civic importance of the location within the city centre.

6. New development will integrate positively with the proposed new Luas cross-city line, taking advantage of this strategic public transport network.

#### 5.1.1.14 SDRA 11 Stoneybatter, Manor Street and O’Devaney Gardens

The O’Devaney Gardens public housing complex was constructed in 1954 by Dublin City Council and originally consisted of a total of 278 residential units contained in 13 four-storey blocks. Today, just four of the blocks remain on the site with the remainder cleared for re-development. To the south-west of the site, along Infirmaroy Road, is another significant land bank once owned by the Department of Defence, now under the control of Dublin City Council and available for re-development. Together these sites have an area of c. 10 hectares and form a Strategic Development and Regeneration Area (SDRA11) within the City.

In order to progress the development of this key site, Dublin City Council prioritises the compilation, development and implementation of a statutory based local area plan for the Stoneybatter district. The boundary upon which the statutory based local area plan will apply is the North Circular Road to the north, Infirmaroy Road to the west, Montpelier Hill to the south and the boundary of the Grangegorman SDZ to the east.

The key guiding principles for developing this strategic development and regeneration site include:

- The strategic location context of this site within the city (close to the amenities of the Phoenix Park, Heuston Station

and the new Criminal Courts of Justice), its potential positive contribution to the character of the city and the potential that exists for greater synergies to Stoneybatter and Grangegorman will be valued and promoted; there is an opportunity for a mid-rise residential building towards the centre of the site, similar to that within the Grangegorman SDZ

- The development of a high-quality residential quarter comprising quality new homes supported by a complementary range of mixed commercial, community and recreational facilities will be promoted for this site. The site will provide for a mix of tenure with social, affordable and private housing all provided on site
- The development of attractive new streetscapes with mixed typologies of high-quality accommodation, a high-quality public realm and active street frontages will be promoted to complement the architectural legacy of streetscapes adjoining this location, including the special streetscapes of the North Circular Road, Infirmaroy Road and Oxmantown areas
- Accessible locations for commercial and community facilities to encourage interaction between the site and established communities adjoining will be promoted
- The development of a neighbourhood park as a key feature of the design to provide recreational amenities, encourage community interaction and provide a focal point/meeting place for the wider local community; the location will be bounded by high-quality streetscapes accommodating commercial, community and residential uses to generate activity, encourage



active use of the space and provide passive surveillance. To provide space for an all-weather pitch, multiple use games area (MUGA), community centre, and community garden. Provide quality open green spaces consisting of a minimum of 15% of the site area. Green spaces can serve as sites of social exchange and communicate a respect for nature as a guiding design principle for the site.

- The established character of streets and residential amenities for adjoining residents will be respected in the urban design proposals and layout of a new development; opportunities for new building forms to aid legibility through the scheme and create streetscapes of visual interest will incorporate appropriate height transitions from site boundaries and propose locations that avoid negative impact on adjoining residential boundaries
- Permeability through the site will be promoted to integrate the location more successfully with the adjoining community; the existing bus route will be retained and incorporated along a main boulevard route connecting the North Circular Road to Montpelier Gardens; opportunities for connections with streets to the north-east boundary, with particular emphasis on walking and cycling routes, will be encouraged
- To have regard to the physical integration and regeneration potential of Manor Street/Stoneybatter as important streets/radial routes in the re-development proposals for this area.

**15.1.1.15 SDRA 12 St Teresa’s Gardens and Environs** (Inclusive of former Player Wills and Bailey Gibson sites and Coombe Hospital)

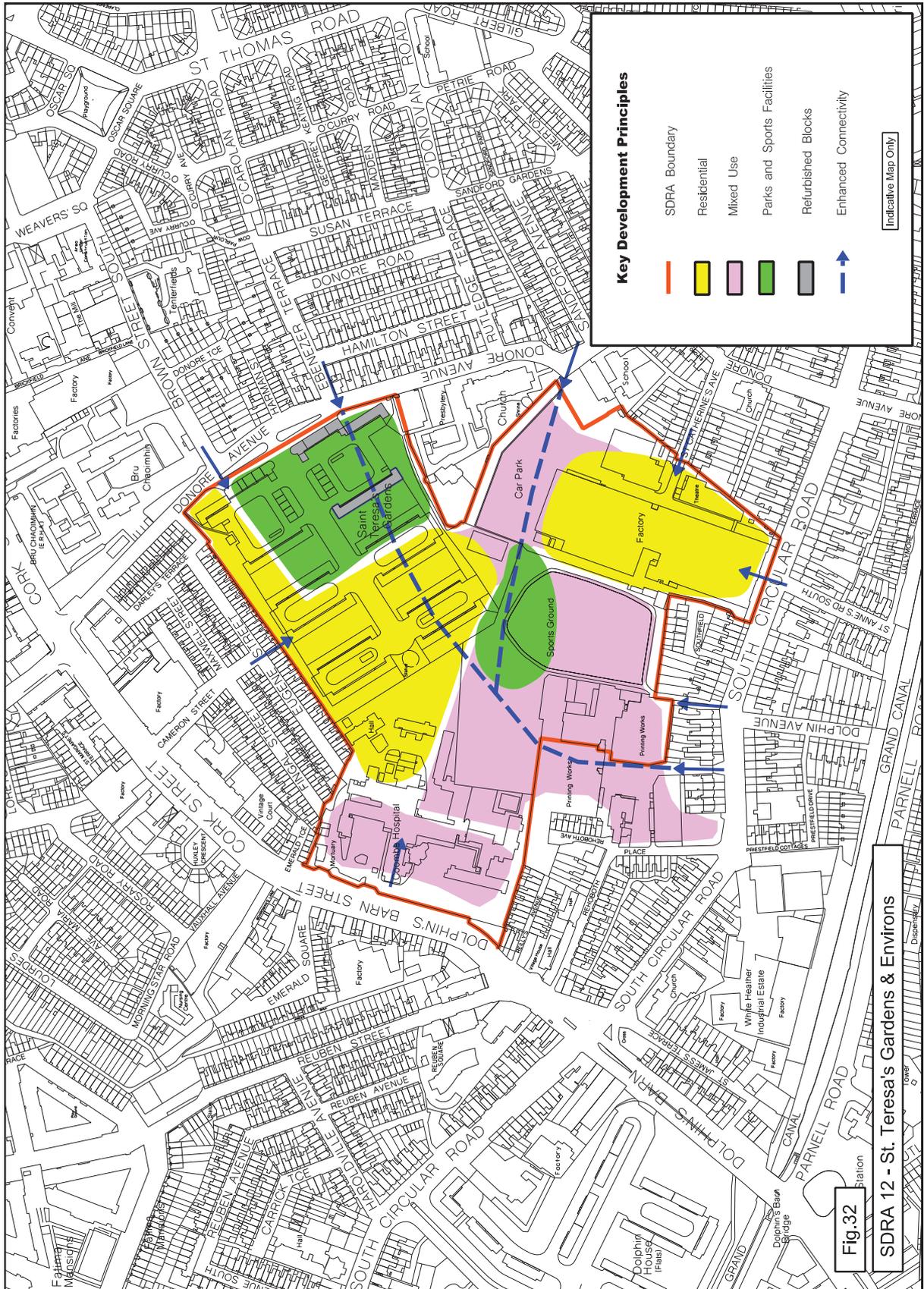
St Teresa’s Gardens is a local authority

housing estate that was built in the early 1950s, which is now planned for demolition and regeneration. The scheme as originally constructed contained 346 residential units, contained in twelve 4-storey flat blocks, ten 2-storey houses and 10 commercial units. St Teresa’s Gardens, including the housing complex and the local authority-owned playing fields to the south-west, together total 6.0 hectares. Adjoining the estate is the former Player Wills and Bailey Gibson sites (4.3 hectares) which were both granted planning permission in 2008 for extensive re-development, including the provision of c. 480 apartments and a wide variety of commercial, retail and community use. These planning applications have now lapsed. Also adjoining the site is the Coombe Hospital site (2.32 hectares), which is likely to be re-located to the St James’s Hospital Campus in the future. Together, these key sites form SDRA 12 and present considerable opportunities for re-development within the city.

In 2010, the City Council decided to proceed with the regeneration of St Teresa’s Gardens, including the demolition of the existing housing stock, now largely empty, and the construction of new replacement housing. Planning approval was received in 2012 and 2014 for a number of demolitions and in May 2014 for the first phase of new build (to include 50 new residential units fronting on to a new park, a new access road and new linkage to Eugene Street). As an interim measure, it is proposed to refurbish a number of blocks fronting on to Donore Avenue pending future development/re-housing potential.

The overall guiding principles for SDRA 12 are set out below:

- The development of a network of streets and public spaces will be promoted to ensure the physical, social and economic integration of St Teresa’s



Gardens with the former Player Wills and Bailey Gibson sites, with further integration potential with the sites of the Coombe Hospital and White Heather Industrial Estate

- A vibrant mixed-use urban quarter will be promoted with complementary strategies across adjoining sites in terms of urban design, inter-connections and land-use. To provide for an area zoned sufficient in size to accommodate a minimum 80 m by 130 m playing pitch
- A new public park is proposed as a landmark feature with passive supervision by residential and other uses; it will have a comprehensive landscaping strategy to provide significant greenery within the scheme and will make provision for a diverse range of recreational and sporting facilities for use by the wider neighbourhood
- There is potential for one or two mid-rise buildings (up to 50 m) within the site, subject to the criteria set out in the standards section of this plan. To acknowledge the existing sports lands of St Teresa's gardens and its environs and act to retain and augment these lands as sporting facilities for the benefit of the wider community and use by local sports clubs. That at least 20% of the SDRA 12 be retained for public open space, recreation & sporting facilities including an area to facilitate organised games.
- Strong permeability through these lands will be encouraged to generate movement and activity east-to-west (connecting Dolphin's Barn Street and Cork Street with Donore Avenue) and north-to-south (connecting Cork Street and Donore Avenue with the South Circular Road and Grand Canal corridor); a high-quality public domain, provision of pedestrian and cyclist routes

and provision of active streets will be promoted

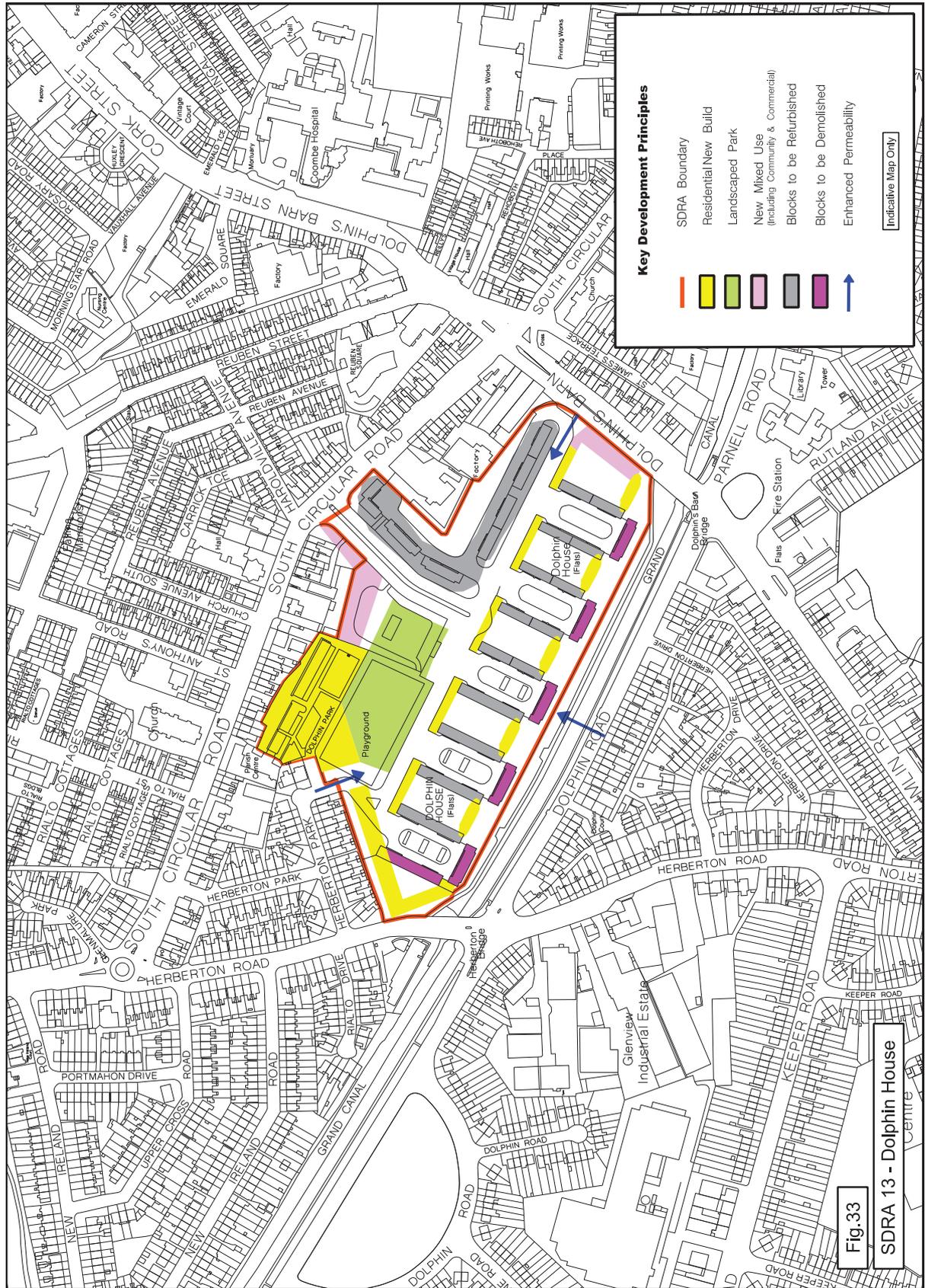
- A community hub will be incorporated into the scheme to provide a wide range of community facilities accessible to the wider neighbourhood; opportunities to highlight the heritage of the local area by proposing community uses close to important landmark buildings such as St Teresa's Church will be promoted
- Provision shall be made for the expansion of St Catherine's National School, Donore Avenue, in the re-development of the former Player Wills site, subject to agreement with the Department of Education and Skills.

#### 15.1.1.16 SDRA 13 Dolphin House

Dolphin Estate (Dolphin House and Park) is a large local authority flat complex (comprising 436 flats including 44 senior citizen flats) on circa 7.5 hectares of land in the south-west inner city. Regeneration proposals for this area include part-demolition, refurbishment and new build, in order to achieve a greater mix of uses and residential tenure diversity and unit mix.

Phase 1 of this regeneration process was approved by the City Council in October 2014. The scheme provides for the demolition of two blocks and the development of a total of 100 new dwelling units (including new houses, new apartments and amalgamated/refurbished units within three existing blocks), with buildings ranging between 1 to 4 storeys in height. It is hoped that this development, which addresses a number of blocks in the south-east corner of the estate fronting on to the Grand Canal, will go on site in 2016 and will act as a pilot programme that can be replicated for the remaining blocks fronting on to the canal.

The guiding principles for regenerating the



area are set out below:

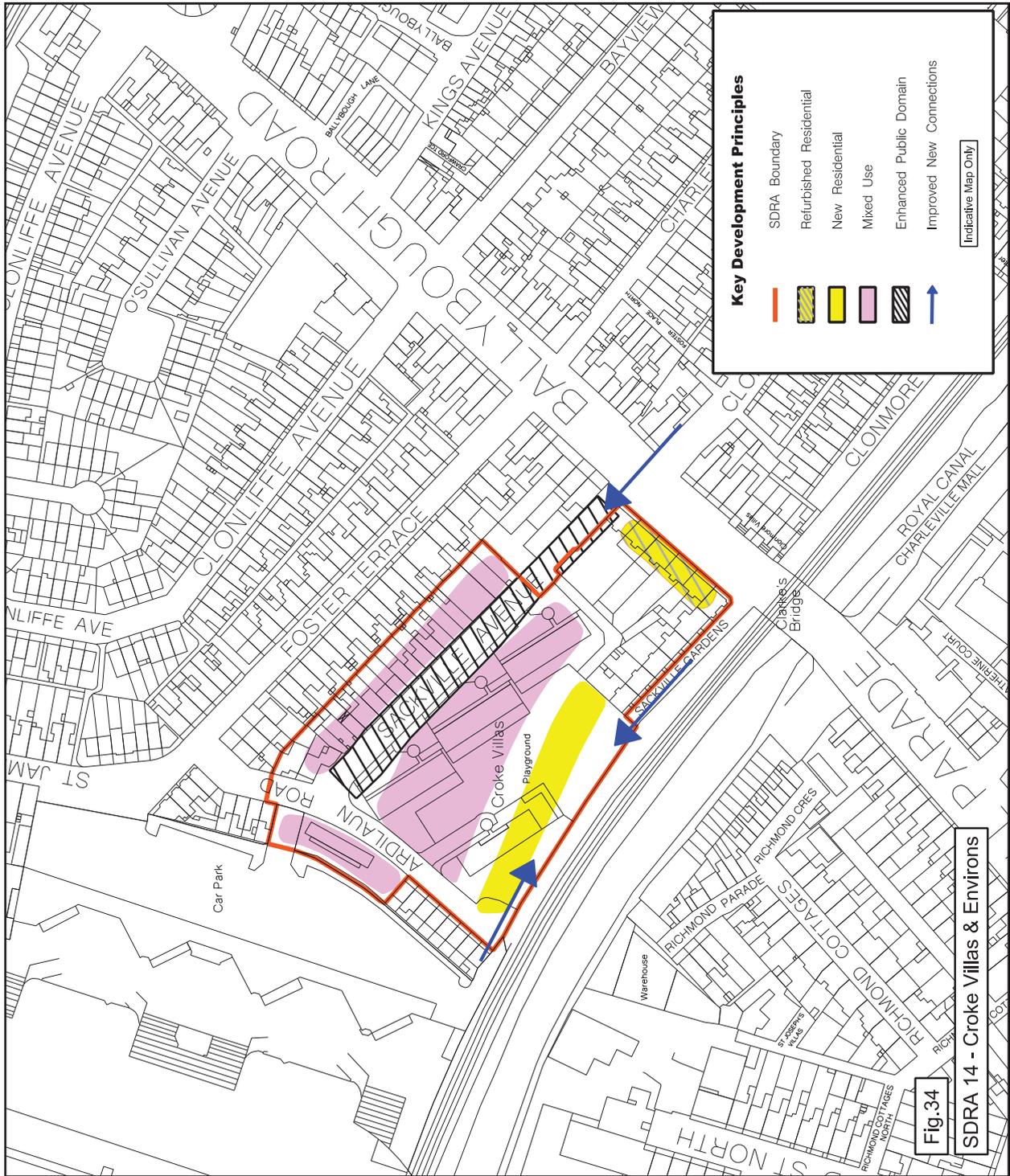
- The regeneration of the Dolphin Housing Estate to provide an attractive and sustainable residential community, alongside appropriate community, commercial and leisure facilities
- The development of a vibrant mixed-use element with high-quality streetscape will be promoted to consolidate the southern end of Dolphin's Barn and to promote the reinvigoration of Dolphin's Barn village centre
- The heritage, tourism and recreational opportunities of the Grand Canal will be promoted as a key feature for the site and for Dolphin's Barn
- Permeability will be promoted through the site to encourage active streets and connections to the adjoining neighbourhood, in particular pedestrian and cyclist routes; east-to-west connections from Dolphin's Barn towards Herberton Road and north-to-south connections from the South Circular Road to the Grand Canal will be encouraged; the feasibility of a new pedestrian crossing point over the Grand Canal to connect with Dolphin Road will be explored
- The provision of new senior citizen housing to replace the existing Dolphin Park is supported
- The development of synergies with other regeneration areas in close proximity will be promoted for co-ordination in the provision of new facilities; new parks, recreation and community facilities will be promoted as features accessible to the wider neighbourhood for inclusion and integration of the site with the adjoining area.

#### 15.1.1.17 SDRA 14 Croke Villas and Environs

Croke Villas is comprised of four 5-storey local authority flat blocks which are earmarked for re-development. This estate, although modest in size, is strategically located just west of Ballybough Road and adjacent to Croke Park, one of the largest public event spaces in the city. Given its proximity to this national landmark the re-development opportunity exists to provide a city connection to Croke Park, while simultaneously improving the living standards for Dublin city residents.

Guiding principles for this site incorporate the objective to enhance the setting and entrance to Croke Park stadium:

- Promote the provision of new high-quality residential development in conjunction with exploiting the tourism, commercial and recreational uses associated with Croke Park
- Enhance the access to Sackville Avenue from Ballybough Road and re-develop Sackville Avenue as a high-quality public domain space, overlooked and flanked by new residential units and/or recreational and office use
- Refurbish and upgrade properties on to Ballybough Road (albeit allowing for the demolition of No. 6 Ballybough for improved access as above), and provide for improved landscaping to the front
- Explore potential to extend Sackville Gardens, providing improved passive surveillance of the canal and the proposed new green cycle/pedestrian route
- Explore potential to improve connections with the canal.



### 15.1.1.18 SDRA 15 St James’s Hospital Campus and Environs

The St James’s Hospital Campus, located to the west of Dublin city centre, occupies a site extending to 18.8 hectares. The site, which has been a focus for healthcare for several hundred years, is now poised for unprecedented investment and development that also presents opportunities for a wider regeneration of the surrounding area.

MISA (Mercer’s Institute for Successful Aging) is already under construction and a new national pediatric hospital and research lab building are proposed on the site, which subject to planning approval will bring the number of people working on the campus to 7,000. In the longer term, it is the intention of the health service executive that the St James’s Hospital campus will provide a hub for adult, maternity and children’s acute services tri-located in an academic teaching and research environment.

The development of the hospital will bring with it a demand for local employment and affordable accommodation, in particular for healthcare workers including students and nurses, alongside a demand for amenities including shops, cafés, restaurants, sports facilities, schools etc. The hospital will also act as a catalyst for knowledge and healthcare industries, for start-ups, ICT etc., which together and with the right framework have the potential to create a health and innovation hub.

The vision to develop St James’s Hospital and its environs as a health and innovation hub, is underpinned by four key objectives/guiding principles:

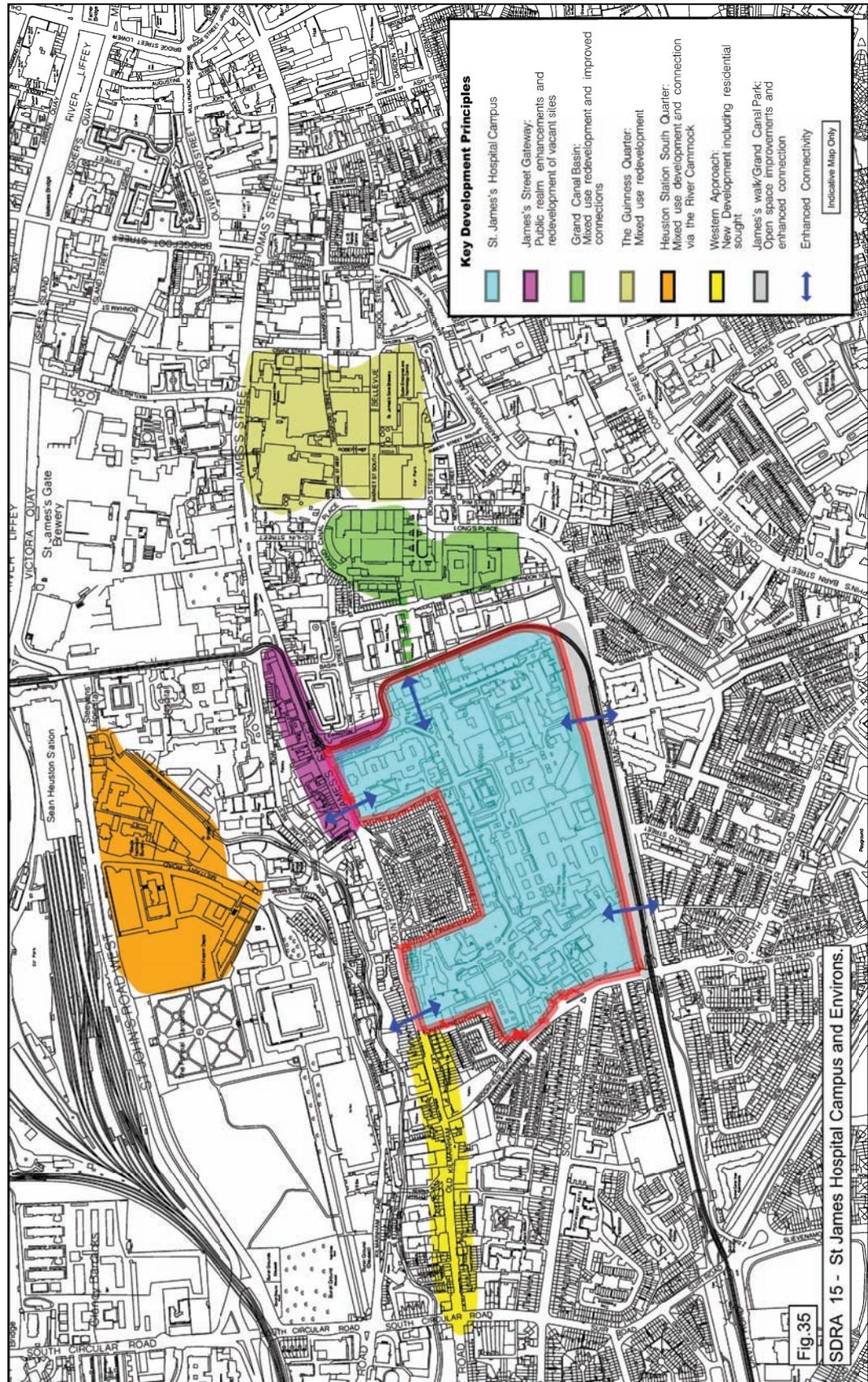
**1. Making connections:** To improve connections between key institutions, city assets and transport interchanges,

both in physical and non-physical terms. This includes creating a more accessible and permeable hospital campus.

- 2. A sense of place:** To respond to the history and culture, and take inspiration from the dynamic nature of the organisations and communities it is home to, in order to reinforce and strengthen the sense of place and identity.
- 3. Innovation and knowledge:** To attract health- and knowledge-related industries to locate within the area, including bio and life sciences, healthcare, creative and digital industries, and medical supplies. In time, to establish a national and international reputation within these key knowledge sectors.
- 4. Local synergies:** To promote investment in the local area to provide new affordable homes and amenities for staff and a training centre for healthcare workers. The strategy will be developed through collaboration with the local community and based on the principle that a healthy and prosperous community is good for the long-term success of the institutions that are located within it.

A number of site-specific objectives have been identified to help deliver this overall vision (see map):

- 1. James’s Street gateway:** To carry out public realm improvements and promote the development of medical research and development functions and the use of vacant sites on James’s Street at the northern entrance to the hospital.



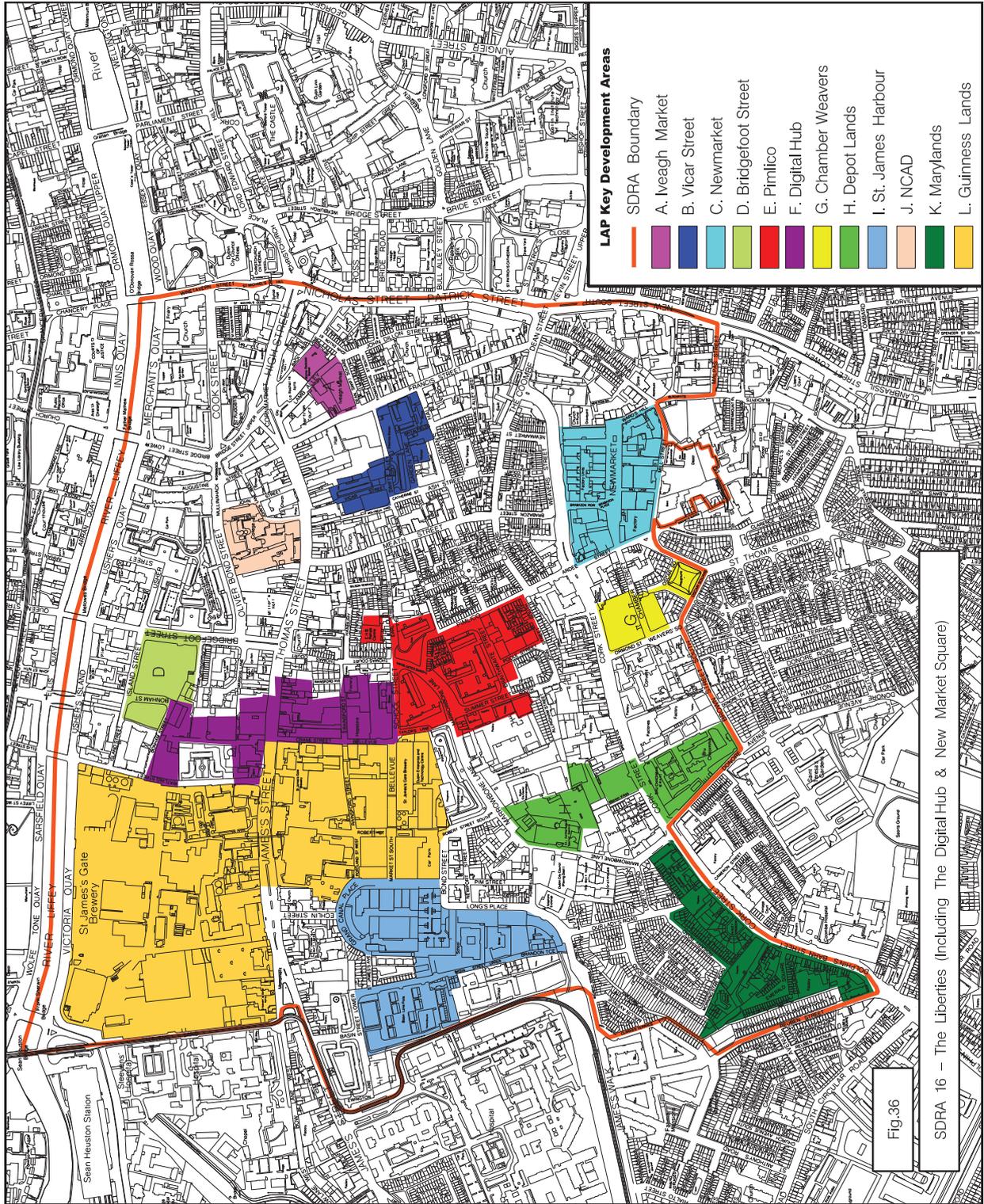
2. **Grand Canal Basin:** To facilitate mixed-use development of the Grand Canal Basin and adjacent sites. This area can play a key role in accommodating a mix of healthcare-related industries and residential accommodation and facilitate improved east-west connections towards the city centre. A new public space in the heart of this area will be sought (see also Liberties local area plan 2009 for more detail).
3. **The Guinness quarter:** To facilitate mixed-use development of parts of the former Guinness brewery to the south of James's Street with existing buildings of quality retained and converted and a diverse mix of uses including retail, digital/media, office, leisure and residential uses. The older buildings may also be converted to hotel use, providing accommodation for visitors both to the Guinness Store House and to St James's Hospital (see also Liberties local area plan).
4. **Heuston South Quarter:** To facilitate mixed-use development located at this strategic gateway to the city centre along St John's Road West and adjacent to Heuston Station. A riverside walk along the river Camac can provide a strategic connection to the hospital campus via Bow Lane and Mount Brown.
5. **Western approach:** Facilitate development on Old Kilmainham Road, improving the quality and image of this main vehicular approach to the hospital. The provision of affordable homes for hospital staff will be encouraged, where feasible.
6. **James's Walk/Grand Canal Park:** Public realm improvements will be sought/delivered to enhance this linear space which acts as a southern gateway to the hospital campus and an amenity for the local community.

#### 15.1.1.19 SDRA 16 Liberties and Newmarket Square

The Liberties statutory local area plan was adopted by the City Council in May 2009 and in April 2014 the timescale of the plan was extended until May 2020. The main purpose of the Liberties local area plan is to ensure that in developing individual land parcels, opportunities for regenerating the area in an integrated fashion are not missed. The 2009 plan provided a comprehensive, area-wide assessment of housing, open space, community facilities, employment opportunities etc., setting out key objectives for each theme.

Opportunities for new development were focused on key re-development sites (see map). While some progress has been made in delivering on these objectives, it is clear that the economic downturn has significantly impacted upon the overall delivery of the objectives of the LAP. While it is acknowledged that some of these objectives, including the re-development of the Council's housing stock, will not be achieved within the life of the plan, there remains many other sites where development is to be encouraged and promoted within the context of the LAP.

The proposed location of the National Children's Hospital to the adjoining St James's Hospital, the consolidation of Diageo/Guinness on their lands to the north of James's Street/ Thomas Street, and the proposed investment in the public realm/'Greening Strategy' by Dublin City Council, all have the potential to lift the area and stimulate re-development. Retaining the LAP objectives of open spaces, linkages, conservation, usage, public realm etc. are important to ensure that new development enhances the holistic physical, social, economic and environmental regeneration of this key part of the city.



It is noted that part of the lands zoned Z10 around Newmarket Square, south of Mill Street, are not included within the LAP boundary. It is considered that the guiding principles of the LAP shall extend to include this area.

Overall guiding principles/objectives of the LAP:

1. To improve the quality of life so that the Liberties area becomes a great place for people to live, work and visit.
2. To provide for appropriate social and community infrastructure to support the existing population, which is growing and becoming increasingly diverse.
3. To provide for a wide diversity and choice of housing that can cater for families and older people by including options for mixed tenure and a range of housing types and unit sizes.
4. To stimulate the local economy and to include a critical mass of appropriate development and investment to provide significant employment opportunities, including in the digital media sector, as the Digital Hub has the potential to rejuvenate the economic profile of the Liberties.
5. To recognise the unique role the Liberties plays in Dublin's character and to ensure that regeneration safeguards a strong sense of community identity.
6. To identify and protect the distinctive heritage of the area and encourage sustainable and innovative re-use of historic spaces and structures.
7. To ensure that the individual character of different areas within the Liberties is protected and enhanced by contemporary and high-quality design of new buildings.
8. To promote the principles of good urban design including improving

connectivity and enhancing the legibility and permeability of the Liberties in relation to the wider cityscape.

9. To create a high-quality network of public spaces, parks and streets.
10. To promote sustainable modes of transport by making them convenient and attractive, including walking and cycling routes, and by facilitating the provision of public transport infrastructure and optimising its use.
11. To improve and encourage the cultural and tourist offer of the area.
12. To encourage environmental sustainability by improving biodiversity, facilitating recycling, and minimising the use of non-renewable resources, including energy.

#### Height Strategy:

With regard to the Digital Hub Area:

- One or more carefully placed mid-rise buildings on the two Digital Hub sites (Crane Street and Windmill) would respond to the industrial legacy of taller buildings as part of the Guinness complex and as symbols of the new digital economy. Such buildings must be located to provide a coherent profile along the Thomas Street/James's Street Ridge, when viewed from the historic city, including from the quays, the environs of the St Catherine's Church and St John's Church.

With regard to the Grand Canal Harbour and Basin Area:

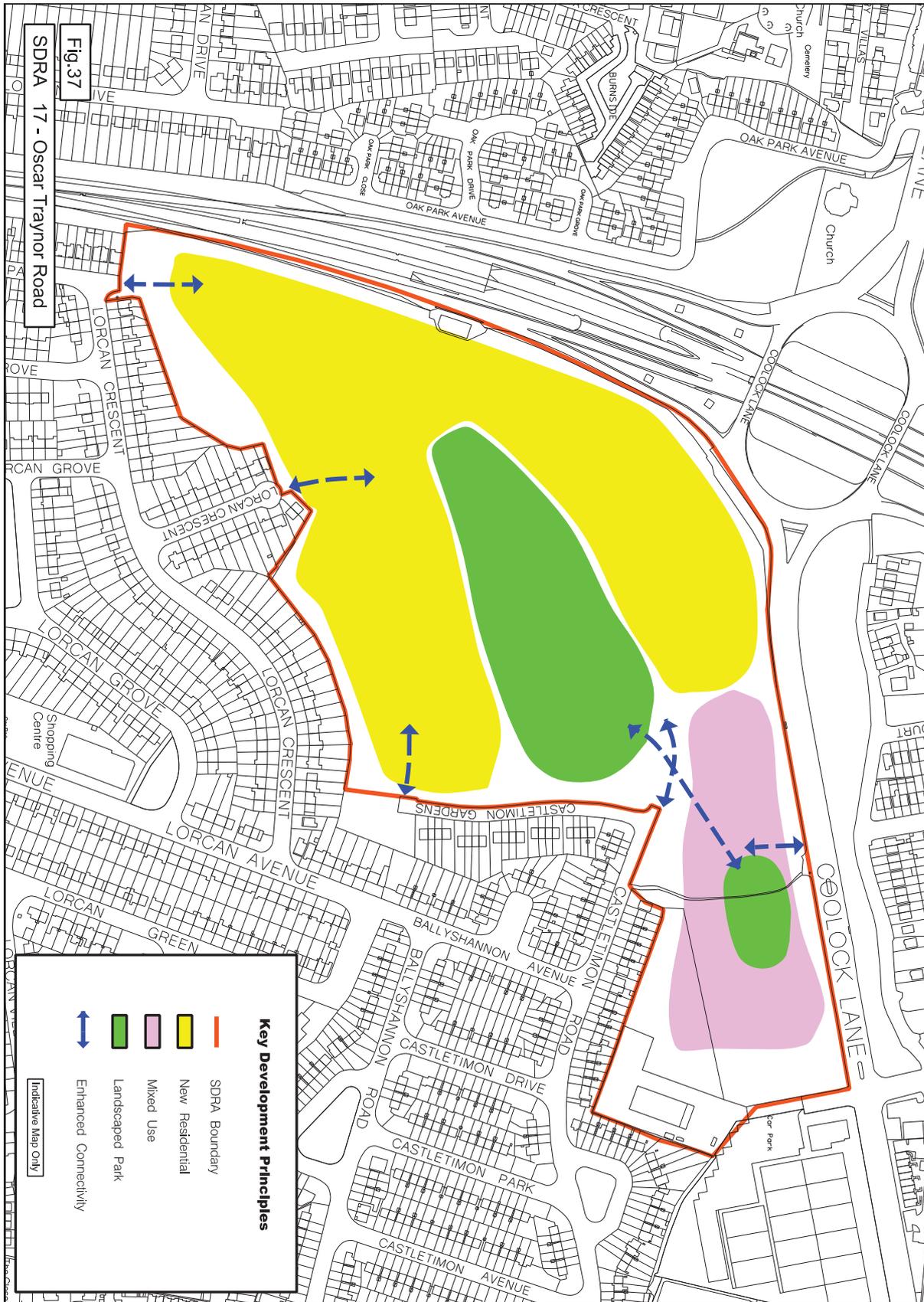
- To provide for a cluster of height including mid-rise and taller buildings. Locations must be selected to protect the setting of protected structures. The grouping and profile of the cluster must be managed to avoid clutter on the skyline.

### 15.1.1.20 SDRA 17 Oscar Traynor Road

The site at Oscar Traynor Road (total area 17.2 ha) is located to the south-east of the junction of Oscar Traynor Road and the M1 interchange. It is relatively flat and currently undeveloped. The overall vision for this site is the creation of a new residential quarter supported by neighbourhood facilities and parks, creating an attractive tree lined setting, and which integrates and complements the surrounding residential area.

The overall objectives for this site are as follows:

- High levels of permeability throughout the site integrating with existing residential streets to the east and south where feasible.
  - The creation of a neighbourhood centre to Oscar Traynor Road with local retail provision and a possible hotel use, forming a distinctive place-making element and the main entrance to the overall site.
- The creation of a primarily residential quarter with a mixture of unit types and tenures to provide for much needed housing in the city in accordance with the core strategy and complemented with retail units serving a local need. The provision of retirement housing is particularly sought adjoining new local services. To support the increased provision of senior citizens homes on the Oscar Traynor site.
  - Higher densities will be sought to the northern and western edges of the site with heights of 4 to 6 storeys being generally appropriate, scaling down to the east and south where the site adjoins existing 2-storey residential housing.
  - Heights of up to 6 storeys will be considered in the north-west corner of the site as slender land-mark features.
  - The provision of a high quality distinctive park(s) set within amongst tree-lined avenues and streets is required.



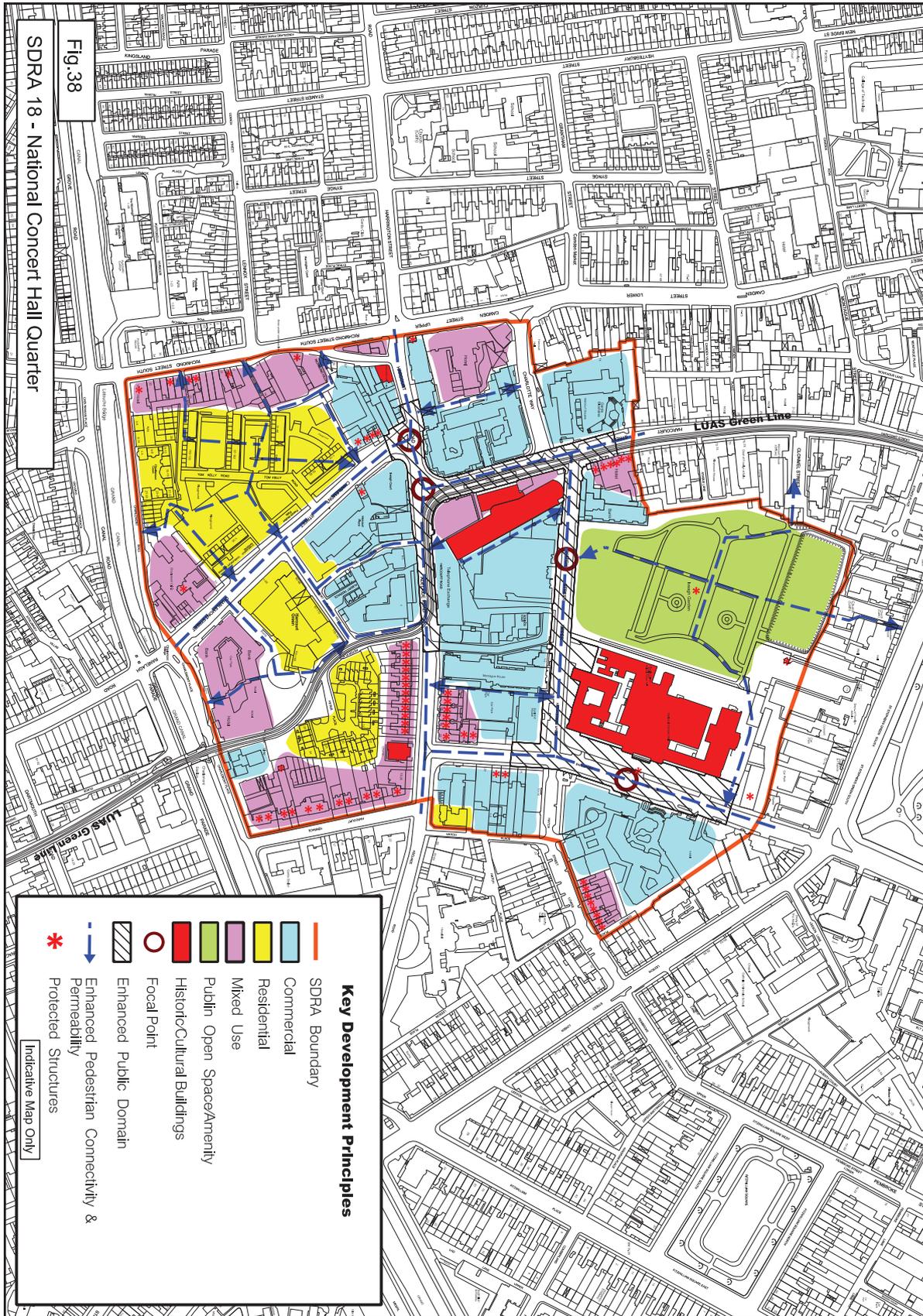
### 15.1.1.21 SDRA 18 National Concert Hall Quarter

The National Concert Hall quarter (NCHQ) is uniquely positioned to develop as a distinct but connected cultural, commercial and residential urban quarter, with its own character, identity and architecture, and by adopting an urban scale and grain that can deliver the quality and scale of commercial space required by a contemporary city.

The objectives of the NCHQ SDRA can provide for a number of significant benefits, including accessibility and linkages with the Iveagh Gardens, in order to establish the area as a key cultural destination attraction in the city centre. Significant public realm and streetscape improvements, and funding for same, can be delivered in an integrated manner through the SDRA designation. The SDRA can also deliver a critical mass of employment generating land uses.

The overall objectives for this area are as follows:

- Consolidate and further enhance the cultural significance of the area, including facilitating significant improvements to the National Concert Hall, the development of the exploration station by the Irish Children's Museum and increased accessibility and linkages with the Iveagh Gardens, in order to establish the area as a key cultural attraction in the city centre.
- To create a character area which can successfully transition between the South Georgian core to the east and the emerging mixed use area to the west.
- To create a critical mass of employment generating land uses to utilise the investment in public transport in the area and to facilitate the delivery of additional planned public transport services.
- To promote the development of vacant and under-utilised sites in the character area for high quality commercial development and other uses.
- To facilitate and deliver improved pedestrian linkages between the areas key open spaces and streets, creating a highly permeable and connected urban quarter that ensures vibrancy.
- To create significant improvements to the public realm throughout the character area through economic development and investment, creating lively streets and passive surveillance, contributing to a vibrant and attractive urban area. Development in the National Concert Hall quarter should create pedestrian linkages through the Iveagh Gardens to the National Concert Hall, and the development of a high quality public space on Hatch Street Upper to signal a new public entrance to Iveagh Gardens from Hatch Street.
- To promote the development of a common signage and branding strategy for the area.
- To promote the development of buildings of up to 9-storeys commercial to ensure critical mass is achieved to support public transport services and ensure the most efficient use of scarce urban land, subject to preparing visual impact assessments and photomontages to verify the appropriateness of any proposed development in its city-wide and local context.
- To ensure that the architectural composition and design of buildings and clusters of buildings contribute to the sense of place and identity and character of the area.



Any proposals for development must have regard to the existing views and vistas from the South Georgian core, while also contributing to the establishment of a distinct form, character and appearance of the National Concert Hall quarter.



# 16

Development Standards:  
Design, Layout, Mix of Uses  
and Sustainable Design

## 16.1 Introduction

The quality of our built environment is dependent not only on building design and street layout, but also on smaller elements that can make an important contribution. For example, standards for landscaping, residential density, street furniture, specialist land-uses, and car parking standards can all play an important role in ensuring successful and sustainable new developments.

Development proposals will be assessed both in terms of how they contribute to the achievement of the core strategy and related objectives, and also having regard to both qualitative and quantitative standards as set out in this section. Qualitative standards include design, layout, mix of new buildings and landscaping, whilst quantitative standards include density, plot



ratio, site coverage, access, and roads standards. The standards are relevant to plans, projects, and development management assessments.

## 16.2 Design, Principles & Standards

As set out in Chapter 4, 'Shape and Structure of the City' the philosophy of Dublin City Council is to develop a planning approach that values urbanism and the creation of vibrant, safe, comfortable and attractive urban places where people want to live, work, meet and enjoy their leisure time. Legibility, connectiveness, identity, diversity and quality in the public domain are key objectives underpinning this approach and will be sought in all planning applications. The relationship between the street/public space/square, the buildings and their use will be of paramount importance.

The City Council will expect applicants to demonstrate a comprehensive and integrated approach to design of all development. Early engagement in pre-application discussions with all relevant parties will ensure that issues are addressed from the outset.

### 16.2.1 Design Principles

All development will be expected to incorporate exemplary standards of high-quality sustainable and inclusive urban design and architecture befitting the city's environment and heritage and its diverse range of locally distinctive neighbourhoods.

In the appropriate context, imaginative contemporary architecture is encouraged, provided that it respects Dublin's heritage and local distinctiveness and enriches its city environment. Through its design, use of materials and finishes, development

will make a positive contribution to the townscape and urban realm, and to its environmental performance. In particular, development will respond creatively to and respect and enhance its context, and have regard to:

1. The character of adjacent buildings, the spaces around and between them and the character and appearance of the local area and the need to provide appropriate enclosure to streets
2. The character, scale and pattern of historic streets, squares, lanes, mews and passageways
3. Existing materials, detailing, building lines, scale, orientation, height and massing, and plot width
4. The form, character and ecological value of parks, gardens and open spaces, and
5. Dublin's riverside and canal-side settings.

All development proposals should contribute to the creation of attractive, active, functional and publicly accessible streets and spaces (between buildings), promoting connectivity, walking and resisting the gating of streets. Gated developments will be discouraged as they prevent permeability.

Development must incorporate design measures for:

1. Maintaining a clear distinction between public and private spaces
2. Promoting safety, visibility and facilitating the natural surveillance of adjoining routes and spaces.

Development must be designed to meet the needs and convenience of all, in particular:

1. Incorporating inclusive design principles in new places and spaces and not introducing barriers to access, and
2. Wherever practicable, removing barriers to access and use of existing buildings and spaces by all users.

Development proposals will be expected to minimise energy use and emissions that contribute to climate change during the life-cycle of the development with an aspiration towards zero carbon, and ensure the reduction, re-use or recycling of resources and materials, including water, waste and aggregates. The re-use of existing buildings should always be considered as a first option in preference to demolition and new-build. New public spaces must incorporate proposals for sustainable urban drainage (SUDS) in their design, where appropriate.

All of the above will include provision for an extended life-time of the buildings and spaces through excellence in design quality, high-quality durable materials and detail, efficient operation, and the provision of capacity to incorporate future services and high-quality floorspace that can adapt to changing circumstances over time, including the risks and consequences of future climate change, and how it may alter the way buildings and the wider urban environment are used and experienced.

This section on design principles has four elements:

- Design that respects and enhances character and context
- Sustainable design
- Inclusive design
- Design for a safer environment.

### 16.2.1.1 Respecting and Enhancing Character and Context

The city's townscape is characterised by streets, buildings and spaces which have evolved over centuries, with established human scale and high quality of materials, craftsmanship and detail generally. The City Council will seek to ensure that the design of new development respects and enhances these and other elements that contribute positively to the cityscape and urban realm, the settings of protected structures, areas of special interest and important views and that such design incorporates high-quality detail, materials and craftsmanship. Design must also recognise the diversity of the city environment and respond to the distinctiveness of Dublin as a capital city, a diverse residential community and a centre of business and commerce.

In assessing new development, consideration will be given to how the design has responded to the existing context and its relationship to the established pattern, form(s), density and scale of surrounding townscape, taking account of existing rhythms, proportion, symmetries, solid to void relationships, degree of uniformity and the composition of elevations, roofs and building lines. The design should be carried through to the detail, through use of attractive and durable materials and high standards of craftsmanship, and the integration of public art, where appropriate. Details of walls, gates, street furniture, paving and planting will also be considered. The suitability of the proposed design to its intended land-use and the wider land-use character of the area will also be considered, along with its relationship with and contribution to the public realm.

In the city centre, key district centres and neighbourhood centres, an appropriate mix of uses comprising retail, residential, entertainment, recreational, cultural, community and/or employment-generating uses will normally be required in medium- and large-scale development. Particular emphasis should be given to new and complementary uses and facilities that expand and improve the existing range of uses and facilities in these locations.

Dublin is distinguished by the River Liffey, canal-side frontages and many quality open spaces. New development should protect and enhance these features and other natural features of each site, including trees and any landscape setting. Context and orientation will also influence many other aspects of the design, including how to best improve a new structure's environmental performance.

The layouts of buildings and spaces must be designed to ensure that areas are permeable and legible. Main routes should be distinguished by exploiting vistas, key buildings and landmarks with the activities and functions of the places made visible, thus bringing a sense of liveliness to spaces. Landmark features can be used to give treatment to main entrances to a development, complement open spaces and assist in place-making and identity.

To achieve the quality of design expected, developers will be expected to employ experienced design teams, which may include qualified urban planners, architects, urban conservationists, landscape architects, urban designers, transport planners and road engineers. Conservation specialists will be needed where protected flora and fauna, archaeological sites and monuments, protected structures or conservation areas are involved, and arboriculturists where existing trees and

major shrubs need to be retained and maintenance plans for planted areas have to be prepared.

### 16.2.1.2 Sustainable Design

Good design has a key role to play in both reducing waste and emissions which contribute to climate change and ensuring future occupants will be able to adapt to the impacts of changing climate. These issues must be considered from the outset of the design process, as issues such as density, building orientation, height, form and materials will influence aesthetics, functionality and resource sustainability. To minimise the waste embodied energy in existing structures, the re-use of existing buildings should always be considered as a first option in preference to demolition and new-build. Buildings should be designed to minimise resource consumption, reducing waste, water and energy use. The re-use of existing buildings and/or building materials should be considered in appropriate cases. Design should optimise natural or heat recovery ventilation, minimise overshadowing and minimise glare and excessive solar gain, avoiding large areas of glazing and providing an appropriate balance between solid and void elements. Materials should be selected which are sustainably sourced and existing materials re-used and recycled wherever possible. Measures which will allow occupants to adapt to the impacts of climate change include natural ventilation, summer shading, openable windows, the incorporation of living roofs and walls, planting and trees, as well as the inclusion of sustainable urban drainage systems and permeable surfaces in adjoining spaces.

Measures to mitigate and adapt to the impacts of climate change must also be appropriate to the special historic and architectural character of the city. Other specific policies will provide detail on issues

such as green infrastructure and retrofitting sustainability measures.

Sustainable Open Space – Development must provide for accessible open space and landscaping which enhances the ecological value of a site and increases biodiversity (see also policies as detailed in Chapter 10). Planting should be chosen to foster biodiversity.

Sustainable Urban Drainage – Sustainable urban drainage schemes should be developed to reduce peak run-off, improve biodiversity and improve the quality of run-off. The following systems should be considered:

- Green roofs and raised courtyards
- Attenuation ponds, swales, wetlands and detention basins (in larger schemes)
- Permeable paving
- Infiltration planters
- Water butts
- Energy efficiency – All 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 materials (see Policy QH12 in Section 5.5.3). For larger schemes, consideration should be given to district heating schemes and combined heat and power (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 products such as low carbon cement and recycled materials
- The use of natural ventilation or mechanical ventilation with heat recovery
- Energy-efficient window glazing units and frames
- Building envelope air tightness
- Appropriate use of thermal mass and insulation
- Appropriate renewable technologies
- Measures to conserve water.

### 16.2.1.3 Inclusive Design

An inclusive environment is one which values diversity and difference and encompasses the needs of a wide range of user groups, as well as being sufficiently flexible and versatile to be able to adapt to diverse and changing needs and life circumstances.

Inclusive design, therefore, requires all proposals, whether they relate to new buildings, public realm works, changes of use or alterations to existing buildings, to consider the needs of the widest possible range of different user groups from project outset and in particular to consider the needs of vulnerable groups such as the elderly and disabled. Within new buildings and spaces, this will include consideration of such issues as provision of level circulation, lifts, doors widths and detail, surface finishes, signs and information. The needs of occupants of different ages and stages of life should also be considered, ensuring scale, form, construction and internal arrangement of the building will enable future adaptability.

The historic environment poses particular challenges for fully delivering all-inclusive

access, however, there will almost always be scope to improve access for all without compromising the character of an existing structure of special interest – detailed advice is provided in the Architectural Heritage Protection Guidelines for Planning Authorities re-issued by the Department of Arts, Heritage and the Gaeltacht (DAHG) in 2011. Access to the environment in this context may not just be about physical access, but should also consider the ways in which services and information can be provided to meet the needs of all users.

### 16.2.1.4 Design for a Safer Environment

The relationship between buildings and their adjoining spaces strongly influences the sense of personal safety. Attractive environments can provide many of the elements that make places feel safe. New development should incorporate active frontages to ensure natural surveillance and large areas of blank walls in street façades should be avoided, as they reduce the potential for surveillance. Good design also encourages enclosure of space by development to avoid recessed areas and to clearly define private and public areas, creating a sense of ownership and responsibility for every part of the development.

These issues should be addressed early in the design of new development and spaces or the refurbishment of existing buildings. This will avoid the need for later retrofitting, which can impact adversely on the architectural quality of the development and the character of the townscape, as well as being significantly more costly.

Design guidelines for Safety and Security are set out in Appendix 14.

## 16.2.2 Design Standards

### 16.2.2.1 Large-Scale Development

This section refers to large comprehensive sites which are of sufficient scale to differentiate it from the surrounding townscape and requires additional detail to that set out above.

Dublin City Council will seek to ensure the following considerations are incorporated in proposals for large-scale development:

- To create new compositions and points of interest
- To provide high-quality new streets, squares and open spaces, where appropriate, linked to the surrounding street pattern, to maximise accessibility
- To provide an appropriate mix of uses comprising retail, residential, entertainment, recreational, cultural, community- and/or employment-generating uses; particular emphasis should be given to new and complementary uses and facilities that expand and improve the existing range of uses and facilities in the area
- To carefully integrate appropriate planting and trees
- To take into account existing and likely future patterns of traffic and pedestrian movement, including pedestrian desire lines
- To retain existing and create new features to make an easily understandable urban environment, including active building frontages with clearly defined edges and safe public routes
- To build in capacity to incorporate services to meet changing demands including pipe subways and infrastructure to allow future connection to district energy networks

- Ensure waste storage facilities, servicing and parking are sited and designed sensitively to minimise their visual impact and avoid any adverse impacts on users of highways in the surrounding neighbourhood.

### 16.2.2.2 Infill Development

The particular character of the city and its concentration of historic buildings means that most re-development opportunities are for 'infill development' i.e. gap sites within existing areas of established urban form. It is particularly important that proposed development respects and enhances its context and is well integrated with its surroundings, ensuring a more coherent cityscape.

As such Dublin City Council will seek:

- To ensure that infill development respects and complements the prevailing scale, architectural quality and the degree of uniformity in the surrounding townscape
- In areas of varied cityscape of significant quality, infill development will demonstrate a positive response to context, including characteristic building plot widths, architectural form and the materials and detailing of existing buildings, where these contribute positively to the character and appearance of the area
- Within terraces or groups of buildings of unified design and significant quality, infill development will replicate and positively interpret the predominant design and architectural features of the group as a whole

- In areas of low quality, varied townscape, infill development will have sufficient independence of form and design to create new compositions and points of interest and have regard to the form and materials of adjoining buildings, where these make a positive contribution to the area.

### 16.2.2.3 Alterations and Extensions

In Dublin city centre, the form and grain of the built environment provides fewer opportunities for major expansion than in the more suburban parts of the city and county. This leads to substantial pressure for extensions and alterations to existing buildings. Works of alteration and extension should be integrated with the surrounding area, ensuring that the quality of the townscape character of buildings and areas is retained and enhanced and environmental performance and accessibility of the existing building stock should also be enhanced.

In Dublin, the retrofitting of sustainability measures to existing buildings is of crucial importance, as this will always represent a much greater proportion of the building stock than new buildings. Retrofitting seeks to ensure that all new development considers how environmental performance can be improved; this may include measures to reduce energy consumption and improve efficiency and incorporate renewable technologies as well as improving water efficiency and minimising waste, wherever possible.

Dublin City Council will seek to ensure that alterations and extensions will be sensitively designed and detailed to respect the character of the existing building, its context and the amenity of adjoining occupiers.

In particular, alterations and extensions should:

- Respect any existing uniformity of the street, together with significant patterns, rhythms or groupings of buildings
- Retain a significant proportion of the garden space, yard or other enclosure
- Not result in the loss of, obscure, or otherwise detract from, architectural features which contribute to the quality of the existing building
- Retain characteristic townscape spaces or gaps between buildings
- Not involve the infilling, enclosure or harmful alteration of front lightwells.

Furthermore, extensions should:

- Be confined to the rear in most cases
- Be clearly subordinate to the existing building in scale and design
- Incorporate a high standard of thermal performance and appropriate sustainable design features.

In addition to the above, alterations and extensions at roof level, including roof terraces, are to respect the scale, elevational proportions and architectural form of the building, and will:

- Respect the uniformity of terraces or groups of buildings with a consistent roofline and will not adversely affect the character of terraces with an attractive varied roofline
- Not result in the loss of roof forms, roof coverings or roof features (such as chimney stacks) where these are of historic interest or contribute to local character and distinctiveness.

Green roofs should be incorporated wherever they accord with the above, are structurally viable and have no adverse impact on historic structures.

Minor external additions to buildings such as plant, telecommunications and other equipment and associated cables and fixings shall be concealed within the building envelope where feasible or designed and sited to minimise their visual impact. All redundant equipment should be removed prior to installation of new equipment.

#### 16.2.2.4 Boundary Walls and Railings:

Dublin City Council will seek to ensure that development will not result in the loss or insensitive alteration of characteristic boundary walls or railings.

Where appropriate, boundary features will be reinstated. New boundary walls or railings should:

- Replicate an existing or traditional pattern which is characteristic of the immediate locality
- Use a design and materials appropriate to the existing or proposed building and street-scene.

### 16.3 Landscaping

Landscaping in the urban environment can have multiple advantages for citizens and can enhance quality of life. As well as providing an attractive visual context and contributing to a sense of place, landscaping can improve sustainability and resilience by assisting with surface water management and biodiversity. These can ensure long-term benefits.

Landscape design and maintenance plans will be regarded as an integral part of all development applications (see also Chapters 10 and 15). Landscape schemes must be in accordance with Dublin City Council standards for road and footpath layout, and there will be a preference for soft landscaping, where possible.

#### 16.3.1 Hard Landscaping

Hard landscaping, including paving and street furniture, is an important element in defining the character of the spaces between buildings and public open spaces. Hard landscaping works can help to provide visual links, define and enclose space, and delineate public from private space. They can provide security to private areas, play-space for children, and also areas for sitting and relaxing. Hard landscaping can also help distinguish between areas for different transport modes.

**Materials:** Materials must be appropriate, durable and of a good quality. Careful consideration must be given to the design of hard-surfaced areas including streets, squares, open spaces, paved areas, footpaths and driveways. The texture and colour of materials must be sympathetic to the locality and be an integral part of the design.

#### **Surface water management:**

Applications for substantial hard-surfaced areas must demonstrate methods of controlling and limiting surface water run-off consistent with sustainable development. These methods include use of permeable paving/surfaces, bio-retention areas, and swales (which should be maintainable), such that rainfall is not directed immediately to surface water drains. These methods can help reduce flooding and help mitigate the impacts of climate change.

**Boundaries and street furniture:** Walls, fences, metal railings and gates used to define spaces and their usage all impact on the visual character of the development. These should be selected so as to be an integrated part of overall design. Street furniture should be sited such that it does not provide an obstacle for people with disabilities.

**Reinstatement:** Following underground or surface works, it is an objective of Dublin City Council to ensure the reinstatement of materials or the replacement with materials of similar style and quality.

### 16.3.2 Soft Landscaping Including Trees

Key requirements in relation to site development and landscaping works include the following:

- a) Existing trees and vegetation should be retained where possible. See next section (16.3.3) for requirements relating to trees
- b) For larger sites, including institutional lands, development proposals must take cognisance of the existing landscape character and quality
- c) Where a large site adjoins a green corridor, public open space or area of high ecological value, any new public open space on the site should be contiguous to same to encourage visual continuity and expansion of biodiversity; this can assist in expanding the green infrastructure network
- d) Landscaping works should be integrated with sustainable urban drainage systems such that landscaping plans may include associated biodiversity areas or wetlands which can reduce surface water run-off
- e) Landscaping schemes should provide a hierarchy of different types of planting throughout the development in order to give visual variety. Green roofs, walls and permeable surfaces will be encouraged (see Chapter 10).

It will be a requirement of planning permission that all planting takes place in the first planting and seeding seasons

following occupation of the building or completion of the development, whichever is the sooner, and that any trees or plants which, within a period of 5 years from the completion of the development, die, are removed, and that any which become seriously damaged or diseased are replaced in the next planting season.

Further information can be obtained in the document 'Guidelines for Open Space Development and Taking in Charge' (2009), available at ; [http://dublincity.ie/sites/default/files/content//RecreationandCulture/DublinCityParks/NewsEvents/Documents/Guidelines\\_for\\_open\\_space\\_development\\_1.pdf](http://dublincity.ie/sites/default/files/content//RecreationandCulture/DublinCityParks/NewsEvents/Documents/Guidelines_for_open_space_development_1.pdf)

### 16.3.3 Trees

#### Existing trees and their protection

The successful retention of suitable trees is a benchmark of sustainable development. Trees of good quality and condition are an asset to a site and significantly increase its attractiveness and value. They add a sense of character, maturity and provide valuable screening, shelter and privacy and will often have a useful life expectancy beyond the life of new buildings. Dublin City Council will consider the protection of existing trees when granting planning permission for developments and will seek to ensure maximum retention, preservation and management of important trees, groups of trees, and hedges.

The Dublin City Tree Strategy 2016 provides the vision and direction for long-term planning, planting, protection and maintenance of trees, hedgerows and woodlands within Dublin city, and is a material consideration in the determination of planning applications and other development.

A tree survey must be submitted where there are trees within a proposed planning application site, or on land adjacent to an application site that could influence or be affected by the development. Information will be required on which trees are to be retained and on the means of protecting these trees during construction works. Where development is proposed it is essential that existing trees are considered from the very earliest stages of design and prior to an application for planning permission being submitted. Root systems, stems and canopies, with allowance for future movement and growth, need to be taken into account in all projects.

The following criteria shall be taken into account by Dublin City Council in assessing planning applications on sites where there are significant individual trees or groups/lines of trees, in order to inform decisions either to protect and integrate trees into the scheme, or to permit their removal:

- Habitat/ecological value of the trees and their condition
- Uniqueness/rarity of species
- Contribution to any historical setting
- Significance of the trees in framing or defining views
- Visual and amenity contribution to streetscape.

The design of vehicular entrances that impact on adjacent trees will need to be considered to avoid conflicts with street trees. Where a conflict is unavoidable and where a tree, located on-street, requires removal to facilitate a new or widened vehicular entrance and cannot be conveniently relocated within the public domain, then a financial contribution will be required in lieu.

Existing trees which make a positive contribution to the character of a conservation area and which provide a setting for the city's architectural heritage will be considered for preservation.

Financial securities for trees: where trees and hedgerows are to be retained, the Council will require a developer to lodge a financial security to cover any damage caused to them either accidentally or otherwise as a result of non-compliance with agreed/specified on-site tree-protection measures. Types of securities include a cash deposit, an insurance bond or such other liquid asset as may be agreed between a developer and the planning authority (see also Chapter 13). The security will be returned on completion of the development once it is established that the trees/hedgerows are in a satisfactory condition and have not been unnecessarily damaged by development works. Where damage occurs, the sum deducted from the tree security (or bond/other financial security) will be calculated in accordance with a recognised tree valuation system (e.g. Helliwell, CAVAT).

#### **Tree survey and tree protection information**

For applications where trees might be affected, the application should be accompanied by the information below, prepared by a suitably qualified arboriculturist in accordance with British Standard 5837:2012 'Trees in relation to design, demolition and construction – Recommendations' (this information may be helpful in pre-application consultations):

- Tree survey
- Tree retention/removal plan
- Tree protection plan
- Details of retained trees and Root

Protection Areas (RPA) shown on the proposed layout

- Arboricultural impact assessment
- Arboricultural method statement

Depending on the site, some or all of the following may also be required:

- Details of existing and proposed finish levels
- Details for all proposed services within the RPA
- Schedule of works to retained trees
- Arboricultural site monitoring schedule
- A strategic hard and soft landscape design including species and location of new tree planting
- Tree and Landscape Management Plan

Adequate fencing prior to commencement of construction works is essential to prevent damage to the root zone of retained trees.

All tree works associated with development must be carried out in accordance with British Standard BS 3998:2010 Tree Work Recommendations.

### **New trees**

Dublin City Council will encourage and promote tree planting in the planning and design of private and public developments. Trees are considered an integral feature of the space around new buildings and adequate space (above and below ground) should be provided to allow new tree planting to be incorporated successfully. New tree planting should be planned, designed, sourced, planted and managed in accordance with 'BS 8545:2014 Trees: from nursery to independence in the landscape – Recommendations'. New planting proposals should take account

of the context within which a tree is to be planted and plant appropriate tree species for the location.

### **16.3.4 Public Open Space – All Development**

(See also Chapters 10 and 14)

In order to progress the city's green infrastructure network, improve biodiversity, and expand the choice of public spaces available, the provision of meaningful public open space is required in development proposals on all zoned lands.

There is a 10% requirement specifically for all residential schemes as set out in Section 16.10.1. This requirement also relates to other zonings such as Z6 and Z10. In the case of developments on Z12 zoned lands, the requirement will be 20% accessible open space, and for Z15 zoned lands the requirement will be 25% accessible open space and/or provision of community facilities.

Depending on the location and open space context, the space provided could contribute towards the city's green network, provide a local park, provide play space or playgrounds, create new civic space/plaza, or improve the amenity of a streetscape. Green spaces can also help with surface water management through integration with sustainable urban drainage systems. Soft landscaping will be preferred to hard landscaping which will be given consideration only in schemes where soft landscaping would not be viable or appropriate.

Where adjacent to canals or rivers, proposals must take into account the functions of a riparian corridor and possible flood plain.

**Financial contribution in lieu:**

In the event that the site is considered by the planning authority to be too small or inappropriate (because of site shape or general layout) to fulfil useful purpose in this regard, then a financial contribution towards provision of a new park in the area, improvements to an existing park and/or enhancement of amenities shall be required (having regard to the City's Parks Strategy).

**Indoor recreational facilities:**

Where there is evidence that sufficient public open space already exists in the locality, consideration will be given to the provision of indoor recreational facilities with public access for residents and workers in the vicinity, and any provision of such facilities must have regard to the objectives of the 'Dublin City Sport and Active Recreation Strategy 2009–2016' or any subsequent updated strategy.

in accordance with the standards and guidance set out in the DEHLG Guidelines on Sustainable Residential Development in Urban Areas and having regard to the policies and targets in the Regional Planning Guidelines 2010–2022 or any Regional Spatial and Economic Strategy that replaces the regional planning guidelines.

Sustainable densities promoting the highest quality of urban design and open space will be sought by the City Council in all new developments. The density of a proposal should respect the existing character, context and urban form of an area and seek to protect existing and future residential amenity. Public transport capacity will also be used to determine the appropriate density allowable.

An urban design and quality-led approach to creating urban densities will be promoted, where the focus will be on creating sustainable urban villages and neighbourhoods. A varied typology of residential units will be promoted within neighbourhoods in order to encourage a diverse choice of housing options in terms of tenure, unit size, building design and to ensure demographic balance in residential communities.

All proposals for higher densities must demonstrate how the proposal contributes to place-making and the identity of an area, as well as the provision of community facilities and/or social infrastructure to facilitate the creation of sustainable neighbourhoods.

Density is usually expressed in units per hectare. A hectare is the equivalent of 2.47 acres, i.e. a development of 50 uph equals just over 20 units per acre.

## 16.4 Density Standards

The Regional Planning Guidelines settlement hierarchy designates Dublin city centre and the immediate suburbs as a gateway core for international business, high density population, retail and cultural activities. The guidelines indicate that development within the existing urban footprint of the metropolitan area will be consolidated to achieve a more compact urban form, allowing for the accommodation of a greater population than at present. The Department of Environment, Heritage and Local Government (DEHLG) Guidelines on Sustainable Residential Development in Urban Areas 2009 supercede the 1999 Guidelines for Planning Authorities on Residential Density.

In this context, Dublin City Council will promote sustainable residential densities

## 16.5 Plot Ratio

Plot ratio is a tool to help control the bulk and mass of buildings. It expresses the amount of floorspace in relation (proportionally) to the site area, and is determined by the gross floor area of the building(s) divided by the site area. Plot ratio will apply to both new buildings and extensions to existing buildings.

The gross floor area is the sum of floorspace within the external walls of the building(s), excluding basements but including plant and tank rooms and car parking areas above ground level. In the case of a group of buildings with a common curtilage, the floor areas will be aggregated. The site area includes only such land as lies within the curtilage of the related building.

Plot ratios can determine the maximum building floorspace area or volume on a given site, but on their own cannot determine built form. The same area or volume can be distributed on a site in different ways to generate very different environments.

Consequently, plot ratio standards need to be used in conjunction with other development control measures, including site coverage, building height, public and private open space, the standards applied to residential roads, and parking provision.

### Indicative Plot Ratio Standards

The Indicative Plot Ratio standards are set out below:

Zone	Indicative Plot Ratio
Z1 and Z2 Outer City	0.5 – 2.0
Z1 and Z2 Inner City	0.5 – 2.0

Zone	Indicative Plot Ratio
Z3 Neighbourhood Centres	1.5 – 2.0
Z4 District Centres	2.0
Z5 City Centre	2.5 – 3.0
Z6 Outer – Employment	2.0 – 3.0
Z6 Inner – Employment	2.0 – 3.0
Z8 Georgian	1.5
Z10 Mixed-Use	2.0 – 3.0
Z12 Institutional Short Term	0.5 – 2.5
Z14 Regeneration	1.0 – 3.0
Z15 Institutional Long Term	0.5 – 2.5

A higher plot ratio may be permitted in certain circumstances such as:

- Adjoining major public transport termini and corridors, where an appropriate mix of residential and commercial uses is proposed
- To facilitate comprehensive re-development in areas in need of urban renewal
- To maintain existing streetscape profiles
- Where a site already has the benefit of a higher plot ratio
- To facilitate the strategic role of institutions such as hospitals

## 16.6 Site Coverage

Site coverage is a control for the purpose of preventing the adverse effects of over-development, thereby safeguarding sunlight and daylight within or adjoining a proposed layout of buildings.

Site coverage is the percentage of the site covered by building structures, excluding the public roads and footpaths.

Site coverage is a tool particularly relevant in urban locations where open space and car parking standards may be relaxed.

As with plot ratio above, higher site coverage may be permitted in certain circumstances such as:

- Adjoining major public transport termini and corridors, where an appropriate mix of residential and commercial uses is proposed
- To facilitate comprehensive re-development in areas in need of urban renewal
- To maintain existing streetscape profiles
- Where a site already has the benefit of a higher site coverage

The Indicative Site Coverage standards are set out below:

Zone	Indicative Site Coverage
Z1	45% – 60%
Z2	45%
Z3	60%
Z4	80%
Z5	90%
Z6	60%
Z8	50%
Z10	50%
Z12	50%
Z14	50%
Z15	50%

## 16.7 Building Height in a Sustainable City

### 16.7.1 Overview

Dublin City Council acknowledges the intrinsic quality of Dublin as a low-rise city and it is policy that it should predominantly remain so. There is a recognised need to protect conservation areas and the architectural character of existing buildings, streets and spaces of artistic, civic or historic importance. In particular, any new proposal must be sensitive to the historic city centre, the river Liffey and quays, Trinity College, Dublin Castle, the historic squares and the canals.

It is important to protect and enhance the skyline of the inner city and to ensure that any proposals for high buildings make a positive contribution to the urban character of the city, and create opportunities for place-making and identity.

A co-ordinated approach shall be taken to the potential positioning of higher building forms across the city to create clusters, where appropriate, and prevent visual clutter or negative disruption of the city skyline.

When developing landmark high buildings, the planning authority will encourage architectural design competitions and the exploration of different architectural concepts for sites on which higher buildings are proposed.

The Irish Aviation Authority must be notified in all cases where a proposed development exceeds 45m in height.



### 16.7.2 Height Limits and Areas for Low-Rise, Mid-Rise and Taller Development\* (See Building Height in Dublin)

1. Planning applications will be assessed against the building heights and development principles established in a relevant LAP/SDZ/SDRA. Proposals for high buildings should be in accordance with the provisions of the relevant LAP/SDZ/SDRA in addition to the assessment criteria for high buildings and development plan standards. Chapter 15 provides guiding principles for the design of potential high buildings in SDRAs, where appropriate.

All areas outlined in the table below are considered to be in the low-rise category unless the provisions of a LAP/SDZ/SDRA indicate otherwise.

2. Height is presented in metres in the table below rather than storeys to take account of different floor-to-ceiling heights applicable to different uses which could result in a disjointed streetscape. For example, 28 m equates to 9 storeys residential or 7 storeys office generally, but may be different for specific uses such as hospitals (see section 4.5.4.1). In similar vein, 16 m equates to 5 storeys residential or 4 commercial generally, and 50 m is the equivalent to 16 storeys residential or 12 storeys commercial.

The height definition is based on an average storey height of 3.0 m for residential development and 4.0 m for commercial development. Ground floors should be commercial height for design, use and adaptability reasons in all areas. Where required, the scale of plant at roof level should be minimised

and have a suitable finish or screening so that it is discreet and unobtrusive.

Plant, flues and lift overruns should not be included in the height of the building, as long as they are set back and properly screened and do not significantly add to the shadowing or otherwise of natural light beyond that of the main structure.

The heights stated in the low-rise and mid-rise categories of the table below, Building Height in Dublin, are maximum heights. Notwithstanding the maximum permissible heights specified in this section, proposals will be subject to assessment against standards set out elsewhere in the development plan, as will proposals in the high rise category.

3. Rail hubs are within 500 m of existing and proposed Luas, mainline, DART, DART Underground and Metro stations.

### Building Height in Dublin:

Category	Area	Height (m)
<b>Low-rise</b> (relates to the prevailing local height and context)	Inner City	Up to 28 (commercial) Up to 24m (residential)
	Rail hubs (See 3)	Up to 24m (commercial and residential)
	Outer City	Up to 16 m (commercial and residential)
<b>Mid-rise</b>	Digital Hub	Up to 50 m
	St Teresa's Gardens	
	North Fringe	
	Clonshaugh Industrial Estate	
	Ballymun	
	Pelletstown	
	Park West/Cherry Orchard	
	Naas Road	
	Oscar Traynor Road	
	National Concert Hall Quarter	
<b>High-rise</b>	Docklands Cluster	50m +
	Connolly	
	Heuston	
	George's Quay	

Phibsborough will remain a low rise area with the exception of allowing for (i) up to a max of 19 m in the centre of the Smurfit site and immediately adjoining the proposed railway station at Cross Guns Bridge; and (ii) the addition of one additional storey of 4 m will be considered in relation to any proposals to reclad the existing 'tower' at the Phibsboro Shopping Centre.

### Pre-existing height in low-rise areas

Where a site has a pre-existing height over that stipulated above, a building of the same number of storeys may be permitted, subject to assessment against the standards set out elsewhere in the development plan and the submission of an urban design statement outlining:

- The context with a site and area analysis which includes an appraisal of the character of the area adjoining the site
- The design principles which have been applied and how these will be translated to the development in terms of response to local character, layout, density, scale, landscape, visual appearance and impact on amenities, including sunlight
- Drawings, perspectives and photo-montages to demonstrate how the approach has been applied.

### Assessment Criteria for Higher Buildings

All proposals for mid-rise and taller buildings must have regard to the assessment criteria for high buildings as set out below:

- Relationship to context, including topography, built form, and skyline having regard to the need to protect important views, landmarks, prospects and vistas
- Effect on the historic environment at a city-wide and local level
- Relationship to transport infrastructure, particularly public transport provision
- Architectural excellence of a building which is of slender proportions, whereby a slenderness ratio of 3:1 or more should be aimed for
- Contribution to public spaces and facilities, including the mix of uses

- Effect on the local environment, including micro-climate and general amenity considerations
- Contribution to permeability and legibility of the site and wider area
- Sufficient accompanying material to enable a proper assessment, including urban design study/masterplan, a 360 degree view analysis, shadow impact assessment, wind impact analysis, details of signage, branding and lighting, and relative height studies
- Adoption of best practice guidance related to the sustainable design and construction of tall buildings
- Evaluation of providing a similar level of density in an alternative urban form.

## 16.8 Access for All

Dublin City Council recognises the need for equality of access for everybody to all aspects of the built and external environment as an essential prerequisite of equal opportunities and the development of an inclusive society.

Dublin City Council will have regard to the National Disability Authority's Building For Everyone Planning Guidance (Booklet 9, 2009), the UK Lifetime Homes Standards, and will seek to encourage the implementation of best practice standards with regard to access in relation to both indoor and outdoor environments.

Part M of the Building Regulations sets out standards to ensure that buildings are accessible and usable by everyone, including the aged, people with disabilities and people with children. The Technical Guidance Document in relation to Part M provides guidance on the access requirements for public buildings and for residential dwellings.

An important element in achieving sustainability in the design of residential units is the ability of the design to accommodate decreased mobility as residents may acquire some level of mobility impairment through accident, or inevitably through old age.

### 16.8.1 Historic Buildings and Access

In assessing planning applications which relate to protected structures, regard shall be had to the protected status of the structure and the need to protect the special character.

Detailed advice is provided in the Architectural Heritage Protection Guidelines for Planning Authorities (re-issued by DAHG, 2011) and in Access – Improving the Accessibility of Historic Buildings and Places (Advice Series, DAHG, 2011).

There is a need for flexibility in the use of protected structures and in making them accessible to people with disabilities, whilst respecting their architectural integrity.

## 16.9 Roads and Services

The design standards required for carriageways, gradients, footpaths, cycle lanes, junctions, road drainage, cul-de-sacs, sight lines, boundary walls, vehicle access, service roads, bus lay-bys, drainage and other underground services, vary according to the scale, intensity, layout, design and location of proposed developments and will adhere to the Design Manual for Urban Roads and Streets (DMURS).

Dublin City Council requires that roads and services must be designed and built to taking-in-charge standards. (see Appendices 5 and 18)

All services must be provided underground in the interests of amenity except where it is clearly shown by a statutory undertaker that underground location is of an impractical nature. This provision shall not apply to temporary cabling necessary for the servicing of development site workshops or offices.

Pipes, cables, etc. under roads shall be grouped together as far as possible for easier access and less disruption, to avoid damage from tree roots and to facilitate tree planting.

## 16.10 Standards for Residential Accommodation

The provision and protection of residential amenities is a primary concern of Dublin City Council. This will be achieved through the relevant provisions of the Dublin City Development Plan.

As outlined in the ‘Quality Housing’ chapter, it is an aim of Dublin City Council to encourage and foster living at sustainable urban densities through the creation of attractive mixed-use sustainable neighbourhoods. It is critical that new residential development is sufficiently flexible to allow for changing circumstances (e.g. aging, disability, growing family) and sufficiently spacious with all the necessary facilities to provide a level of residential amenity attractive to families with children on a long-term basis.

The standards for residential accommodation are divided into standards relating to apartments and houses (16.10.1 and 16.10.2 respectively) and apply to new-build residential schemes. While the minimum standards set within these sections will be sought in relation to refurbishment schemes it is

acknowledged that this may not always be possible, particularly in relation to historic buildings, ‘living over the shop’ projects, tight urban infill developments, and in the city regeneration area designated under the Living City Initiative. In such cases the standards may be relaxed subject to the provision of good quality accommodation, and where the proposal secures the effective usage of underutilised accommodation. In such cases it must be satisfactorily demonstrated that the internal design and overall layout is closely aligned to the specific needs of the intended occupiers.

### 16.10.1 Residential Quality Standards – Apartments

The standards for apartment developments are set out in the Department of Environment, Community and Local Government guidelines entitled Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (December 2015), ([www.environ.ie](http://www.environ.ie)), hereafter referred to as the 2015 Department Guidelines. In addition, proposals for apartments shall comply with the standards set out below and with the requirements of other relevant development standards including public open space, play space, safety and security, and acoustic privacy standards.

#### Floor Areas:

The minimum floor areas permissible are as per the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, as follows:

Minimum overall apartment floor area\*

- Studio-type 40 sq.m
- 1-bed 45 sq.m

- 2-bed 73 sq.m

- 3-bed 90 sq.m

\* All apartment floor area measurements are taken from internal wall-to-wall dimensions.

It is not in the interests of sustainable and good quality urban developments if these standards are applied in a way that enables development to barely meet minimum internal standards. It is a requirement that the majority of all apartments in a proposed scheme of 100 units or more must exceed the minimum floor area standard by at least 10% (studio apartments must be included in the total but are not calculable as units that exceed the minimum). In schemes of 10-99 units the same approach is applied but it is acceptable to redistribute part of the minimum 10% additional floor space throughout the scheme, (refer to 2015 Department Guidelines for worked examples of this approach).

#### Mix of Residential Units:

Each apartment development shall contain:

- A maximum of 25-30% one-bedroom units
- A minimum of 15% three- or more bedroom units

These maximum and minimum requirements apply to proposals of 15 units or more and may not apply to certain social housing needs and/or where there is a need for a particular form of housing for older people and students having regard to the housing strategy.

The above mix of unit types will not apply to managed 'build-to-let' apartment schemes for mobile workers where up to 42-50% of the total units may be in the form of one-bed or studio units. Communal facilities such as common rooms, gyms, laundry

rooms etc. will be encouraged within such developments. This provision only applies to long-term purpose-built managed schemes of over 50 units, developed under the 'build-to-let' model and located within 500 m (walking distance) of centres of employment or adjoining major employment sites. Centres of employment are identified in Fig W Housing Strategy Appendix 2A, and for clarity these centres are located within the following Electoral Divisions:

- North Dock B Mansion House A  
Pembroke West C
- North Dock C Mansion House B  
Pembroke East E
- North City Saint Kevins Pembroke  
East D
- Royal Exchange A South Dock Ushers F
- Royal Exchange B
- Mansion House A
- Mansion House B
- Saint Kevins
- South Dock
- Pembroke West C
- Pembroke East E
- Pembroke East D
- Ushers F
- Beaumont B

The applicant shall be requested to submit evidence to demonstrate that there is not an over-concentration of such schemes within an area, including a map showing similar facilities within 0.25km of a proposal.

This particular managed rental model shall be retained in single ownership for 20 years (minimum) during which period units may not be sold off on a piecemeal basis.

Build-to-let schemes for mobile workers should be adaptable for future demographic needs of the city, e.g. by providing for the amalgamation of studios in a change of use scenario.

#### **Aspect, Natural Lighting, Ventilation and Sunlight Penetration:**

Daylight animates an interior and makes it attractive and interesting, as well as providing light to work or read by. Good daylight and sunlight contribute to making a building energy-efficient; it reduces the need for electric lighting, while winter solar gain can reduce heating requirements. Living rooms and bedrooms shall not be lit solely by roof lights and all habitable rooms must be naturally ventilated and lit. Glazing to all habitable rooms should not be less than 20% of the floor area of the room. Development shall be guided by the principles of Site Layout Planning for Daylight and Sunlight, A guide to good practice (Building Research Establishment Report, 2011). Staggering of balconies on the façade of a building has a positive effect on sunlight/daylight. A sunlight/daylight analysis of the different units may be required and modifications to the scheme put in place where appropriate.

Dual aspect apartments maximise the availability of sunlight and should be provided where possible. It is a specific planning policy requirement in the 2015 Department Guidelines that the minimum number of dual aspect apartments that may be provided in any single apartment scheme shall be 50%. In certain circumstances, usually on inner urban sites, this may be further reduced to an absolute minimum of 33% where it is necessary to ensure good street frontage and subject to high quality design.

Ideally 3-bedroom apartments should be dual aspect. Dual aspect can include corner units.

Where single aspect apartments are provided, the provision of south facing units should be maximised with west or east facing single aspect units also being acceptable. Living spaces in apartments should provide for direct sunlight for some part of the day. North facing single aspect apartments may be considered, where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. Particular care is needed where windows are located on lower floors that may be overshadowed by adjoining buildings and/or balconies.

Ceiling heights also play an important role in allowing natural daylight to penetrate into an apartment. It is a specific planning policy requirement in the Department of Environment, Community and Local Government (DECLG) 2015 Guidelines that a minimum floor to ceiling height of 2.7 m shall be required for ground floor level units and 2.4 m for all other levels, measured from finished floor level to finished ceiling height. Providing higher floor-to-ceiling heights will be encouraged to enhance the amenity of spaces. Where apartments front onto or adjoin busy commercial streets in the city centre and key district centres with significant pedestrian footfall, ground floor apartment floor-to-ceiling heights shall be a minimum of 3.5-4 m to allow for future potential commercial uses. The top of the windowframe in all habitable rooms in a unit should be as high as is practicable within the particular form of construction in order to promote daylight penetration. The Department Guidelines also specify that in schemes with less than 50% dual aspect units, floor to ceiling heights must be a minimum of 2.7 m , with 3.0 m at ground floor.

**Block Configuration:**

There shall be a maximum of 8 units per core per floor, subject to compliance with the dual aspect ratios specified above, and with building regulations. Hallways and shared circulation areas should be appropriate in scale and should not be unduly narrow. They should be well lit, where possible with some natural light and adequate ventilation. Movement about the apartment building should be easily understandable by all users by keeping internal corridors short with good visibility along their length. In certain circumstances, deck access may be acceptable as long as bedrooms do not face out on to the deck and it is well proportioned and designed. In some cases, secondary bedrooms facing on to the deck may be acceptable if quality issues are satisfactorily addressed by careful design such as providing a semi-private external buffer zone. The key performance criterion is the quality of residential amenity.

**Entrance Lobbies, Circulation and Safety:**

Apartment design should provide occupants and visitors with a sense of safety and security, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrances and lobbies should be spacious and welcoming, be illuminated and covered, be highly visible from adjoining dwellings, have good natural light and ventilation and level access. The lobby should orientate visitors and occupants and the stairs should be prominently positioned to encourage use. The lobby and associated circulation spaces should be generous enough to allow for furniture deliveries. If the lobby gives access to the courtyard it should also be

spacious with a strong visual link. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.

Where ground floor apartments are to be located adjoining the back of a public footpath or other public area, consideration may be given to the provision of a 'privacy strip' of approximately 1.5 m in depth, subject to appropriate landscape design and boundary treatment.

**Internal Space Configuration for Apartments:**

Minimum internal space requirements for living/dining/kitchen rooms, bedrooms and storage areas are as per the 2015 Department Guidelines, noted below for ease of reference:

**Minimum aggregate floor areas for living/dining/kitchen rooms:**

Minimum widths for the main living/dining rooms		
Apartment type	Width of living / dining room	Aggregate floor area of living/dining/kitchen area*
Studio	5 m**	30 sq.m**
One bedroom	3.3 m	23 sq.m
Two bedroom	3.6 m	30 sq.m
Three bed	3.8 m	34 sq.m

\*Note: an enclosed (separate) kitchen should have a min floor area of 6.5 sq.m. In most cases, the kitchen should have an external window.

\*\*Note: Combined living/dining/bedspace

**Minimum bedroom floor areas/widths:**

Minimum bedroom floor areas/widths		
Type	Minimum width	Minimum floor area
Studio	5 m**	30 sq.m**
Single bedroom	2.1 m	7.1 sq.m
Double bedroom	2.8 m	11.4 sq.m
Twin bedroom	2.8 m	13 sq.m

\*Note: Minimum floor areas exclude built-in storage presses

\*\*Note: Combined living/dining/bedspace

**Minimum aggregate bedroom floor areas:**

One bedroom	11.4 sq.m
Two bedroom	11.4+13 sq. m = 24.4 sq.m
Three bedroom	11.4+13+7.1 sq. m = 31.5 sq.m

**Storage:**

Storage areas should be provided for everyday household items. All apartments shall be provided with designated internal storage space separate to the area for kitchen presses, bedroom furniture or areas containing the cold and hot water tanks, and should be designed for ease of access and use. If storage is provided within kitchens, livingrooms and bedrooms then the space requirement is in addition to the minimum requirements for these rooms. Some apartment schemes may provide storage for bulky items outside individual units, provided such storage is secure and readily accessible from the unit (e.g. dedicated storage rooms on each floor, ground floor or at basement level). Where secure, allocated storage is provided outside the unit, it may be used to satisfy up to half of the minimum storage requirement for individual apartment units, but shall not serve to reduce the minimum floor area required for each unit. It is recommended

that no individual storage room within the apartment should be bigger than 3.5 sq.m.

**Minimum Storage Requirements:**

Studio unit: 3 sq.m.

1-bedroom unit: 3 sq.m

2-bedroom unit: 6 sq.m

3-bedroom unit: 9 sq.m

**Facilities for Children:**

The needs of children must be considered in the design of the unit and this includes play areas, storage for play equipment, bathrooms big enough to bath a child, study areas, etc.

**Layout Flexibility:**

Flexibility and adaptability are key considerations in the design of residential units.

The concept of habitable rooms as distinct from bedrooms is important as it allows a residential unit to adapt to the needs of its residents over time (with the exception of the studio unit). A habitable room of suitable size and design can change from a dining room to a bedroom to a study as needs change. In particular, the second/ third bedroom should be flexible and the residential unit made attractive to households at different lifecycle stages. Furthermore, layouts and dimensions should allow for the delivery of furniture. For larger dwellings, the provision of one main living room separate from a combined kitchen/dining area should be considered.

**Private Open Space:**

Private open space shall be provided in the form of gardens or patios/ terraces for ground floor apartments and balconies at upper levels. Where provided at ground floor level, private amenity space

shall incorporate boundary treatments appropriate to ensure privacy and security. Where balconies or terraces are provided, they should be functional, screened with opaque material, have a sunny aspect, and allow all occupants to sit outside, including wheelchair users. They should also minimise overshadowing and overlooking. The primary balcony should be located adjacent to the main living areas to extend the apartments' living space. The minimum depth of private amenity open space (balcony or patio) shall be 1.5 m and the minimum size shall be as follows:

Minimum area for Private Open Space:

Studio unit: 4 sq. m.

1-bedroom unit: 5 sq.m

2-bedroom unit: 7 sq.m.

3-bedroom unit: 9 sq.m.

Balconies with access from multiple rooms may enhance the amenity of an apartment.

Secondary or wrap-around balconies should be considered for larger apartments to provide a choice of amenity and, potentially, a screened drying space. Balustrades and other sheltering screens should be designed with a proportion of solid, translucent and transparent materials to allow views and casual surveillance of the street and common areas while providing for security and privacy and safety for children. The floors of balconies should be solid and self-draining.

#### **Communal Open Space:**

In addition to providing private open space, apartment schemes must also provide for communal open space. Communal open space is a critical environmental resource as a 'breathing space' and for meeting the amenity needs of residents. It may be in the form of accessible sheltered roof gardens,

communal landscaped areas at ground level or at podium level where commercial or retail uses occupy the ground floor. Whilst private and communal amenity space may adjoin each other, there should generally be a clear distinction with an appropriate boundary treatment and/or 'privacy strip' between the two. Where appropriate, communal open space should include green spaces that support communal free play, sports and biodiversity. Development proposals shall demonstrate that the communal open space:

- complies with the minimum standards set out below
- will be soft and/or hard landscaped with appropriate plant species and landscaping materials such as those with good resistance to accidental damage and low maintenance characteristics
- is secure for residents and benefits from passive surveillance
- considers the needs of children in particular in terms of safety and supervision. In schemes of 25 or more units small play spaces of 85-100 sq.m are considered suitable for toddlers and children up to the age of six, with suitable play equipment, seating for parents/ guardians, and within sight of the apartment building. For larger schemes of 100 or more apartments, play areas of 200-400 sq. m for older children and young teenagers should be provided.
- is wheelchair accessible
- achieves good sunlight penetration
- has appropriate arrangements for maintenance and management such as a conveniently accessed garden maintenance and storage area with water and drainage connections.

Minimum area for communal amenity space:

Studio: 4 sq. m

One bedroom: 5 sq. m

Two bedroom: 7 sq. m

Three bedroom: 9 sq. m

### **Communal Facilities:**

Communal facilities may be provided in apartment schemes, particularly in larger developments such as community or meeting rooms, laundry rooms etc. which are accessible to residents only. Other communal facilities such as childcare or gym use could be open to non-residents (see Appendix 13 regarding childcare facility requirements). The provision of such facilities may be influenced by the nature of the proposed apartment development, the size of the individual units and access to facilities off-site.

### **Cycle Parking:**

In the past, there has been an under-provision of secure cycle parking in apartment complexes in Dublin. This has led to bicycles being stored in apartments and on balconies potentially detracting from visual amenity and increasing maintenance costs for communal areas. The quality and quantity of cycle parking provision in apartment developments should encourage residents to adopt cycling as a sustainable mode of transport. All new apartment developments shall provide provision for cyclists in keeping with the requirements set out in Table 16.2 of Section 16.39 Cycle Parking.

### **Design for Management and Maintenance:**

Careful detailed design and material selection can reduce the maintenance requirements of apartment developments in the long term. On-going planned maintenance ensures the longevity of architectural and landscape design, sustains and increases the value of the property and minimises the life-cycle cost of development to owners and residents. Applications for apartment developments should include an assessment of long term running and maintenance costs as well as demonstrating what measures have been specifically considered to reduce costs for the benefits of residents.

Service ducts serving two or more apartments should as far as practicable be accessible from common circulation areas to facilitate easy maintenance. The running of services overhead, particularly above the ceiling of a different unit should be avoided.

To prevent demands for the installation of numerous individual satellite dishes on visible parts of the façades or roof of apartment buildings, provision should be made for locating communal or individual dishes on less visible parts of the building, such as at roof level.

Ideally larger schemes will provide space for maintenance facilities such as a management room, maintenance store(s) and in some circumstances accommodation for a caretaker should be included.

Provision shall be made for the storage and collection of waste materials in accordance with the requirements outlined in the Guidelines for Waste Storage Facilities contained in Appendix 10.

**Development Management Process:**

As per the DECLG Guidelines all applications for apartment schemes or mixed housing developments that include apartment buildings, shall submit a schedule that details the following:

- (a) The number and type of apartments and associated individual unit floor areas as part of the planning application process. This shall identify the proposed apartments that are at least 10% greater than the minimum floor area standard in schemes with 100 or more apartments and all those apartments that exceed the minimum floor area standard in schemes with 10–99 apartments. Floor area shall be calculated from internal room dimensions;
- (b) Details of apartment aspect (dual or single) and orientation;
- (c) Principal dimensions of each room as well as the aggregate floor areas of each room;
- (d) Details of internal and any external storage space associated with each apartment;
- (e) Quantum of proposed private amenity space.

Where an applicant cannot fully meet all of the requirements set out above and in the 2015 Department Guidelines, this must be clearly identified and a rationale for any alternative, compensatory design solution set out. This may arise due to a design constraint associated with the site or location. In such cases the proposals will be considered having regard to the mitigating design features proposed, e.g. on a constrained inner urban site it may not be possible to provide communal amenity space, but it might be acceptable to provide

more private amenity space than would be required and/or more individual apartment living space.

**16.10.2 Residential Quality Standards – Houses**

In addition to the standards outlined below, proposals for houses shall comply with the requirements of other relevant development standards including the public open space, play space, safety and security, and acoustic privacy standards.

**Floor Areas**

Houses shall comply with the principles and standards outlined in Section 5.3: 'Internal Layout and Space provision' contained in the DEHLG 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

**Aspect, Natural Light and Ventilation**

Living rooms and bedrooms shall not be lit solely by roof lights and all habitable rooms must be naturally ventilated and lit. Apart from rooms primarily served by windows in dormer extensions, glazing to all habitable rooms shall not be less than 20% of the floor area of the room. Development shall be guided by the principles of Site Layout Planning for Daylight and Sunlight, A guide to good practice (Building Research Establishment Report, 2011). In general, back-to-back dwellings will not be permitted due to their single aspect and restricted access to private open space.

**Private Open Space**

Privacy is an important element of residential amenity, and contributes towards the sense of security. Private open space for houses is usually provided by way of private gardens to the rear or side of a

house. A minimum standard of 10 sq.m of private open space per bedspace will normally be applied. A single bedroom represents one bedspace and a double bedroom represents two bedspaces. Generally, up to 60-70 sq.m of rear garden area is considered sufficient for houses in the city. In relation to proposals for house(s) within the inner city, a standard of 5–8 sq.m of private open space per bedspace will normally be applied.

At the rear of dwellings, there should be adequate separation between opposing first floor windows. Traditionally, a separation of about 22 m was sought between the rear of 2-storey dwellings but this may be relaxed if it can be demonstrated that the development is designed in such a way as to preserve the amenities and privacy of adjacent occupiers. Careful positioning and detailed design of opposing windows can prevent overlooking with shorter back-to-back distances and windows serving halls and landings do not require the same degree of privacy as habitable rooms.

Where dwellings have little or no front gardens in urban settings, it is important that 'defensible space' is created behind the public footpath, for example, by means of a planting strip, and the design of ground floor windows will need to be carefully considered. Rear gardens and similar private areas should: be screened from public areas, provide safe and secure play areas for children, be overlooked from the window of a living area or kitchen, have robust boundaries, and not back on to roads or public open spaces.

### 16.10.3 Residential Quality Standards – Apartments and Houses

#### Public Open Space

The distinction between public and private open space has become less clear with the increasing prevalence of higher density developments containing communal open space. Public open space is genuinely accessible to the general public. Public open space is open space which makes a contribution to the public domain and is accessible to the public for the purposes of active and passive recreation, including relaxation and children's play. Public open space also provides for visual breaks between and within residential areas and facilitates biodiversity and the maintenance of wildlife habitats. In new residential developments, 10% of the site area shall be reserved as public open space.

All public open spaces shall be of a high quality in terms of design and layout, be located in such a manner as to ensure informal supervision by residents and be visually and functionally accessible to the maximum number of dwellings. Existing features, such as mature trees, shall be retained and enhanced by the open space provided. A landscaping plan will be required for all developments, identifying all public, communal (semi-private) and private open space. The design and quality of public open space is particularly important in higher density areas. Consideration should be given to the provision of community gardens and/or allotments in new developments.

Where feasible, proposed development adjoining a river or canal bank should provide a linear walkway along the bank which is accessible to the general public and connects to any existing contiguous walkway along the bank.

Public open space will normally be located on-site, however in some instances it may be more appropriate to seek a financial contribution towards its provision elsewhere in the vicinity. This would include cases where it is not feasible, due to site constraints or other factors, to locate the open space on site, or where it is considered that, having regard to existing provision in the vicinity, the needs of the population would be better served by the provision of a new park in the area (e.g. a neighbourhood park or pocket park) or the upgrading of an existing park. In these cases, financial contributions may be proposed towards the provision and enhancement of open space and landscape in the locality, as set out in the City Council Parks Programme, in fulfilment of this objective.

### Safety and Security

The design of all residential proposals should have regard to the safety and security measures outlined in the 'Safety Design Guidelines' Appendix and the 'Design for Safety and Security' guidance contained in the DEHLG 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

Design for safety works by optimising passive surveillance; clearly defining what is private, semi-private (communal), and public space; controlling access and minimising the number of households which share a common entrance, effectively managing space and using appropriate boundary treatments and lighting.

### Acoustic Privacy

Acoustic privacy is a measure of sound insulation between dwellings and between

external and internal spaces. Development should have regard to the guidance on sound insulation and noise reduction for buildings contained in BS 8233:2014. The following principles are recommended for minimising disruption from noise in dwellings:

- Utilise the site and building layout to maximise acoustic privacy by providing good building separation within the development and from neighbouring buildings and noise sources
- Arrange units within the development and the internal layout to minimise noise transmission by locating busy, noisy areas next to each other and quieter areas next to quiet areas
- Keep stairs, lifts, and service and circulation areas away from noise-sensitive rooms like bedrooms. Particular attention should be paid to the siting and acoustic isolation of the lift motor room.

Proposals close to noisy places, such as busy streets, may need a noise impact assessment and mitigation plan. (Noise maps and Noise Action Plan are available at [www.dublincity.ie](http://www.dublincity.ie)).

### 16.10.4 Making Sustainable Neighbourhoods

New neighbourhood developments should harmonise with the local character and further develop the unique character of these places, and should also make a contribution to social infrastructure to enable the creation of sustainable neighbourhoods (see also Chapter 12).

Proposals should have regard to the DEHLG's Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual 2009, the Guidelines on Local Area Plans and the related Manual, 2013 and the

joint DTTS and DECLG’s Design Manual for Urban Streets and Roads (DMURS), 2013 in the making of sustainable neighbourhoods, as well as the principles and key characteristics of a good neighbourhood, as set out in the chapter on Sustainable Communities and Neighbourhoods.

In addition, the following standards will apply depending on the nature and scale of the proposal, whether residential, mixed-use or public transport infrastructure. Applicants for larger schemes should contact the City Council in relation to the preparation of community/social infrastructure audits so that information may be shared.

#### **15 Units or 1,500 sq. m**

All proposals for new development over 15 units or 1,500 sq. m must demonstrate how the proposal constitutes a positive urban design response to the local context and how it contributes to place-making and the identity of an area, whether an urban village or a neighbourhood or district centre, as well as the provision of social infrastructure to facilitate the creation of sustainable neighbourhoods, with regard to the key characteristics of a good urban neighbourhood.

#### **100 Units or 10,000 sq.m and Public Transport Infrastructure**

Proposals for new development greater than 100 dwellings or 10,000 sq.m and for public transport infrastructure, in addition to making a contribution to social infrastructure, shall include an Urban Design Statement that addresses the following issues:

- How any proposed access points, routes or new streets are interconnected logically with the existing local network of streets, to aid legibility, permeability

and walkability and complement local ‘desire lines’

- How the development will contribute positively to the quality of the streets and public spaces surrounding it; this should include graphic material showing how the development will contribute to the character of the street and its activity and to the quality of the pedestrian environment
- How the development will contribute to a coherent enclosure for the street or public space including consideration of the proportions and activities of the buildings on both sides of a street or surrounding a public space
- How the proposals impact on, or are affected by, other planned development in the local area. Where a number of developments are proposed in proximity to each other, they may have the potential to cumulatively exert significant change on a neighbourhood. Where this is the case, any potential conflicts or opportunities for synergies or economies should be examined
- How the layout and design of buildings, public realm or infrastructure respond to the series of non-prescriptive questions as set out in the DEHLG’s Urban Design Manual, to be considered during the key stages of the design and planning process; proposals should also demonstrate how they address the principles as set out in the Neighbourhood Section of the Urban Design Manual
- How communal amenity spaces within residential developments are designed to be clearly distinct from fully public spaces and their scale and activities appropriate so as to fit within the local network of planned or existing public spaces.

**50 Units or 5,000 sq.m**

Proposals for new large development must make a contribution to an area in terms of community facilities and social infrastructure where significant shortfalls are identified. When submitting plans for large-scale residential, typically over 50 units depending on local circumstances, and/or mixed-use schemes (i.e. circa 5,000 sq.m and above), developers will be required to submit an audit of existing facilities within the area and to demonstrate how the proposal will contribute to the range of supporting community infrastructure.

Proposals in excess of 50 dwelling units must be accompanied by an assessment of the capacity of local schools to accommodate the proposed development in accordance with the above guidelines and the DES and DEHLG's Code of Practice on the Provision of Schools and the Planning System 2008.

Dublin City Council may also require developers to submit a phasing and implementation programme for large residential schemes in excess of 50 units, to ensure an agreed co-ordinated approach is taken to the timely delivery of key physical and social infrastructure elements that are essential for sustainable neighbourhoods. Proposals of this scale must also be accompanied by an Urban Design Statement (as set out above).

**16.10.5 Names of Residential Developments**

All new street and development names shall reflect local historical, heritage or cultural associations and the basic generic description (i.e., Court, Quay, Road, etc.) must be appropriate.

The planning authority will approve the naming of residential developments in order

to avoid confusion with similar names in other locations. Developers shall agree a scheme's name, which shall be in both the Irish and the English language, with the planning authority prior to commencement of development, and the name selected shall be installed on site.

Street/road signs on the public road must be in both the Irish and English languages. Within residential or residential/mixed-use developments, street signage should be in both the Irish and English languages.

All unit numbers must be visible.

**16.10.6 Taking-in-Charge of Residential Developments**

Dublin City Council's 'Policy for the Taking-in-Charge of Residential Developments' (2012) sets out the Council's requirements to be met for the taking-in-charge of residential developments, and is available to view on [www.dublincity.ie](http://www.dublincity.ie). DECLG Circular Letter PL 11/2013, and any successor guidance will also be taken into account in the taking in charge process.

**16.10.7 Guidelines for Student Accommodation**

The City Council supports the provision of high-quality, professionally managed, purpose-built third-level student accommodation, either on campus or in accessible locations adjacent to quality public transport corridors and cycle routes, in a manner which respects the residential amenities of the locality.

Student accommodation should make a positive contribution to the built environment, in terms of design quality, scale, height and the relationship to adjacent buildings. The external layout, including any necessary security arrangements, should be designed to avoid isolating developments from the surrounding community.

The student accommodation should be designed to give optimum orientation in terms of daylight to habitable rooms. Given the nature of student occupancy, the residential standards in relation to dual aspect may be relaxed. Proposed developments shall be guided by the principles of Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice (Building Research Establishment Report, 2011).

Adequate open space of suitable orientation should be provided within developments for the amenity of students, which can include terraces, courtyards and roof gardens, where appropriate. All proposals must provide appropriate indoor and outdoor communal and recreational facilities for students at a combined level of at least 5-7 sq.m per bedspace. The provision of indoor communal space is particularly important for schemes with a high proportion of studio units, to allow students to interact outside the studio room (in study rooms, tv rooms etc). Where accommodation is provided on-campus, communal facilities will be assessed on a case-by-case basis having regard to the level of and access to on-campus amenity. Details are to be provided as part of the application.

In assessing proposals, the planning authority will have regard to the pattern and distribution of student accommodation in the locality, and will resist the over-concentration of such schemes in any one area, in the interests of achieving a sustainable mix of development, whilst also providing for successful urban regeneration, good public transport/cycling/walking connectivity, and the protection of residential amenity.

The applicant will be requested to submit evidence to demonstrate that there is

not an over-concentration of student accommodation within an area, including a map showing all such facilities within 0.25 km of a proposal.

The provisions of Part V (Social and Affordable Housing) of the Planning Acts do not apply to student accommodation in the City Council area.

The following internal standards will apply to all proposals for student accommodation:

- Student accommodation to generally be provided by grouping study bedrooms in 'house' units, with a minimum of 3 bed spaces with an overall minimum gross floor area of 55 sq.m up to a maximum of 8 bed spaces and a maximum gross floor area of 160 sq.m.
- Single/double occupancy studio units that provide en-suite bathroom facilities and kitchenettes/cooking facilities will also be considered, with a minimum gross floor area of 25 sq.m and a maximum gross floor area of 35 sq.m.
- Within campus locations consideration will be given to the provision of townhouse, 'own-door' student accommodation with a maximum of 12 bed spaces per townhouse.
- Shared kitchen/living/dining rooms shall be provided, based on a minimum 4 sq.m per bed space in the 'house' and 'town house' unit, in addition to any circulation space.
- Minimum bedrooms sizes for 'house' and 'town house' units will be:
  - Single study bedroom: 8 sq.m (with en-suite shower, toilet and basin: 12 sq.m)
  - Twin study bedroom: 15 sq.m (with en-suite shower, toilet and basin: 18 sq.m)

- Single disabled study bedroom, with en-suite disabled shower, toilet and basin: 15 sq.m)
- Bathrooms: Either en-suite with study bedrooms/studio units or to serve a maximum of 3 bed spaces.
- Communal facilities and services which serve the needs of students shall be provided for, which include laundry facilities, caretaker/ security and refuse facilities (either on site or nearby within a campus setting).

All applications for student accommodation must be accompanied by documentation outlining how the scheme will be professionally managed including confirmation that all occupiers will be students registered with a third-level institution. Documentation must also outline how the scheme will support integration with the local community, through its design and layout. Permissions for student housing will normally be subject to a condition requiring a planning permission for a change of use to other types of residential accommodation.

In relation to car parking, the standards in Table 16.1 apply. Whilst there is no specified requirement for parking within Zone 1, applications for car-free developments should be accompanied by a mobility management plan outlining how arrivals/ departures will be managed.

\* A student means a person who is registered with a third-level educational institution which is designated as such by the Department of Education and Science or by ACELS (Accreditation and Co-ordination of English Language Services) under the auspices of the DES.

### 16.10.8 Backland Development

Dublin City Council will allow for the provision of comprehensive backland development where the opportunity exists.

Backland development is generally defined as development of land that lies to the rear of an existing property or building line. The development of individual backland sites can conflict with the established pattern and character of development in an area. Backland development can cause a significant loss of amenity to existing properties including loss of privacy, overlooking, noise disturbance and loss of mature vegetation or landscape screening. By blocking access, it can constitute piecemeal development and inhibit the development of a larger backland area. Applications for backland development will be considered on their own merits.

### 16.10.9 Corner/Side Garden Sites

The development of a dwelling or dwellings in the side garden of an existing house is a means of making the most efficient use of serviced residential lands. Such developments, when undertaken on suitable sites and to a high standard of design, can constitute valuable additions to the residential building stock of an area and will generally be allowed for by the planning authority on suitable large sites.

However, some corner/side gardens are restricted to the extent that they would be more suitable for extending an existing home into a larger family home rather than to create a poor quality independent dwelling, which may also compromise the quality of the original house.

The planning authority will have regard to the following criteria in assessing proposals for the development of corner/side garden sites:

- The character of the street
- Compatibility of design and scale with adjoining dwellings, paying attention to the established building line, proportion,

heights, parapet levels and materials of adjoining buildings

- Impact on the residential amenities of adjoining sites
- Open space standards and refuse standards for both existing and proposed dwellings
- The provision of appropriate car parking facilities, and a safe means of access to and egress from the site
- The provision of landscaping and boundary treatments which are in keeping with other properties in the area
- The maintenance of the front and side building lines, where appropriate.

#### 16.10.10 Infill Housing

Having regard to policy on infill sites and to make the most sustainable use of land and existing urban infrastructure, the planning authority will allow for the development of infill housing on appropriate sites. In general, infill housing should comply with all relevant development plan standards for residential development; however, in certain limited circumstances, the planning authority may relax the normal planning standards in the interest of ensuring that vacant, derelict and under-utilised land in the inner and outer city is developed.

Infill housing should:

- Have regard to the existing character of the street by paying attention to the established building line, proportion, heights, parapet levels and materials of surrounding buildings
- Comply with the appropriate minimum habitable room sizes
- Have a safe means of access to and egress from the site which does not result in the creation of a traffic hazard.

#### 16.10.11 Mixed-Use Development

To create a vibrant city, it is important that development accommodates a mix of uses. In considering proposals for mixed-use developments, the protection of amenity and the reduction in potential conflict between the various uses will be of paramount importance. Factors such as levels of noise and air pollution and security will be considered. Where these factors would affect amenities, all proposals must include measures to reduce noise levels between the different uses to ambient noise levels and enhance security.

Acceptable floor-to-ceiling heights may be specified by the planning authority depending on location and to allow for internal ducting. In all development, measures should be incorporated to control the extraction of fumes and odours.

In new development, internal ducting or flues shall be incorporated so that ground floor units have the potential for fumes to be extracted to and discharged at roof level. This will facilitate current and potential future ground floor uses such as restaurants or dry cleaners.

In order to minimise noise disturbance, sound insulation shall be incorporated between individual units and to the adjoining building in order to reduce the transmission of impact and airborne noise between units and/or premises and to or from the external environment. The scheme of sound/acoustic insulation will be submitted with the planning application for development.

#### 16.10.12 Extensions and Alterations to Dwellings

(See also Appendix 17)

The design of residential extensions should have regard to the amenities of adjoining

properties and in particular the need for light and privacy. In addition, the form of the existing building should be followed as closely as possible, and the development should integrate with the existing building through the use of similar finishes and windows. Extensions should be subordinate in terms of scale to the main unit.

Applications for planning permission to extend dwellings will only be granted where the planning authority is satisfied that the proposal will:

- Not have an adverse impact on the scale and character of the dwelling
- Not adversely affect amenities enjoyed by the occupants of adjacent buildings in terms of privacy, access to daylight and sunlight.

#### 16.10.13 Sub-division of Dwellings

(See also section 16.10.10 and 16.10.14)

Large areas of suburban residential development in Dublin City have retained a pattern of use as single family dwelling units. The sub-division of large dwelling houses may be permitted in highly accessible areas to provide for the demographic changes in the city, subject to the residential amenity standards set out in Chapter 16, including minimum floor space, etc. This may involve the sub-division of such dwellings into individual distinct units on each floor.

Where sub-division is being considered, factors such as the extent of open space within the site boundaries, landscaping schemes including the retention and planting of trees, the provision of on-site parking, the retention of existing railings and gates, and screened refuse storage areas will be evaluated as part of the assessment.

When sub-divisions are allowed, they should be compatible with the architectural character of the building. An appropriate mix of accommodation in particular areas will be determined by Dublin City Council, taking account of the mix of residential accommodation in an area. Dublin City Council may accept parking provision of less than one space per dwelling unit to encourage occupation of the dwellings by households owning fewer cars.

#### 16.10.14 Ancillary Family Accommodation

(See also sections 16.10.12 and 16.10.13)

Ancillary family accommodation refers to an extension of a single dwelling unit to accommodate an immediate family member for a temporary period (e.g. elderly parent) or where an immediate relative with a disability or illness may need to live in close proximity to their family.

Generally, the purpose of ancillary family accommodation is to provide an amenable living area offering privacy, manoeuvrability and accessibility directly connected to the main dwelling. Usually, there is no exterior difference in appearance between an extension and ancillary family accommodation.

Dublin City Council will, in principle, favourably consider applications for such sub-division provided the planning authority is satisfied that:

- A valid case is made, including details of the relationship between the occupant(s) of the main dwelling house and the proposed occupant(s) of the ancillary family accommodation
- The proposed accommodation is not a separate detached dwelling unit, and direct access is provided to the rest of the house

- The accommodation being integral with the original family house shall remain as such when no longer occupied by a member of the family.

#### 16.10.15 Basements

(See also Chapter 9, Section 9.5.4)

In recent years, there has been a significant growth in new basement development and extensions to existing basement accommodation. Basements can provide valuable additional accommodation for leisure or storage purposes. However, basements can be prone to flooding. There are also a growing number of planning applications looking to maximise accommodation on restricted sites by proposing habitable basement accommodation sunk one full level below ground and extending up to 100% of the site area, often with a ground floor/roof garden on top.

It is the policy of Dublin City Council to discourage any significant underground or basement development or excavations below ground level of, or adjacent to, residential properties in Conservation Areas or properties which are listed on the Record of Protected Structures. Development of all basements or any above ground buildings for residential use below the estimated flood levels for flood zone areas 'Zone A' or 'Zone B' will not be permitted (Policy SI13).

In considering applications for basement developments, the planning authority will have regard to the following:

- The permissible size of a basement development to the rear of a property will be guided by the characteristics of the site. In the case of large sites, a basement development to the rear of a property generally should not exceed

the footprint of the original building. In all cases, a basement development should generally not extend to more than 50% of the amenity/garden space

- Impact of proposal on future planting and mature development of vegetation and trees on the site
- Impact of the water table and/or any underground streams and sewers
- The basement development should provide an appropriate proportion of planted material to mitigate the reduction in the natural storm water infiltration capacity of the site and the use of Sustainable Urban Drainage Systems is recommended
- Measures should be taken by the applicant during demolition and construction works to ensure that the structural stability of the existing property, adjoining properties and critical infrastructure is maintained
- Adequate sunlight/daylight penetration will be required which will be influenced by site orientation and the size of site and any lightwell/courtyard; the planning authority may require a daylight analysis to be submitted as part of a planning application
- Adequate ventilation will be required; kitchens, bathrooms and utility areas should ideally be naturally ventilated
- Basements should be provided with a means of escape allowing access to a place of safety that provides access to the external ground level.

#### 16.10.16 Mews Dwellings

- a) Dublin City Council will actively encourage schemes which provide a unified approach to the development of residential mews lanes and where consensus between all property

owners has been agreed. This unified approach framework is the preferred alternative to individual development proposals.

- b)** Stone/brick coach houses on mews laneways are of national importance. Dublin City Council recognises the increasing rarity of stone/brick coach houses and the need to retain and conserve all of the surviving examples, particularly in relation to their form, profile and building line as well as any original features remaining. Proposals to demolish such buildings will generally not be accepted.
- c)** Development will generally be confined to two-storey buildings. In certain circumstances, three-storey mews developments incorporating apartments will be acceptable, where the proposed mews building is subordinate in height and scale to the main building, where there is sufficient depth between the main building and the proposed mews building to ensure privacy, where an acceptable level of open space is provided and where the laneway is suitable for the resulting traffic conditions and where the apartment units are of sufficient size to provide for a high quality residential environment. This is in line with national policy to promote increased residential densities in proximity to the city centre.
- d)** Mews buildings may be permitted in the form of terraces, but flat blocks are not generally considered suitable in mews laneway locations.
- e)** New buildings should complement the character of both the mews lane and main building with regard to scale, massing, height, building depth, roof treatment and materials. The design of such proposals should represent an innovative architectural response to the site and should be informed by established building lines and plot width. Depending on the context of the location, mews buildings may be required to incorporate gable-ended pitched roofs.
- f)** The amalgamation or subdivision of plots on mews lanes will generally not be encouraged. The provision of rear access to the main frontage premises shall be sought where possible.
- g)** All parking provision in mews lanes will be in off-street garages, forecourts or courtyards. One off-street car space should be provided for each mews building, subject to conservation and access criteria.
- h)** New mews development should not inhibit vehicular access to car parking space at the rear for the benefit of the main frontage premises, where this space exists at present. This provision will not apply where the objective to eliminate existing unauthorised and excessive off-street car parking is being sought.
- i)** Potential mews laneways must have a minimum carriageway of 4.8 m in width (5.5 m where no verges or footpaths are provided). All mews lanes will be considered to be shared surfaces, and footpaths need not necessarily be provided.
- j)** Private open space shall be provided to the rear of the mews building and shall be landscaped so as to provide for a quality residential environment. The depth of this open space for the full width of the site will not generally be less than 7.5 m unless it is demonstrably impractical to achieve and shall not be obstructed by off-street parking. Where the 7.5 m standard is provided, the 10 sq.m of private open space per bedspace standard may be relaxed.

- k) If the main house is in multiple occupancy, the amount of private open space remaining after the subdivision of the garden for a mews development shall meet both the private open space requirements for multiple dwellings and for mews development.
- l) The distance between the opposing windows of mews dwellings and of the main houses shall be generally a minimum of 22 m. This requirement may be relaxed due to site constraints. In such cases, innovative and high quality design will be required to ensure privacy and to provide an adequate setting, including amenity space, for both the main building and the mews dwelling.

#### 16.10.17 Retention and Re-Use of Older Buildings of Significance which are not Protected

The re-use of older buildings of significance is a central element in the conservation of the built heritage of the city and important to the achievement of sustainability. In assessing applications to demolish older buildings which are not protected, the planning authority will actively seek the retention and re-use of buildings/ structures of historic, architectural, cultural, artistic and/or local interest or buildings which make a positive contribution to the character and identity of streetscapes and the sustainable development of the city. Where the planning authority accepts the principle of demolition a detailed written and photographic inventory of the building shall be required for record purposes.

#### 16.10.18 Parking in the Curtilage of Protected Structures and in Conservation Areas

Poorly designed off-street parking in the front gardens of protected structures and in conservation areas can have an

adverse affect on the special interest and character of these sensitive buildings and areas. For this reason, proposals for off-street parking in the front gardens of such buildings will not normally be acceptable where inappropriate site conditions exist, particularly in the case of smaller gardens where the scale of intervention is more significant – and can lead to the erosion of the character and amenity of the area. However, where site conditions exist which facilitate parking provision without significant loss of visual amenity and historic fabric, proposals for limited off-street parking will be considered where the following criteria can be met:

- Every reasonable effort is made to protect the integrity of the protected structure and/or conservation area
- There is sufficient depth available in the garden to accommodate a private parked car
- Access to and egress from the proposed parking space will not give rise to a traffic hazard
- The proposal accords with the design criteria set out in Chapter 16
- The remaining soft landscaped area to the front of the structures should generally be in excess of half of the total area of the front garden space, exclusive of car parking area, footpaths and hard surfacing
- Car parking shall be designed so that it is set-back from the house and front boundary wall to avoid excessive impact on the protected structure
- Car parking bays shall be no greater than 5 m x 3 m metres wide
- The proposed vehicular entrance should, where possible, be combined with the existing pedestrian entrance so as to form an entrance no greater than 2.6 m

and this combined entrance should be no greater than half the total width of the garden at the road boundary. The gates shall not swing outwards so as to cause an obstruction on the public footpath.

- Where cast iron railings exist, which contribute to the special character of the structure, every effort will be made to preserve and to maintain the maximum amount of original form and construction through minimum intervention. Any original existing gates, piers and cast iron railings that require alterations shall be reused and integrated with all new parking
- Adaptations to the front boundary
- Special regard will be had to circumstances where on-street parking facilities are restricted as a consequence of the introduction of bus priority measures or other traffic management changes. In such situations, every reasonable effort will be made to facilitate proposals for off-street parking in the front gardens of protected structures and in conservation areas subject to the above criteria being met.

Proposals for off-street parking in the front gardens of protected structures and within conservation areas will not be permitted in the following circumstances:

- Where satisfactory vehicular access to the rear garden exists or can be easily provided without compromising personal safety and where sufficient rear garden area is available to meet both the parking and open space requirements of the building
- Where there is insufficient area to accommodate a parked car in the front garden or where the proposal relates to vehicles other than a private car (i.e. caravan/boat)

- Where proposals would result in the removal of the entire front boundary of the property
- Where the development would involve the subdivision of original historic communal front areas (shared by two houses or more) into separate driveways and where this would detract seriously from the unique architectural relationship and composition of the buildings and street
- Where off-street parking is proposed in terraces or streets that are characterised largely by pedestrian entrances with few vehicular access openings, such proposals will be examined on their own merits and will be subject to the criteria outlined above
- Where terraces/streets are characterised by railings of unique significance, which are of a type not found largely throughout the city, the planning authority may seek to retain such railings. Similarly, proposals to provide more than one private car within the curtilage of an owner occupied residential building will only be considered in exceptional circumstances where the integrity of the building or area is protected and retained.

#### **16.10.19 Non-Residential and Commuter Off-Street Parking in the Curtilage of Protected Structures and in Conservation Areas**

In parts of the city centre, the large scale provision of commercial and commuter off-street car parking in the curtilage of protected structures and conservation areas significantly detracts from the special interest and visual character of protected structures and sensitive areas. In many cases, planning permission has not been granted for such off-street parking or the associated hard surfacing of the former

rear garden area. In assessing development schemes where off-street parking is proposed, or where such parking exists and is proposed to be retained as part of the overall scheme, its impact on the integrity, setting, character and amenities of the protected structure and/or conservation area will be critically assessed. In all cases, the objective to eliminate unauthorised and excessive off-street car parking will be sought. This objective is consistent with the policies of Dublin City Council to protect the special interest and character of protected structures and conservation areas.

#### 16.10.20 Development on Archaeological Sites and in Zones of Archaeological Interest

In order that the City Council’s policy on archaeology is implemented, the following will apply:

- The applicant shall employ a qualified archaeologist to carry out and report on any necessary site investigation works
- New basement development at medieval sites shall be omitted where it is deemed that undue damage to archaeological deposits will occur
- The impact and merits/demerits of foundation type (piled, raft, etc.) shall be archaeologically assessed
- When planning permission for development involving sub-surface excavation is granted, the applicant’s attention will be drawn to the legal obligation to report the discovery of archaeological finds to the National Museum of Ireland
- Where a site is deemed to require archaeological investigation, all in situ remains shall be recorded according to best practice irrespective of date and evaluated for preservation in situ
- Ensure the assessment of industrial

features during archaeological investigations

- Where preservation in situ is not feasible/ appropriate, sites of archaeological interest shall be subject to archaeological excavation and recording according to best practice, in advance of redevelopment
- The results of all archaeological excavations shall be published in full in a reasonable time following archaeological site completion
- The excavation archive shall be prepared and submitted in accordance with the DEHLG Guidelines to the Dublin City Archaeological Archive following site completion.

#### 16.11 Bed and Breakfasts, Guest Houses

Planning permission is required for the conversion of more than four bedrooms in a dwelling house into a bed and breakfast establishment, in accordance with Article 10(4) of the Planning and Development Regulations, 2001(as amended).

In determining planning applications for change of use to bed and breakfast, guesthouse, hotel or hostel in residential areas, the planning authority will have regard to the following:

- Size and nature of facility
- The effect on the amenity of neighbouring residents
- The standard of accommodation for the intended occupiers of the premises
- The availability of adequate, safe and convenient arrangements for car parking and servicing
- The type of advertising proposed

- The effect on listed buildings and/or conservation areas
- The number of existing facilities in the area.

### 16.12 Standards – Institutions/Hostels and Social Support Services

(See also Section 12.4, 4<sup>th</sup> and 7<sup>th</sup> bullet points)

An over-concentration of institutional hostel accommodation, homeless accommodation and social support institutions can potentially undermine the sustainability of a neighbourhood and so there must be an appropriate balance in the further provision of new developments and/or expansion of such existing uses in electoral wards which already accommodate a disproportionate quantum. Accordingly, there shall be an onus on all applicants to indicate that any proposal for homeless accommodation or support services will not result in an undue concentration of such uses, nor undermine the existing local economy, the resident community, the residential amenity, or the regeneration of the area.

All such applications for such uses shall include the following:

- A map of all homeless and other social support services within a 500 m radius of application site
- A statement on catchment area, i.e. whether proposal is to serve local or regional demand
- A statement regarding management of the service/facility.

### 16.13 Medical and Related Consultants and Medical Practices

Currently, premises for general practice and medical-related consultants include

a wide variety of building types, ranging from adaptations of domestic premises for single-handed practitioners to purpose-built premises for large group practices. In line with the Health Board policy on primary care, Dublin City Council will support the provision of healthcare consultants in district and neighbourhood centres. In assessing proposals for conversions in residential areas, Dublin City Council will normally permit conversion of part of a dwelling to a medical or related consultancy provided the dwelling remains as the main residence of the practitioner and where a local need has been demonstrated.

Dublin City Council will also take into account:

- Amenity and privacy of adjacent occupiers
- Adequate off-street parking facilities.

Medical centres or clinics are multi-consultancy medical facilities and defined in the 'Land-use definitions' section of this plan under Buildings for the Health, Safety or Welfare of the Public, as a clinic or for the provision of any medical or health services (but not the use of a house of a consultant or practitioner, or any building attached to the house or within the curtilage thereof, for that purpose).

Modern medical practice usually requires purpose-built structures and facilities, and these should be facilitated in district and neighbourhood centres. Residential buildings do not, in general, lend themselves well to efficient use as medical consultancy practice. Also, the complete conversion of residential premises as a medical consultancy can have adverse impacts on the residential amenity of a residential area, such as security problems,

which will be taken into consideration. In exceptional circumstances, where there is a proven lack of such facilities in the local area and the property is of a sufficiently large size, the medical centre will be considered on its merits having regard to residential amenities of the local area.

In mixed-use developments, which include community, service and retail facilities at ground floor level, the use of a unit as a medical centre of an appropriate size which contributes to the vitality of the area, will be considered on its merits.

### 16.14 Community Facilities

(See also Chapter 12)

Applications for community facilities in residential areas will be treated sympathetically having regard to a number of factors:

- Overall need in terms of necessity, deficiency, and opportunities to share/enhance existing facilities
- Where new facilities are provided they should be designed in such a way as to allow for multi-functional use
- Community facilities must be located so that they are conveniently accessible by both residents and others who may have reason to use the facility. They should be well integrated with pedestrian and cycle routes and, where they serve a wider community, located on or close to a quality public transport route
- Re-development proposals on sites containing a pre-existing community use should ensure that this use in terms of floor space is no less than that on-site prior to redevelopment, and if possible should represent increased provision in this regard

- Community facilities must be accessible to all members of society including those with disabilities.

### 16.15 Playgrounds/Play Spaces

(See also Chapters 2 and 12)

1. In deciding on the location of appropriate play areas, regard should be had to the needs of all age groups. Play spaces for small children, i.e. under 5s, should be provided close to residential dwellings, i.e. within one minute's walk of each front door, safe from traffic and other hazards, overlooked informally from dwellings or frequented roads or footpaths, but should be located so that disruption is minimised. These spaces should have sunny and shady parts and be equipped with natural play elements such as logs/tree stumps/sand/water, etc., and with apparatus for swinging, climbing, and rocking.
2. The following Principles For Designing Successful Play Spaces shall be applied:
  - Bespoke
  - Well-located
  - Use made of natural elements
  - Wide range of play experiences provided
  - Accessible to both disabled and non-disabled children
  - Meets community needs
  - Allows children of different ages to play together
  - Builds in opportunities to experience risk and challenge
  - Sustainable and appropriately maintained
  - Allows for change and evolution.

3. Play/recreational spaces and facilities for older children and teenagers, e.g. multi-use games areas, teenage shelters, skateparks, etc. should be available either within the scheme or close by, such as in a local square or green space where good linkages with the residential development can be created and where meaningful community interaction can take place. Facilities should also be provided for teens and older people where they can congregate while also respecting others. This can be achieved by providing such facilities in well-trafficked, central areas of the scheme/ neighbourhood rather than trying to hide them (Urban Design Manual, 2009).
4. Formal and informal games/recreational areas for parents and other adults should also be integrated within schemes. One of the key aims for any development should be the bringing together of different groups on neutral territory where all can intermingle safely and securely.
5. Play/recreational spaces should be attractive, safe and engaging. Pedestrianisation in the vicinity of such areas should be maximised, and traffic should be eliminated or traffic-calming measures put in place. In addition, these spaces should be made identifiable by appropriate 'play' signage and there should be a network of routes linking homes with these spaces which enable children to travel freely around by foot, bicycle, skates or other wheeled play vehicles.
6. The Dublin City Play Plan 2012–2017: 'Play here, Play there, Play everywhere' and accompanying Play Checklist will provide overall guidance for the development of playgrounds and play spaces in the city.
7. Re-development proposals on sites containing a pre-existing play/recreational use should ensure that this use in terms of floor/ground space is no less than that on-site prior to re-development, and if possible should represent increased provision in this regard.
8. It is the policy of Dublin City Council to provide play equipment and play opportunities for children in locations in addition to our parks, such as traffic-free public squares and plazas, outside cafés and restaurants, and in locations that are attractive to both adults and children.

### 16.16 Schools

(See also Chapters 4, 12 and Appendices)

No substantial residential development should proceed without an assessment of existing schools' capacity or the provision of new school facilities in tandem with the development.

Planning applications for over 50 dwellings shall be accompanied by a report identifying the demand for school places likely to be generated and the capacity of existing schools in the vicinity to cater for such demand. In the case of very large-scale developments (800+ units), the phased completion of the dwellings must be linked with the provision of new schools.

In determining an application for a school, the following shall be considered:

- Compliance with the Department of Education and Skills and the Department of Environment, Heritage, Community and Local Government's Joint Code of Practice
- Compliance with current Department

of Education and Skills Technical Guidance. Current details of site norms, sizes, shapes may be amended from time to time by the Department of Education and Skills to reflect on-going practice (see Technical Guidance document TGD-025 on the Identification and Suitability Assessment of Sites for Primary Schools – 2nd Edition, January 2012, and any successor document

- Ensure that school sites are fit-for-purpose in terms of their location, access to services and the provision of space for recreational and sports activities which can help to support an effective learning and development environment for children
- Seek to situate new schools within the existing/proposed catchment in a manner that aids ease of access from surrounding areas and encourages sustainable mobility by walking, cycling and public transport
- Consider the use of multi-campus schooling arrangements in appropriate cases, e.g. 2 or 3 schools side-by-side; a primary and a post-primary school sharing a site; schools anchoring wider social and community facilities required in the same area
- Minimum size for a new primary school is 8 classrooms
- External hard and soft play areas
- Urban typologies for new schools which achieve an efficient use of scarce urban land successfully address the streetscape or surrounding context.

### 16.17 Care Facilities

(See also Chapter 12)

In accordance with the Planning and Development Regulations, 2001 (as amended), applications for change of

use from use as a house to use as a residence for persons with an intellectual or physical disability or mental illness and persons providing care for such persons will require planning permission where the number of persons with such a disability exceeds six, and where the number of resident carers exceeds two will require planning permission and will be dealt with in accordance with normal development control criteria for community facilities in a residential area, as referred to above.

### 16.18 Childcare Facilities

See Chapter 12 and Appendix 13.

### 16.19 Nursing Homes

(See also Chapter 12)

There is a continuing and growing need for nursing homes and in particular, because of the aging population structure in the suburbs, for elder care homes. Such facilities should be integrated wherever possible into the established residential areas of the city, where residents can expect reasonable access to local services.

In determining planning applications for change of use of a residential dwelling or other building to nursing/elder care home, the following factors should be considered:

- Compliance with standards as laid down in the Statutory Instrument No. 415 of 2013, Health Act 2007 (Care and Welfare of Residents in Designated Centres for Older People) Regulations 2013
- Compliance with the Health Information and Quality Authority (HIQA) National Standards for Residential Care Settings for Older People in Ireland (July 2016), and any successor document

- The effect on the amenities of adjoining properties
- Adequacy of off-street parking
- Suitable private open space
- Proximity to local services and facilities
- The size and scale of the facility proposed: the scale must be appropriate to the area.

## 16.20 Embassies

Where permission is granted for the use of a dwelling house as a residential embassy, such permission will be regarded as limited in duration to the period of such use by the applicant or other residential embassy use, after which the building(s) will be returned to residential use.

## 16.21 Dublin Port

(See also 4.5.1.2 and Appendix 12)

It is the Policy of Dublin City Council:

‘To recognise that Dublin Port is a key economic resource, including for Cruise Tourism, and to have regard to the policies and objectives of the Dublin Port Masterplan.’ (CEE 23 (iii))

In assessing proposals for the Dublin Port area, Dublin City Council will have regard to the following:

- Recognition of the important role of Dublin Port in the economic life of the city and the region and the consequent need in economic and employment terms to facilitate port development
- The periphery of the port area facing residential areas shall be designed and landscaped to minimise the impact of its industrial character

- The impact on nature conservation, recreation and amenity use, and other environmental considerations, including having regard to the designation of Dublin Bay as a UNESCO biosphere and other environmental designations such as Special Area of Conservation (SAC) and Special Protection Area (SPA)
- The protection of the amenities of residential and commercial uses in adjoining areas
- Design criteria including landscaping, finishes, signage and site layout
- Facilitating plans to make Dublin a ‘home port’ for cruise tourism, with complementary cruise tourism facilities in the port and wider city/region.

## 16.22 Industry, Warehousing and Business Park Development

Proposals for the development or extension of industrial, warehousing and business park developments should have regard to the following criteria:

- A high standard of design, finish, layout and landscaping will be required for industrial, warehousing and business park development
- Where proposals for these type of developments would generate a large volume of HGV traffic, they shall not be located where they would encourage movement of such traffic through residential areas (see also Appendix 4)
- It is essential that each industrial/warehousing unit be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road, and preferably behind the building line
- In the case of development for two or more industrial/warehousing buildings, a

uniform design for boundary fences, roof profiles and building lines is essential

- Industrial, warehousing and business park developments should present a pleasant aspect, helped by tree planting, the careful design of signage, screening of open storage areas, and unobtrusive loading and parking space; offices ancillary to factories, shops, etc., will be permitted provided the size is appropriate to the scale of the main use. In speculative developments, a variety of unit size shall be provided to cater for the differing needs of potential occupants
- In the case of proposed developments, which are of a nature and extent that they would impact on the environment and attract significant volumes of vehicular traffic to the development site, Dublin City Council will require the application to be accompanied by a Transport Assessment (TA); Appendix 4 gives further guidance on the need for and content of a TA and applicants are advised to undertake pre-planning consultations with Dublin City Council regarding the requirement for a TA
- In the case of proposed developments (or groups of developments located in close proximity to one another) which would attract significant volumes of traffic, the preparation and submission of a Travel Plan (TP) may be required as part of the application; Appendix 5 gives guidance on the type and scale of developments that will require the submission of a TP and the required form and content of these documents
- Although the overall percentage share of manufacturing employment is predicted to decline over time, it will be the aim of Dublin City Council to protect industrially zoned lands (Objective Z7)

from competing and incompatible land-uses, in order to facilitate manufacturing industry on Z7 lands.

### 16.23 Shopping Centres

(See also Appendix 3 – Retail Strategy – Assessing New Retail Development)

Proposals for shopping centres, where it is demonstrated they are acceptable in principle, shall have regard to the overall city policy to promote vibrant streets and also to the Retail Design Manual [www.environ.ie](http://www.environ.ie) accompanying the Retail Planning Guidelines 2012. Equally important for reference purposes are the Universal Design Guidelines produced by the Centre for Excellence in Universal Design (CEUD), established by the National Disability Authority (NDA) under the Disability Act 2005. [www.universaldesign.ie](http://www.universaldesign.ie)

The design must ensure that the proposed shopping centre will be integrated with and be complementary to the streetscape where it will be located.

Particular elements to be addressed include:

- The creation of a legible and attractive pedestrian environment through appropriate design
- The creation of attractive and safe new streets and linkages, where feasible
- The provision and design of quality street furniture, including public facilities and support facilities for shoppers, e.g. toilets, childcare areas
- The inclusion of residential uses, where appropriate, as an integral part of the centre, in order to increase the evening activity and security of the centre
- Ease of access to the centre for public

transport, cyclists and pedestrians; in the interests of both ease of access and civic design concerns, the centre should have frontage to the street and should not be surrounded by car parking

- The overall design strategy will normally reflect variety and diversity (by the use of differing shop fronts, setbacks, signs etc.) within a unified design distinctive and specific to its location
- Shopping centres should be designed along passive design principles and landscaped to ensure safety for visitors, with a good mix of uses encouraging day and evening uses, while passive surveillance design principles can deter casual graffiti and vandalism. Materials used in their construction should be robust and suitable for climatic conditions over an extended period. Service areas etc. should be out of sight of surrounding residential and pedestrian areas
- Tree planting and landscaping must form part of the overall design of the shopping centre.

## 16.24 Retail

### 16.24.1 Shop Storage

In the case of retail development, adequate on-site storage space should be provided at the discretion of the planning authority to reduce the frequency of deliveries and consequent traffic congestion.

### 16.24.2 Shopfronts

Shopfronts are one of the most important elements in defining the character, quality, and image of the streets in both the city centre and our urban villages/radial streets.

Dublin City Council seeks to protect and retain traditional and original shopfronts and to encourage new and contemporary shopfronts that are well designed. This will protect local character and foster vibrant and successful retail centres. There should be a regular change and rhythm to shopfronts to create visual interest, preferably a new shopfront, or a change to the design of a long shopfront, every 5-8 m.

New shopfronts or alterations to existing shopfronts should:

1. Relate satisfactorily to the design, proportions, materials and detail of the upper parts of the building
2. Complement their context and the quality and character of adjoining shopfronts, especially where these form part of a consistent group of traditional shopfronts
3. Wherever possible, be accessible to all and provide a level threshold to the entrance
4. Re-instate missing architectural detail, where appropriate
5. Not harm or obscure original architectural detail such as corbels, console brackets, fascias, pilasters and stallrisers, or involve the removal of existing shopfronts of historic or architectural interest
6. Not involve the installation of solid or perforated external shutters
7. Not be entirely or largely openable
8. Be of good quality contemporary design, where appropriate.

#### Shopfront signage should:

1. Be located at fascia level
2. In the case of shop blinds, comprise traditional retractable canvas awnings.

### 16.24.3 Signs of Shopfronts and Other Business Premises

- The signage relating to any commercial ground floor use should be contained within the fascia board of the shopfront. The lettering employed should be either on the fascia, or consist of individually mounted solid letters mounted on the fascia. The size of the lettering used should be in proportion to the depth of the fascia board
- Signage internal to the premises, including interior suspended advertising panels, which obscure views into the shop or business and create dead frontage onto the street shall not normally be permitted
- Corporate signs will only be permitted where they are compatible with the character of the building, its materials and colour scheme and those of adjoining buildings
- Advertisements and signs relating to uses above ground floor level should generally be provided at the entrance to the upper floors, in a form and design which does not detract from or impinge upon the integrity of the ground floor shopfronts, or other elevational features of the building
- Shopfronts sponsored by commercial brands will generally not be permitted
- Proposals for shopfront signage shall have regard to the contents of the Retail Design Manual, 2012, Dublin City Council's Shopfront Design Guide, 2001 and the O'Connell Street Area Shopfront Design Guidelines, 2003, where appropriate. [www.dublincity.ie](http://www.dublincity.ie)
- All proposals for shopfronts shall have regard to the guidelines for illuminated signs as set out in the Appendices in this plan.

### 16.24.4 Convenience Goods Stores and Other Specialised Forms of Retailing

Large convenience goods stores comprising supermarket, superstores and hypermarkets (see Table 2, Appendix 3, Retail Strategy) provide primarily for weekly convenience goods shopping. They should be located in the city centre and district centres or on the edges of these centres and be accessible by public transport. It may not always be possible for this to occur due to site requirements, heritage issues or road constraints and in such instances, the sequential approach should be used to find the most preferable site.

Where a proposal for large convenience goods stores development involves the sale of a significant amount of comparison goods, the planning application drawings should clearly delineate the floor-space to be devoted primarily for the sale of convenience goods. The balance between the convenience and comparison element of the proposed store is a critical element in the assessment of the suitability of the development proposal. Where a significant element of the store is indicated to be for comparison goods, the potential impact of that element of the store on existing comparison goods stores within the catchment must be included in the assessment of the application.

All convenience goods stores, regardless of their type, will also be expected to contribute positively to the existing urban environment and be able to integrate in design terms. The Retail Design Manual 2012 details how this can be achieved. [www.environ.ie](http://www.environ.ie)

(The distinction between 'discount food stores' and other convenience goods stores which was contained in the 2005

Retailing Planning Guidelines will no longer apply. In the Guidelines for Planning Authorities, Retail Planning, 2012 such stores are now categorised as belonging to a 'large convenience goods stores' category.) [www.environ.ie](http://www.environ.ie)

Other specialised forms of retailing:

### **Factory Shops**

Such units, usually located as part of or adjacent to the production facility, should be restricted by way of condition to the sale of products produced by the relevant factory. Proposals for individual factory shops may be appropriate, provided the scale of the shop is appropriate to its location and raises no issues in relation to the vitality and viability of nearby urban centres.

### **Outlet Centres**

Outlet centres consist of groups of stores, particularly designer fashion labels retailing end-of-season or discontinued items at discounted prices, and are typically located in out-of-centre locations (for example 'Kildare Village'). Due to the specific niche that outlet centres operate within, applicants must demonstrate that the products sold will not be in competition with those currently on sale in the city centre retail core. Applications for the development of outlet centres should be considered having regard to the provisions of the retail strategy and assessed in accordance with the sequential test.

### **Casual Trading**

Casual trading, e.g. Christmas Markets and Farmers' Markets, is an increasingly popular form of retail and can add vitality and colour to retail centres, especially at festive times of the year. It is regulated by the Casual Trading Act 1995, as amended. [www.irishstatutebook.ie](http://www.irishstatutebook.ie)

## **16.25 Takeaways**

(See also Appendix 3 – Category 1 and 2 Streets)

In order to maintain an appropriate mix of uses and protect night-time amenities in a particular area and to promote a healthier and more active lifestyle, it is the objective of Dublin City Council to prevent an excessive concentration of take-aways and to ensure that the intensity of any proposed take-away is in keeping with both the scale of the building and the pattern of development in the area.

The provision of such facilities will be strictly controlled, having regard to the following, where appropriate:

- The effect of noise, general disturbance, hours of operation, litter and fumes on the amenities of nearby residents
- The need to safeguard the vitality and viability of shopping areas in the city and to maintain a suitable mix of retail uses
- Traffic considerations
- The number/frequency of such facilities in the area, particularly in close proximity to schools
- That the operators come to a satisfactory arrangement with Dublin City Council in relation to litter control
- The need to integrate the design of ventilation systems into the design of the building
- That appropriate cleansing/anti-litter measurements be agreed with Dublin City Council prior to the granting of planning permission
- That all take-aways provide and maintain a suitable waste bin outside their premises during hours of business

- The number and frequency of such facilities within a 1 km radius of the proposed development
- The context and character of the street where the aim is to maintain and improve the vitality of the shopping experience by encouraging a range of convenience and/or comparison retail shops.

### 16.26 Amusement Centres

(See also Appendix 3 – Category 1 and 2 Streets)

Amusement centres will not be permitted in residential areas and will only be appropriate in mixed-use areas where the proposed use is in keeping with both the scale of the building and the pattern of development in the area. It is an objective of Dublin City Council to prevent an excessive concentration of amusement centres.

### 16.27 Betting Offices

(See also Appendix 3 – Category 1 and 2 Streets)

It is an objective of Dublin City Council to prevent a concentration of betting offices in the city, thereby ensuring the number of units in a city street, district or neighbourhood centre is not disproportionate to the overall number of community facilities and shop units. The provision of betting offices will be controlled having regard to the following, where appropriate:

- The need to safeguard the vitality and viability of shopping areas in the city and to maintain a suitable mix of retail uses
- The number/frequency of such facilities in the area

- The existing proliferation of similar retail service outlets in the area, such as internet cafés, call centres, take-aways, amusement arcades and car rentals
- The effect on the amenities of the area by reason of noise, hours of operation and litter.

### 16.28 Off-Licence and Part Off-Licence

(See also Appendix 3 – Category 1 and 2 Streets)

In considering planning applications for off-licence premises or extensions to existing off-licence premises, the following criteria shall be applied:

- The number and frequency of such facilities within a 1 km radius of the proposed development
- The context and character of the street where the aim is to maintain and improve the vitality of the shopping experience by encouraging a range of convenience and/or comparison retail shops
- The range of uses at ground floor in an area where the aim is to strengthen the retail character and ensure the proposal will not result in a proliferation of similar retail service outlets such as, internet cafés, call centres, bookmakers, take-aways, amusement arcades and car rentals resulting in a predominance of similar non-shop frontages
- The size of the proposed off-licence in the context of the size of premises in the area.

In considering planning applications for a part off-licence in a shop, the following criteria shall be applied:

- The number and frequency of such facilities within a 1 km radius of the proposed development

- The amenities of properties in the nearby residential areas
- The floor area used for the display of alcohol products is subsidiary to the main use of the shop and that area should be no more than 10% of the total floor area
- The location of the display area of alcohol products shall be in an unobtrusive position, not near the entrance or windows of the shop and preferably to the rear of the premises
- The area for the display of alcohol products shall be detailed on the floor plans and the display of alcohol products shall be limited to this area only
- The area for the display of alcohol products should be secure and monitored.

In the case where a grant of planning permission is considered, the provision will be strictly regulated, and regard shall be given to the need to impose the following conditions:

- Limiting the display area of alcohol products to that area of the shop only as detailed on the plans
- No advertising of the sale of alcohol products on the façade/frontage of the premises
- No display of alcohol products or advertising of the sale of alcohol products on or near both the entrance and the windows.

### 16.29 Restaurants

(See Appendix 3 – Category 1 and 2 Streets)

The positive contribution of café and restaurant uses and the clusters of such uses to the vitality of the city is recognised.

In considering applications for restaurants, the following will be taken into consideration:

- The effect of noise, general disturbance, hours of operation and fumes on the amenities of nearby residents
- Traffic considerations
- Waste storage facilities
- The number/frequency of restaurants and other retail services in the area (where a proposal relates to a Category 1 or 2 shopping street as defined in, 'City Centre Retail Core, Principal Shopping Streets' in Chapter 7 and Appendix 3).
- The need to safeguard the vitality and viability of shopping areas in the city and to maintain a suitable mix of retail uses.

### 16.30 Street Furniture

Certain uses in the public realm, including elements of street furniture, can lead to problems of visual clutter and to obstruction of public footpaths for pedestrians, in particular people with disabilities. These elements include newspaper stands, telephone kiosks, traffic and bus signs, tables and chairs, taxi and bus shelters as well as unauthorised A-frames and spinner stands erected by retailers. It is an objective of Dublin City Council to control the location and quality of these structures in the interests of creating a high-quality public domain.

All outdoor furniture provided by private operators including retailers, publicans and restaurateurs, etc., and utility companies should be to the highest quality, preferably of good contemporary design avoiding poor historic imitation and respect the overall character of the area and quality of the public realm and be so located to prevent any obstruction or clutter of all footpaths and paved areas including landings.

In this regard, street furniture requires either a licence under Section 254 of the Planning and Development Act, 2000 (as amended) or planning permission (including street furniture erected on private lands).

In both instances, the applicant is required to submit details of the location, design, specification and quality of the proposed elements of street furniture. Details of maintenance and cleansing schedules, together with a certificate of structural stability, may also be required.

In considering applications for outdoor tables and chairs, the planning authority shall have regard to the following:

- Size and location of the facility
- Concentration of existing street furniture in the area
- The visual impact of the structure, particularly in relation to the colour, nature and extent of advertising on all ancillary screens
- Impact on the character of the streetscape
- The effects on the amenities of adjoining premises, particularly in relation to hours of operation, noise and general disturbance
- Impact on access and visibility.

### 16.31 Automatic Teller Machines (ATMs)

The provision of automatic teller machines (ATMs) will be regulated, having regard to the following:

- The protection of the character of the building or shopfront in which the ATM is installed, in particular where the building is a protected structure or in a Conservation Area or Architectural Conservation Area (ACA)

- The minimisation of disturbance to adjoining premises through queuing
- In general, no more than one ATM should be placed in a shopfront so as to avoid the creation of a dead frontage
- The control of the amount of litter generated by these machines; paper receipts will not be acceptable on principal shopping streets, at protected structures, and in Conservation Areas
- The need for signs or logos to be discreetly incorporated into the overall design
- The avoidance of a traffic hazard
- The design and location must be such that they are accessible to all, having regard to the universal design guidelines as set out by the Centre for Excellence in Universal Design (CEUD) in their publication 'Building for Everyone: A Universal Design Approach, Facilities in Buildings, Publication No 6'. [www.universaldesign.ie](http://www.universaldesign.ie) (CEUD was established by the National Disability Authority under the Disability Act 2005).

Dublin City Council will encourage the provision of ATMs in retail stores in the interests of public safety and protecting building character.

### 16.32 Night Clubs/Licensed Premises/Casinos/Private Members' Clubs

In recognition of the importance of Dublin as a thriving and multi-dimensional capital city, there is a need to facilitate the concept of the 24-hour city, particularly in the city centre and other key district centres.

Dublin City Council will encourage entertainment/cultural/music uses which help create an exciting city for residents and tourists alike, and which are capable of

attracting people in cutting edge industries such as digital media.

There is a need to strike an appropriate balance between the role of these entertainment uses in the economy of the city and the following:

- To maintain high-quality retail functions on the primary city centre streets and ensure a balanced mix of uses
- To protect the amenities of residents from an over-concentration of late night venues.

Noise emanating from and at the boundaries of these establishments are issues which will need to be addressed in planning applications for such establishments. Noise insulation and reduction measures, especially relating to any mechanical ventilation or air-conditioning, will be required to be submitted with any such planning application.

The development of 'superpubs' will be discouraged and the concentration of pubs will be restricted in certain areas of the city where there is a danger of over-concentration of these to the detriment of other uses.

In cases where new uses, including uses such as casinos and private members' clubs, extensions to the existing use or variation in opening hours of a public house are proposed, the onus is on the applicant to demonstrate that such proposed development will not be detrimental to the residential, environmental quality or the established character and function of the area.

Matters that shall be taken into account by the planning authority in assessing planning

proposals for these uses and extensions to such uses include, but are not limited to the following:

- The amenity of neighbouring residents and occupiers
- Hours of operation
- Traffic management
- Shop frontage treatment and impact on streetscape
- Proposed signage.

### 16.33 Telecommunications Apparatus

(See also Chapter 9, Section 9.5.11)

The provision and siting of telecommunications antennae shall take account of the Telecommunications Antennae and Support Structures – Guidelines for Planning Authorities, (Department of Environment and Local Government, 1996), as revised by DECLG Circular Letter PL 07/12, and any successor guidance.

#### 16.33.1 Siting, Design and Visual Amenity

Telecommunications antennae and supporting structures should preferably be located on industrial estates or on lands zoned for industrial/employment uses. Possible locations in commercial areas, such as rooftop locations on tall buildings, may also be acceptable, subject to visual amenity considerations.

In terms of the design of free-standing masts, masts and antennae should be designed for the specific location. In assessing proposals for telecommunication antennae and support structures, factors such as the object in the wider townscape and the position of the object with respect to the skyline will be closely examined. These factors will be carefully

considered when assessing proposals in a designated conservation area, open-space amenity area, historic park, or in the vicinity of protected buildings, special views or prospects, monuments or sites of archaeological importance. The location of antennae or support structures within any of these areas or in proximity to protected structures, archaeological sites and other monuments should be avoided.

### 16.33.2 Possible Sharing of Installations

Where existing support structures are not unduly obtrusive, the City Council will encourage co-location or sharing of antennae on existing support structures, masts and tall buildings. Applicants must satisfy the City Council that they have made every reasonable effort to share with other operators.

### 16.34 Contaminated Land

Due to a mixture of historic industrial land-uses and land reclamation, there are a number of locations in the city where contaminated land could cause an environmental problem. Much of this contaminated land lies within the Docklands area where there is a range of potential contaminants within the fill material used in land reclamation, such as builders' rubble, ash and possibly hazardous waste.

Any contaminated land will require appropriate remediation prior to re-development, including, in some instances, removal of material from a site which may require a licence under the Waste Management Act, 1996, as amended, prior to the undertaking of such works.

In addition, Appendix 12 contains the list of SEVESO III sites where the Health and Safety Authority must be contacted by the

planning authority for technical advice prior to a decision being made on proposed development in the vicinity of these sites. In all cases involving contaminated land, it is the policy of Dublin City Council to require the highest standards of remediation and where appropriate to consult with the Environmental Protection Agency and other relevant bodies to resolve the environmental pollution created by contaminated land. Where the previous history of a site suggests that contamination may have occurred, developers will be responsible for the following:

- Undertaking a detailed site investigation, soil testing and analysis to establish whether contamination has occurred
- Providing a detailed written report of investigation and assessment (including recommendations for treating the affected ground) to Dublin City Council
- The decontamination of sites prior to new development works taking place, and the prohibition of development until Dublin City Council is satisfied that the affected ground has been satisfactorily treated
- Decontamination activities should ensure that there is no off-site migration of contaminants via run-off, soils or groundwater.

Furthermore, Appropriate Assessment (AA), or screening for AA, may also be required.

## 16.35 Hours of Work

On sites where noise generated by construction would seriously affect residential amenity, the site and building works must be carried out between 0700 and 1800 hours Monday to Friday only, and between 0800 and 1400 hours on Saturdays only. No works shall be carried out on Sundays or bank holidays.

However, deviation from these times may be permitted in exceptional circumstances, where prior written approval has been received from Dublin City Council. Such approval may be given subject to conditions pertaining to the particular circumstances being set by Dublin City Council.

## 16.36 Noise

Dublin City Council will have regard to the Dublin Agglomeration Noise Action Plan 2013–2018 when assessing planning applications (see also Section 9.5.8).

Where it is considered that a proposed development is likely to create a disturbance due to noise, a condition may be imposed by the planning authority on any planning permission limiting the hours of operation and level of noise generation.

## 16.37 Petrol Station

### 16.37.1 General

New petrol stations should be of quality design, considered with regard to streetscape and setting. Standard corporate designing may need to be modified to ensure appropriate visual integration, and any forecourt canopy should be of appropriate scale. Petrol stations will only be permitted in residential areas, where it can be demonstrated that no significant

damage to residential amenities will occur by reason of factors such as noise, visual obtrusion, safety considerations or fumes/smells. Any car-washing/drying facilities should be sited so as not to cause nuisance.

Hours of operation in residential areas will be limited to between 0600 hours and 2300 hours. In considering applications for development, the safety aspects of circulation and parking within the station forecourt will be taken into account, and traffic safety standards set out in Appendix 5 should be complied with.

### 16.37.2 Lighting, Landscaping and Signage

Forecourt lighting, including canopy lighting, should be limited to that which is necessary for the safe operation of a petrol station. Landscaping shall be required to protect the amenity of the surrounding area and enhance the appearance of the development. Signs should be limited in number and integrated with buildings or other structures on site. The placing of signs on footpaths, grass verges or any part of a public roadway will not be permitted. A proliferation of signs, flags and bunting should also be avoided.

### 16.37.3 Ancillary Uses and Retailing

Retailing proposals in petrol stations shall be guided by advice contained in statutory retail planning guidelines (DECLG 2012) and particularly Section 4.11.9 therein which refers, inter alia, to the retail floor-space cap of 100 sq.m (net) for petrol stations. This provision should not be construed as meaning that all applications containing up to 100 sq.m of retail space will be positively considered in all contexts. Retail impact may be considered in some cases taking into account proximity to other retail outlets in the context of the retail strategy/hierarchy.

Where permission is sought for floor-space in excess of 100 sq.m, the sequential approach to retail development shall apply.

### 16.38 Car Parking Standards

The Dublin City Council area is divided into three areas for the purpose of parking control, as shown on Map J. Parking Zone 1 is generally within an inner city location where transport corridors intersect, or that has significant interchange potential. Parking Zone 2 occurs alongside transport corridors and the remainder of the city falls under Parking Zone 3. Parking is an integral element of overall land-use and transportation policy within the city, and the purpose of the parking standards set out in Tables 16.1 and 16.2 is to ensure that an appropriate level of parking is provided to serve new development. The tables specify the requisite level of on-site parking to be provided for residents, staff and visitors for various types of development.

Car parking provision in Zones 1 and 2 is restricted on account of the proximity of these locations to public transport. An increased density of development will be promoted in Zone 1 and those parts of Zone 2 where the development is in close proximity to good public transport links.

Where a potential development site falls on the boundary of two or more parking zones, it is at the discretion of the planning authority to decide the appropriate level of car parking to serve the development having regard to the location of the site and its accessibility to existing and proposed public transport facilities.

The car parking standards set out in Table 16.1 shall be generally regarded as the maximum parking provision and parking provision in excess of these maximum

standards shall only be permitted in exceptional circumstances e.g. boundary areas, or where necessary for the sustainable development of a regeneration area (see Chapter 15). It is the intention of the planning authority that such relaxations in car parking standards shall only apply until such time as a similar accessibility-based parking policy and parking standards as applicable to the Dublin City Council area are adopted by the adjoining planning authorities in the Dublin metropolitan area.

Zone 2 parking standards should be applicable in key district centres as these areas are a focus for integrated land-use/ transportation and generally allow for higher densities.

Parking provision below the maximum may be permitted provided it does not impact negatively on the amenities of surrounding properties or areas and there is no potential negative impact on traffic safety. In addition, the planning authority may require the maximum number of car parking spaces specified in Table 16.1 to be further reduced where it is considered that the surrounding road network is not sufficient to cater for the volume of traffic likely to be generated by the proposed development. Given the high accessibility by public transport to Zone 1 there shall be no minimum requirement for car parking in that zone.

A relaxation of maximum car parking standards will be considered for any site within parking Zone 1 (as illustrated on Map J) provided it is located in close proximity to quality public transport, and subject to requirements below. (There will also be no car storage requirement.) This relaxation of the standards will apply to residential developments where the applicant sets out a clear case satisfactorily demonstrating a lack of parking need for the development based on factors including:

- Locational suitability and advantages
- Ease of access to alternative and sustainable transport modes
- Availability of car sharing/car clubs and/or charging points for electric vehicles.

It will also be necessary to adequately demonstrate that the lack of car parking on the site should not reasonably give rise to negative impacts on the amenities of surrounding properties or on the immediate street once the development is occupied. The surrounding built context must hence be taken into account, including parking arrangements/restrictions and general parking availability in the vicinity.

There is a predisposition to consider residential off-street car parking, subject to design and safety criteria, particularly along Quality Bus Corridors (QBCs) and to facilitate traffic management proposals. However, proposals for off-street parking in the front gardens of single dwellings in predominantly residential areas will not be permitted where residents are largely reliant on on-street car parking and there is a strong demand for such parking.

### 16.38.1 Dublin Docklands

The parking standards set out in Table 16.1 and 16.2 will also apply to the Docklands SDRA. However, the future development of the area needs to be weighted heavily in favour of the sufficient use and patronage of public transport, with a consequent reduction in the car parking requirements for significant commercial development proposals. The maximum car parking standards set out in Table 16.1 should not, as a general rule, be required for future commercial development in the Docklands area. Residential car parking needs to address the requirement for car storage while not promoting car usage. Although 47% of the population in the

SDZ area has no car, there is insufficient capacity on the road network for residential car storage. Therefore, new development within the area should have sufficient off-street car parking for residents. Innovative solutions to meeting the car parking and car use requirements of residents will be considered.

### 16.38.2 Service Areas

Service areas will be provided where appropriate within the curtilage of the site. These areas are to be used exclusively for service and delivery vehicles, details of which will be determined by the planning authority. In addition, premises shall be expected to provide a sufficient amount of storage space. For convenience retail stores, it is expected to be a minimum of 20%. Where no off-street services or on-street storage can be provided, it shall be a requirement of all new developments to submit full details of all new deliveries, including their time, frequency and manner, to the planning authority.

### 16.38.3 Car Park Licensing

Dublin City Council will develop licensing of all public car parks within the canal ring to ensure the provision of casual and shorter stay business, shopper and visitor parking. Commuter and contract parking is not acceptable in these facilities. Car park licensing will be employed to prescribe charges and opening hours and possibly space allocation. All applications for medium to large developments should include accommodation for taxi ranks.

### 16.38.4 Taxi Parking

It is the policy of Dublin City Council to facilitate the development of taxi ranks at various locations throughout the city. All applications for high density new development should include details of how taxis can be accommodated.

### 16.38.5 Disabled Car Parking

Where car parking is provided, whether for residents, employees, visitors or others, a number of car-parking spaces for people with disabilities should be provided on a proportional basis. At least 5% of the total number of spaces should be designated car-parking spaces, with a minimum provision of at least one such space.

In particular circumstances, the planning authority may require a higher disabled parking content depending on the nature of development. All disabled parking should be allocated and suitably signposted for convenient access.

### 16.38.6 Motorcycle Parking

New developments shall include provision for motorcycle parking in designated, signposted areas at a rate of 4% of the number of car parking spaces provided. Motorcycle parking areas should have limited gradients to enable easy manoeuvrability and parking. Fixed and robust features such as rails, hoops or posts should be provided to secure a motorcycle using a chain or similar device.

### 16.38.7 Layout of Car Parking Spaces

Car parking spaces should generally be sited within established building lines in such a manner as to ensure minimal injury to the amenity of adjoining premises.

Where parking will be open to public view, adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. All car parking bays are to be clearly demarcated in accordance with the design criteria in Section 16.38.9.

### 16.38.8 Multi-Storey Car Parks

Construction and layout standards for multi-storey and underground car parks

are as set out in the document Design Recommendations for Multi-Storey and Underground Car Parks (Fourth Edition, 2011), published by the Institute of Structural Engineers (see Appendix 5).

### 16.38.9 Design Criteria

(See also Sections 11.1.5.3, 16.10.18 and 16.10.19)

The car-parking standards in Table 16.1 and the associated circulation and manoeuvring space must be provided within the curtilage of the building, clear of the carriageways and footways, whether public or private, giving access to the premises. The basic dimensions required for the layout of car parking areas are as follows:

Short-term parking bays (for shopping centres particularly) shall be 2.5 m wide by 4.75 m in length. In no instance shall a width of less than 2.4 m be accepted, even for long-term (office blocks) parking spaces.

Parking bay widths for people with disabilities will be a minimum of 3.0 m wide by 4.75 m long. The number of spaces to be provided will be determined by the planning authority in accordance with Building Regulations (Part M) and any other relevant guidelines (see also Section 16.38).

#### Recommended aisle widths:

Parking Angle	Preferred Width
90°	7 m (two-way aisle)
90°	6 m (one-way aisle)
80°	5.25 m (one-way aisle)
70°	4.7 m (one-way aisle)
60°	4.2 m (one-way aisle)
50°	3.8 m (one-way aisle)
45°	3.6 m (one-way aisle)

**Pro-active Car Parking Policy**

Dublin City Council will seek to discourage commuter parking while continuing to facilitate adequate car-parking provision for shopping, business and leisure use in the city through the implementation of pro-active parking policies.

**On-Street Car Parking**

Public on-street parking is a necessary facility for shoppers and business premises and is necessary for the day-to-day functioning of the city. Dublin City Council will preserve available on-street parking, where appropriate. However, the space currently occupied by on-street parking may be needed in the future for strategic transportation projects.

There will be a presumption against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single dwellings in predominantly residential areas where residents are largely reliant on on-street car-parking spaces.

Where new residential developments result in the removal of on-street parking spaces or where no parking is provided for new residential developments, residents of these dwellings will not automatically be entitled to a parking permit. In this instance, the issuing of a parking permit will be based on the current capacity of the permit parking scheme in question.

**Parking in Mixed-Use Developments**

Where shared car parking is provided to serve mixed-use developments, a car park management plan shall be prepared for the development to indicate how access to car parking will be controlled and managed to safeguard residential parking and limit parking for office and commercial uses to required limits.

**Residential Car Parking In Apartments**

Car parking standards are maximum in nature and may be reduced in specific, mainly inner city locations where it is demonstrated that other modes of transport are sufficient for the needs of residents. In other locations, it is considered desirable that one car parking space (or as required by Table 16.1) be provided off-street within the curtilage of the development per residential unit, as car storage requirements cannot be met on-street for all residents. Each space shall be permanently assigned to and sold with each apartment and shall not be sublet or leased to non-residential owners or occupiers. Where sites are constrained or provision of on-site car storage is not possible, alternative solutions will be considered such as residential car clubs or off-site storage.

Apartment parking spaces are mainly to provide for car storage to support family-friendly living policies in the city and make apartments more attractive for all residents. It is not intended to promote the use of the car within the city. If the car space is not required in the short-term, it should be given over to other residential storage or utility uses.

Table 16.1 – Maximum Car Parking Standards for Various Land-Uses

Land-Use	Zone	Car Spaces
<b>Enterprise and Employment/Offices/ General Industry (inc warehousing)</b>	1	1 per 400 sq.m GFA (Gross floor area)
	2	1 per 200 sq.m GFA
	3	1 per 100 sq.m GFA
<b>Retail Supermarkets exceeding 1,000sq.m GFA</b>	1	None
	2	1 per 100 sq.m GFA <sup>1</sup>
	3	1 per 30 sq.m GFA <sup>1</sup>
<b>Other Retail and Main Street, Financial Offices (excl. retail warehouse)</b>	1	1 per 350 sq.m GFA
	2	1 per 275 sq.m GFA
	3	1 per 75 sq.m GFA
<b>Industry</b>	1	1 per 400 sq.m GFA
	2	1 per 200 sq.m GFA
	3	1 per 75 sq.m GFA
<b>Warehouse Retail (non-food)</b>	1	1 per 300 sq.m GFA
	2	1 per 200 sq.m GFA
	3	1 per 35 sq.m GFA
<b>Warehouse</b>	1 and 2	1 per 450 sq.m GFA
	3	1 per 200 sq.m GFA
<b>Residential</b>	1 and 2	1 per dwelling
	3	1.5 per dwelling
<b>Elderly Persons Dwellings/ Warden-Supervised Dwellings/ Sheltered Housing</b>	1	1 per 4 dwellings
	2 and 3	1 per 2 dwellings
<b>Youth Hostel</b>	1	None
	2	1 per 30 bed-spaces
	3	1 per 15 bed-spaces
<b>Student Hostel/Student Accommodation</b>	1	None (see section 16.10.7 for requirements)
	2	1 per 20 bed-spaces
	3	1 per 10 bed-spaces
<b>Residential Institution</b>	1	None
	2	1 per 20 bed-spaces
	3	1 per 10 bed-spaces
<b>Hotels and Guest Houses</b>	1	1 per 4 rooms
	2	1 per 3 rooms
	3	1 per 1 room
<b>Clinics and Group Practices</b>	1	1 per consulting room
	2 and 3	2 per consulting room
<b>Churches, Theatres, Cinemas and Auditoriums</b>	1	1 per 100 seats
	2	1 per 25 seats
	3	1 per 10 seats
<b>Restaurants, Cafés and Take-aways</b>	1	None
	2 and 3	1 per 150 sq.m seating area

Land-Use	Zone	Car Spaces
<b>Public Houses</b>	1	None
	2	1 per 300 sq.m NFA (net floor area)
	3	1 per 50 sq.m NFA
<b>Schools</b>	1	None
	2 and 3	1 per Classroom
<b>Colleges of Further Education</b>	1	None
	2 and 3	1 per classroom and 1 per 30 students
<b>Funeral Homes</b>	1, 2 and 3	4 off-street parking spaces
<b>Hospitals (Out-patient facilities)</b>	1	1 per 150 sq.m GFA
	2	1 per 100 sq.m GFA
	3	1 per 60 sq.m GFA
<b>Nursing Home</b>	1	1 per 3 patient beds
	2 and 3	1 per 2 patient beds
<b>Cultural and Recreational Buildings</b>	1	1 per 400 sq.m GFA
	2	1 per 250 sq.m GFA
	3	1 per 100 sq.m GFA
<b>Nightclub/Dance Hall/Dance Club</b>	1	None
	2	1 per 10 sq.m floor area
	3	1 per 3 sq.m floor area
<b>Other Cultural and Recreational and Leisure Uses</b>	1, 2 and 3	Dependent on nature and location of use

<sup>1</sup> Car parking above maximum permitted standards may be acceptable in very limited circumstances at the discretion of Dublin City Council. Such circumstances could include proposals where overspill car parking may arise, where the need to protect the primacy of the city in the regional retail hierarchy is identified, or where the need to accommodate car parking as part of a larger scheme of civic importance is apparent. In all cases, the applicant must fully engage with Dublin City Council at pre-planning stage regarding the acceptability of departure from maximum standards.

Where a deviation from maximum standards is to be considered, the acceptability of proposals will be assessed against a number of criteria including, inter alia:

- The civic importance of the scheme
- The identified need for public car parking in the area
- The accessibility of the surrounding area
- Road capacity and impact on the road network

- The mix and appropriateness of uses proposed
- The impact on the public realm, streetscape and urban fabric of the city
- The impact on the grain and vitality of city streets
- Compliance with Section 4.5.5, 'The Public Realm'
- Compliance with policies to make efficient use of finite urban land and consolidate the city
- Compliance with policies to safeguard investment in public transport and encourage modal shift.

In addition, proposals will be informed by a Transport Assessment, the scope of which must be agreed by Dublin City Council prior

to the submission of a planning application. Further detail regarding the scope and content of Transport Assessments is provided at Appendix 4.

**Note:** In assessing car parking requirements for hospitals, Dublin City Council will have regard to the numbers of shift staff, core hours' staff, patients and visitors.

### 16.39 Cycle Parking

Secure cycle parking facilities shall be provided in new public transport Interchanges, Luas stops (in association with TII), Park and Ride facilities, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 16.2. Bicycle Parking Stations should be provided in strategic new public transport interchanges. Where a modal share for cycling is outlined within a Mobility Management Plan for a development, cycle parking should be provided at a level sufficient to support this modal share or as outlined in Table 16.2, whichever is greater.

Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such racks should be within 25 m of a destination for short-term parking (shops) and within 50 m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected from the weather.

All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an

appropriate level of supervision. As such, publicly accessible cycle parking should be of Sheffield stand type; toaster racks or similar are not acceptable for publicly accessible cycle parking. Where high-density cycle parking is provided in a secure location, stacked cycle parking may be acceptable provided it is easily used and secure.

Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, 'Bicycle Parking Facilities'. Dublin City Council will have regard to this document when considering applications where bicycle parking is a requirement.

#### 16.39.1 Multi-Storey Parks and Cycle Facilities

All cycle facilities in multi-storey car parks will be at ground floor level and completely segregated from vehicular traffic. Sheffield stands are the preferred type of stand for multi-storey car parks. Cyclists should also have designated entry and exit routes at the car park.

Where possible, segregated cycle access should be provided to basement car parks by a segregated cycle ramp or dedicated lift.

#### 16.39.2 Location of Cycle Stands

Cycle parking facilities will be conveniently located, secure, easy to use, adequately lit and well signposted. Weather protected facilities should be considered, where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible.

In publicly accessible buildings, a proportion of cycle parking should be publicly

accessible to visitors. These spaces should be easily identifiable and accessible and should generally be located at ground floor level close to the main entrance of the building.

### 16.39.3 Security

Cyclists should be able to secure both frame and wheels to the cycle parking stand. Secure cycle compounds should be provided where feasible and, in particular, in large office developments, multi-storey car parks and railway stations.

### 16.39.4 Shower and Changing Facilities

Suitable shower and changing facilities will be made available in large-scale developments incorporating large amounts of cycle parking. Facilities should be secure, lockable and located in well-lit locations. The following standards shall be adhered to:

- 1 shower per office development over 100 sq.m (approximately 5 employees)
- A minimum of 2 showers for office developments over 500 sq.m (approximately 25 employees)
- 1 shower per 1000 sq.m thereafter
- Changing/drying areas, toilets and lockers should be provided in association with shower facilities.

### 16.39.5 Lockers

The number of lockers provided should relate to the number of cycle parking spaces. Lockers should be well ventilated, secure and lockable. Lockers that facilitate multiple short-term users are recommended.

### 16.39.6 Financial Contribution

In exceptional circumstances, where cycle parking cannot be incorporated into the development, the developer will be required to pay a financial contribution in lieu of providing the cycle parking. Where a developer is unable or does not wish to provide the specified number of cycle parking spaces on site, a financial contribution in lieu will be required towards the cost of providing such spaces off the site, where such a relaxation is deemed appropriate by the planning authority. Such a contribution will be set at €400 for each cycle parking space, or as amended by the Dublin City Council Cycling Strategy.

**Table 16.2 – Cycle Parking Standards for Various Land-Uses (All areas quoted are gross floor area)**

Land-Use	Zone	Cycle Spaces
<b>Enterprise and employment</b>	1 and 2 3	1 per 100 sq.m 1 per 150 sq.m
<b>Shops and Main Street Financial Offices</b>	1 and 2 3	1 per 150 sq.m 1 per 200 sq.m
<b>Residential (houses and apartments)</b>	All zones	1 per unit ( <i>Additional requirements for larger units and visitor parking will be decided on a case by case basis</i> )
<b>Hotels</b>	1 2 3	Under 50 bedrooms – 1 per 6 bedrooms Over 50 bedrooms – 1 per 10 bedrooms (Minimum of 10 cycle spaces) 1 per 12 bedrooms 1 per 15 bedrooms
<b>Clinic and Group Medical Practices</b>	1 and 2 3	1 per 2 consulting rooms 1 per 4 consulting rooms
<b>Churches, Theatres, Halls, Cinemas, Multiplex Cinemas</b>	1 and 2 3	5 per 100 seats 3 per 100 seats
<b>Restaurants and Cafés</b>	1 and 2 3	1 per 150 sq.m 1 per 200 sq.m
<b>Public Houses</b>	1 and 2 3	1 per 150 sq.m 1 per 200 sq.m
<b>Primary Schools</b>	All zones	1 per 3 pupils
<b>Student Accommodation</b>	All zones	1 per 2 pupils
<b>Other Educational Buildings</b>	All zones	1 per 3 pupils/students
<b>Funeral Homes</b>	All zones	As required
<b>Hospitals</b>	1 2 3	1 space/4 hospital beds 1 space/5 hospital beds 1 space/6 hospital beds
<b>Cultural and Recreational Buildings</b>	1 2 3	1 per 100 sq.m 1 per 150 sq.m 1 per 200 sq.m
<b>Multi-Storey Car Parks</b>	All zones	At least 15% of the number of car parking provided
<b>Train Stations</b>	All zones	7 per number of trains at the two-hour peak period a.m. (minimum of 100 spaces)
<b>Park and Ride Areas (bus)</b>	All zones	30% of all car parking spaces unless otherwise agreed
<b>Bus Interchanges</b>	All zones	2 per 100 passengers peak flow (minimum of 50 spaces)
<b>Public Buildings</b>	1 and 2 3	10% of the number of visitors per day 5% of the number of visitors per day





# Glossary

**Adaptability:** The potential to modify the spaces of a home by altering the fabric of the building to cater for the different needs of an individual's or family's life cycle (e.g. a study space becomes a bedroom; a living room area enlarges by merging with an adjacent room etc).

**Adult shops:** Includes uses such as sex shops and head shops.

**Allotments:** Small plots of lands which are let to individuals for the cultivation of vegetables and plants.

**Annual Exceedance Probability (AEP):** The chance of a flood of a given size (or larger) occurring in any one year, usually expressed as a percentage. For example, if a peak flood discharge of 500 m<sup>3</sup>/s has an AEP of 5%, it means that there is a 5% chance (i.e. a 1 in 20 chance) of a peak discharge of 500 m<sup>3</sup>/s (or larger) occurring in any one year.

**Backcasting:** Used in the context of the city setting itself strategic goals or vision in the long term and charting back from that end goal to the present to set a pattern of intervening targets to help meet that goal.

**Biosphere:** An area comprising terrestrial, marine and coastal ecosystems.

**Biodiversity:** Describes the variability among living organisms on the earth, including the variability within and between species and also within and between ecosystems.

**Building Energy Rating (BER):** A requirement of the EU Directive on the Energy Performance of Buildings Directive. The aim of the directive is to make the energy performance of a building transparent and available to potential purchasers or tenants.

### **Business Improvement District**

**Schemes (BIDS):** An initiative between Dublin City Council and the business community to promote improvements in the trading environment, image and quality of life of the city for residents, workers and visitors.

**Carbon sequestration:** A technique for the long-term storage of carbon dioxide or other forms of carbon, for the mitigation of global warming. Carbon dioxide released by the burning of fossil fuels is usually captured from the atmosphere through biological, chemical or physical processes.

### **Category 1 and category 2 shopping streets:**

Category 1 and category 2 shopping streets relate to the premier shopping streets within the city centre retail core. In order to maintain and strengthen the retail character of the city centre retail core, which can be adversely affected by dead frontage and lower-order retail uses, the premier shopping streets in the city centre retail core are designated category 1 and category 2 shopping streets.

**CFRAM study:** The Eastern Catchment Flood Risk Assessment and Management (CFRAM) study has been commissioned in order to meet the requirements of the Floods Directive, as well as to deliver on core components of the 2004 National Flood Policy, in the Eastern District.

**City centre (see also inner city):** Relates to the area zoned Z5 on the zoning maps in which the zoning objective is to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

**City region:** A region containing a city and satellite towns with strong connections between them and interactions (particularly in the area of commerce) which collectively make the region a strong performer in terms of growth and investment.

**Civic spine:** A route through the city centre along which the city's primary civic, cultural and historic attractions are located. The route is from Parnell Square, through O'Connell Street, College Green to Christchurch Place with a southern extension from College Green to Grafton Street and Stephen's Green and an eastern extension from College Green to Merrion Square.

**Climate change:** Long-term variations in global temperature and weather patterns, which occur both naturally and as a result of human activity, primarily through greenhouse gas emissions.

#### **City of Dublin Energy Management**

**Agency (Codema):** A not-for-profit organisation working to improve the energy efficiency of Dublin's public buildings.

**Coherent urban structure:** This is a term to explain a well-ordered, easily-understood and easily-negotiated character to an urban area. There is a consistent pattern in the character of the various components of the urban area (for example the hierarchy of streets, the design and relationship of buildings to streets, integration of public transport for ease of movement, clear definition of important locations etc).

**Combined heat and power:** Combined heat and power (CHP) is a system that involves the recovery of waste heat from power generation to form useful energy like useable steam. Combined heat and power is also the production of electricity and thermal energy in a single integrated structure.

**Community garden:** A community garden generally has the characteristics of being made by and for members of the local community. When successful, they are also inclusive, so that the young and the old can use the area for play, learning, meeting and socialising, as well as gardening (The Dublin City Guide to Community Gardening).

**Compact city:** A city with a less wasteful pattern of development within the urban area. In spatial terms, all land areas would be used efficiently with effective integration of different uses, services and public transportation. The edges and boundaries of the urban area would be well defined.

#### **Community infrastructure statement:**

A supporting document accompanying development proposals that sets out how the proposed development integrates with the existing community structure of the area and identifying any new provision necessary to enhance the community infrastructure of the area.

**Consolidating the city:** The principle of increasing densities, making efficient use of land to infill and develop the city, restricting sprawl and sporadic forms of development and co-ordination of land-use patterns with public transportation.

**Core strategy:** Core strategy means the strategy contained in a development plan in accordance with Section 10 of the Planning and Development (Amendment) Act, 2010. The core strategy must show that development plan objectives are consistent, as far as practicable, with the National Spatial Strategy and Regional Planning Guidelines. The core strategy shows the location, quantum, and phasing of new development. It includes a map which shows significant development areas/ local area plan (LAP) areas, retail areas and public transport.

**Creative Dublin Alliance:** The Creative Dublin Alliance is a network of leaders across Dublin's universities and colleges, local government, state agencies and industry. It emerged in 2008 to drive a vision forward of Dublin as an internationally competitive city region and a creative sustainable city.

**Critical mass:** The threshold or numeric quantity which is needed to support the viability of a service provision. For example a certain threshold of population might be needed to make commercial sense in opening a business in a location.

**Cultural facilities:** Includes artists' studios/workspaces, artists' group studios, artists' live/work units, rehearsal spaces, performance spaces incl. theatres, dance centres, libraries, galleries, crafts centre, music venues. Cinemas and other flexible outdoor spaces which encourage activity at different times of the day and night.

**Cultural quarter:** A location or area where many cultural facilities and activities are co-located to give a special character to an area.

**Decile:** A method of splitting up a set of ranked data into 10 equally large subsections. The data may be ranked from largest to smallest values, or vice versa.

**Dublin City Archaeological Archive (DCAA):** The DCAA remit is to record archaeological finds made by archaeologists working in the private sector during the course of development.

**Development management:** This is a term to describe the process where the local authority assesses the merits of a proposed development through the planning process (where planning

applications are lodged) including the processing, evaluation, decision making and notification components of that process.

**Digital enterprise:** An organization that places an emphasis on the digitization of business processes and services through sophisticated technology and information systems.

**District centre:** An area for substantial mixed service facilities, including a range of shops that service a wider residential neighbourhood adjoining it. They are traditionally either the historic urban village centres in the inner and outer suburbs of Dublin city or the location, as the suburbs expanded, of larger shopping centres servicing a wide residential catchment. Some district centres in strategic locations have the status of key district centres (former Prime Urban Centres). The term is also used in retail planning policy.

**District heating:** District heating (less commonly called teleheating) is a system for distributing heat generated in a centralized location for residential and commercial heating requirements such as space heating and water heating.

**Economic engines:** An area with a strong economic function and performance, which has important consequences and connections in the wider area at many levels (city wide, regional, national, international etc).

**Economic Specialisms:** Specialist types of economic and business activity typically where similar businesses co-locate and complement each other in their field of business expertise. An example is the Digital Hub where high tech, innovative media related companies are located in the one area.

**Ecological (Eco) footprint:** A measure of human demand and consumption of natural resources owing to lifestyle choices against the earth's natural ability to renew these resources and the natural environment.

**E Commerce:** The trading of products or services using computer networks. A popular form is online shopping which allows consumers to directly buy goods or services from a seller over the Internet using a web browser.

**Electric vehicles:** A battery-only electric vehicle or all-electric vehicle derives all its power from its battery packs and thus has no internal combustion engine, fuel cell, or fuel tank. A plug-in hybrid vehicle (PHV), is a hybrid electric vehicle which utilizes rechargeable batteries, or another energy storage device, that can be restored to full charge by connecting a plug to an external electric power source. A PHEV shares the characteristics of both a conventional hybrid electric vehicle, having an electric motor and an internal combustion engine (ICE), and of an all-electric vehicle, having a plug to connect to the electrical grid.

**Emerge project:** E merge is part of the Sustainable Energy Community initiative, set up by SEAI in 2011, which saw the formation of three exemplar sustainable energy communities around Ireland to demonstrate best practice in sustainable energy.

**Environmental traffic cells:** Environmental Traffic Cells use traffic management measures as a means of preventing non-essential traffic using unsuitable residential roads, to create a safer and more attractive environment within cell areas. Wherever possible, traffic cells are self-contained and cover distinctive local neighbourhoods.

**EU Directive:** A legal act of the European Union, which requires member states to achieve a particular result without dictating the means of achieving that result.

**EU Landfill Directive:** A European Community Directive (1999/31/EC) with the overall aim to prevent or reduce as far as possible negative effects on the environment, in particular the pollution of surface water, groundwater, soil and air, on the global environment, including the greenhouse effect, as well as any resulting risk to human health, from the landfilling of waste, during the whole life-cycle of the landfill.

**Floor plates:** The physical shape and space of a building's footprint and its subsequent internal floorspace. Large floor plates infer larger buildings in width and depth. Certain types of land-use such as corporate office head quarters, supermarkets etc. could be describe as requiring large floor plates.

**Flood Risk Assessment:** A study to assess the risk of flooding under both present and future circumstances, such as changes in climate, land-use, development or flood risk management.

**Flood Risk Management:** Flood Risk Management combines the function of mitigating and monitoring flood risks and may include pre-flood, flood-event or post flood activities.

**Foreign Direct Investment:** An investment made by a company or entity based in one country, into a company or entity based in another country.

**Framework for Sustainable Dublin**

**(FSD):** An overarching structure to co-ordinate, inform and set in place effective guidance over other policies and decisions to reach sustainable targets and a sustainable course for the city of Dublin.

**Green corridor:** Linear green connection along road and rail routes, rivers and canals, including cycling routes and rights of way. These interconnect larger open spaces, habitats, and areas of natural landscape.

**Green infrastructure:** This term is used in two ways. It can describe a network of connected, high quality, multifunctional open spaces, corridors, and the links in between, that provide environmental services and multiple benefits for people and wildlife. It is also used to describe a broad range of design measures, techniques and materials that have a sustainable character and have a beneficial environmental impact such as solar panels, wind turbines etc.

**Green IFSC:** Ireland's first comprehensive business directory and database of green companies.

**Green roof:** A roof with living vegetation growing in a substrate or growing medium. Also referred to as eco-roofs, vegetated roofs, or living roofs.

**Habitable room:** Habitable rooms provide the 'living accommodation' of the dwelling. They include living room, dining room, study, home office, conservatory, bedroom etc. They exclude the bathroom, WC, utility room, store room and circulation space. A kitchen is not a habitable room unless it provides space for dining.

**Higher and lower order retail:** Goods are classed on a relative scale from lower order to higher order goods. Lower order goods are those goods which consumers need frequently and therefore are willing to travel only short distances for. Higher order goods are needed less frequently and so consumers are willing to travel further for them. These longer trips are undertaken not only for purchasing purposes but other activities as well.

**Homezones:** Homezones are residential streets in which the road space is shared between drivers and other road users with the wider needs and safety of residents, including people who walk and cycle, prioritised over car drivers.

**Housing strategy:** A document, required under planning and development acts, which sets out the strategy of the local authority in the provision of housing for the existing and future population of the administrative area, the availability of lands zoned for housing, the needs for social, affordable and other specialist categories such as elderly housing, to ensure that a reasonable mix of housing type is provided to meet identified needs, and to ensure a balanced distribution and integration of different house types across the city.

**Housing typologies:** Different types of housing design and character. Examples would be the differences in bedroom quantity per apartment, difference between apartments, duplexes, town houses, semi-detached houses etc.

**Indicators:** A measurable and quantitative statistic which, when grouped over a time period, shows a trend. Used either singularly or in conjunction with another term (e.g. City Performance Indicators)

**Inner city (see also city centre):** The inner city is bounded on the northside by the North Circular Road, Phibsborough Road, the Royal Canal, North Strand Road and East Wall Road, and on the southside by the South Circular Road, Suir Road, the Grand Canal from Dolphin Road to Grand Canal Street Upper, Bath Avenue, Londonbridge Road, Church Avenue and Beach Road (See Map K).

**Inner suburbs (see also outer city):** Those areas beyond the inner city (see definition above) which comprise the 19th century built-up areas, including Drumcondra, north Phibsborough, Rathmines and Ballsbridge.

**Integrated area plans (IAPs):** A series of comprehensive plans designated for parts of Dublin city centre under urban renewal acts in the late 1990s. As an evolution from previous physical forms of regeneration where tax incentives were provided for building developments, the importance of other aspects such as community needs, culture, the environment etc. were given attention.

**Intergovernmental Panel on Climate Change (IPCC):** is the leading international body for the assessment of climate change. It was established by the United Nations Environment Programme (UNEP) and the World Meteorological Organization (WMO).

**Isolated clusters:** A term used to infer the potential problems of concentrating significant quantities of development or specialist types of activity in locations without the proper integration of land-use and public transportation planning for good connections.

**Key district centres:** Localised hubs of commercial, retail, employment and

community facilities with a distinctive local identity – usually in the form of urban villages and generally delivered by the Z4 (Mixed Services) zoning.

**Key worker:** is a public sector employee who is considered to provide an essential service in an urban environment such as a nurse or firefighter.

**Kickstart initiative:** A plan-led approach for the incremental development of strategic residentially zoned lands and detailed in the 'Construction 2020' document.

**Knowledge economy:** The use of knowledge to produce economic benefits for society based primarily on intellectual skills, creativity, research and development, and technology.

**Kyoto Protocol:** An international environmental treaty which legally binds countries that signed into the treaty to reduce their production of greenhouse gases by defined targets over a specified time period. The treaty was signed in 1997 in the city of Kyoto, Japan and came into effect in 2005. Targets are set to achieve reductions in emissions by set percentages below 1990 levels.

**Legibility:** The ease of understanding and negotiating routes around the urban area and how the built environment impacts on it. Contributors to the legibility of the urban area include a clear order in the street network, good lines of vision and the framing of views, instances of landmarks etc.

**Legible Dublin Study:** A study by Dublin City Council to identify ways of improving how people move as pedestrians throughout the city centre and orientate themselves to find key locations such

as employment areas, public transport facilities, retail streets, cultural institutions etc. It examined the different character areas within the city and identified potential measures to improve movement and wayfinding throughout the city centre.

**Life-cycle approach:** This term, as used in Towards 2016 – Social Partnership Agreement, and the National Action Plan For Social Inclusion 2007–2016, refers to the tackling of problems people face at different stages of their lives. The lifecycle stages are: children, people of working age, older people, people with disabilities.

**Lifetime homes:** A type of housing which is accessible and convenient for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments.

**Living City Initiative:** The Living City Initiative is a scheme of property tax incentives related to residential and commercial refurbishment which applies in certain ‘special regeneration areas’ in the centres of Dublin, Cork, Limerick, Galway, Waterford and Kilkenny.

**Local area plan (LAP):** Local area plans are statutory plans covering specifically defined local areas. They must be adhered to in guiding development in the areas to which they refer.

**Local community development committee (LCDC):** Committee responsible for co-ordination, governance, planning and oversight of local development spend.

**Local economic and community plan (LECP):** A plan setting out the objectives and actions needed to promote and

support the economic and community development of the city.

**Local environmental improvement plan (LEIP) :** A plan that provides a structured approach to the physical enhancement of a small defined area. These may also be defined as village improvement plans (VIPs) or village design statements (VDSs).

**Metropolitan area:** A term used in regional planning guidelines to refer to the existing built up area of Dublin and its immediate environs (including parts of each of the four Dublin local authorities).

**Metropolitan core:** The very centre of the built-up urban area as distinct from the suburban character areas within the built up area. The inner city of Dublin is traditionally associated as the metropolitan core in the regional context.

**Micro renewable energy:** The generation of energy from zero or low carbon source technologies.

**Mitigation:** An action that helps to lessen the impacts of a process or development on the receiving environment. It is used most often in association with measures that would seek to reduce negative impacts of a process or development.

**Mobility Management Plan:** Specific measures which are put in place by employer(s) at proposed developments to encourage and support sustainable travel choices for staff, visitors and customers.

**Modal shift:** The process where people change their travel behaviour (usually between home and work) from a particular type of transport (private car for example) to another more sustainable form of travel (public transport for example).

**MUGA:** An outdoor multi-use games area, often with synthetic surfaces which accommodates a number of different sports.

**National cultural institutions:** These are the National Archives, National Concert Hall, the Abbey Theatre, National Museum of Ireland, National Library of Ireland, National Gallery of Ireland, Chester Beatty Library, Irish Museum of Modern Art and the Crawford Gallery.

**National Asset Management Agency (NAMA) :** The agency charged with acquiring property development loans and securing the best return for the State on them.

**Neighbourhood centres:** Important locations in the city where a smaller range of mixed services and facilities are co-located to benefit a local residential catchment. They usually consist of a row of commercial units providing local shops, services like a post office, the local pub and other professional and commercial services.

**Objectives:** See 'Policies and Objectives'

**Outer city (see also Inner suburbs):** Those areas generally between the 19th century urban areas/villages and the city boundary.

**Over-arching sustainable framework:** An overall, citywide guiding structure to co-ordinate and provide effective guidance across all policies and decisions in the achievement of a sustainable city.

**Passive surveillance:** Limiting the opportunity for crime by taking steps to increase the perception that people can be seen by through urban design. Specifically, the placement of physical features,

activities and people in such a way as to maximize visibility and foster positive social interaction.

**Policies and Objectives:** Policies emanate from the core strategy and set out the general direction to be adopted and pursued by the City Council to achieve the proper planning and sustainable development of its area. Objectives, on the other hand, are more specific and refer to actual programmes which will go towards achieving a policy or strategy. Objectives should be achievable within the lifetime of the development plan.

**Post-carbon economy:** An economy where renewable energy sources will ultimately replace fossil fuels as the primary energy source in economic activities. Improved technology, greater efficiency, lower costs and use of renewable energy sources will help in the reduction of carbon fuel usage to achieve a post carbon economy.

**Public participation network (PPN):** The PPN is the main link through which the local authority connects with the community, voluntary and environmental sectors.

**Public art:** A wide range of artistic expressions including the commissioning of permanent work as well as temporary work such as performance art forms (music, drama, dance) and other art forms such as film, literature, etc.

**Public realm:** Areas accessible to the public in their movement through an urban place. It is most often used when commenting on the quality of footpaths, civic spaces such as parks and road space and its associated components, including the condition of surface treatments, quality of street furniture, lighting and planting.

**Quiet areas:** An area where there is a daytime noise limit of 55 decibels and 45 decibels at night, in line with the European Union Noise directive.

**Retail catchment area:** The area surrounding the location of a retail premises from where most of the custom for the premises is generated.

**Retail core:** The central area for higher order retail activity in the city. The retail core of Dublin would include important locations such as Henry Street and Grafton Street and the other category 1 and 2 designated shopping streets.

**Retail hierarchy:** The different levels or rank of importance of retail locations in either national, regional or city terms. Higher ranking centres have a far greater role in providing services for a very wide or specialist catchment (e.g. high street fashion stores in the city centre attract people nationwide and across the city) and lower ranking centres have a more localised and neighbourhood role (corner shops for the convenience of local residents). Understanding the hierarchy can help to guide proper policies that protect the role and quality of varying different centres.

**Resilience:** The ability of a social or ecological system to absorb disturbances while retaining the same basic structure and ways of functioning, the capacity for self-organization, and the capacity to adapt to stress and change.

**Riparian zone:** This is the area between land and a river or stream and is significant in ecological terms. May also be known as riverine.

**River Basin Management Plan:** As required by the EU Water Framework Directive (2000/60/EC), these plans will establish a strategic plan for the long-term management of the River Basin District.

**Research online, purchase offline (ROPO):** An emerging trend in buying behaviour where customers research relevant product information before they actually decide to buy their favourite product in the local store.

**Salmonid:** Any of various fishes of the family salmonidae, which includes the salmon, trout, grayling, and whitefish.

**Schematic masterplans:** A framework to provide area-specific and more detailed design guidance for large-scale mixed-use development, for example, to indicate an overall structure for a new neighbourhood.

**Section 25 planning scheme:** A mechanism for delivery of development within the former Dublin Docklands Development Authority (DDDA) area.

**Sequential test:** A means of checking that the most suitable and best available location has been chosen for a new retail operation. In order to protect the role, performance and a strong character to established retail locations, it is important that new retail investment is guided to locate close to existing locations for shared access, shared custom base and to consolidate the existing town/district or neighbourhood centre.

**Stone sett:** A broadly rectangular quarried stone used for paving purposes.

**Smart economy:** A smart economy refers to the combination of innovative and creative enterprise (research and development companies, advanced

technologies, etc.) that promotes a high-quality environment and first class sustainable infrastructure (renewable energies and materials), encourages green technologies and innovations, and often includes collaboration with third level educational centres.

**Social infrastructure:** The physical infrastructure necessary for successful communities, i.e. shops, schools, libraries, community centres, cultural spaces, health centres, facilities for the elderly and persons with disabilities, childcare facilities, parks, and other facilities and spaces for play and recreational activity.

**Spatial clusters of economic**

**specialisms:** A spread of different centres throughout the urban area where particular types of economic activity are concentrated and co-located for synergies.

**Spatial hubs:** A central location and convergence point, typically along key public transport routes, for the surrounding residential area which has the capacity to absorb and provide for an enhanced threshold of mixed uses and services. It is used when talking about clusters or key urban centres.

**Spatial framework:** An overarching plan to co-ordinate and promote orderly forms for the location of development, to ensure an integrated approach in the pattern of development (for example integrating landuse and public transportation) and ensures an efficient use of land.

**Special Areas of Planning Control:** A special scheme that accompanies areas designated as architectural conservation areas (ACAs). It aims to complement the ACA primarily by controlling certain uses which would undermine the quality and vitality of the area.

**Stakeholder:** Denoting a type of organization or system in which all the members or participants are seen as having an interest in its success.

**Strategic development zone (SDZ):**

A strategic development zone is an area of land that is proposed to contain developments of economic or social importance to the State.

**Strategic Environment Assessment**

**(SEA):** An EU-based statutory process of assessment to examine the likely significant environmental effects of a plan or programme, prior to its adoption. It identifies consequences of actions prior to implementation and requires appropriate mitigation measures to remove identified impacts as part of the plan or programme.

**Strategic green routes:** Important routes and corridors connecting different areas where a high environmental quality and sustainable mode of travel is promoted. Linear areas of important natural habitat and natural amenity complimented by walking and cycling routes are a good example of what is referenced by this term.

**Sustainable development:** The definition of sustainable development comes from the Brundtland Commission (1983) which states it as development ‘that meets the needs of the present without compromising the ability of future generations to meet their own needs’. The Brundtland Commission was convened as a world commission on the environment amid growing concern for the deterioration of the natural environment, the depletion of natural resources and consequences for social and economic development. Longer-term sustainable growth emphasises the priority to be given to affordable housing units, as opposed to economic concerns alone, in the context of this development plan.

**Sustainable neighbourhoods:** A neighbourhood where a broad range of facilities and services are integrated with the residential areas. The distances people travel for different activities as part of their quality of life (access to work, home, community facilities, cultural and leisure, retail facilities) are short and conducive to the use of public transport, walking, cycling etc. The needs of the community are provided in short distances.

**Sustainable urban drainage systems (SUDS):** A form of drainage that aims to control run-off as close to its source as possible, using a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

**Synergies:** Strong connections between different locations, a complementary character in terms of activities and types of uses and correspondingly strong interactions, and where the sum is greater than the mere addition of the parts.

**Taking in charge:** The taking over of the running/maintenance/ownership by a local authority of lands that were developed privately but which have public access and a wider public benefit in their provision. The local authority thereafter looks after these areas for the public. Examples are residential estate roads and public parks.

**Traffic impact assessment:** A detailed assessment of the nature and extent of the impact of any substantial development on the immediate and surrounding road network and, if deemed necessary, on the wider transportation system.

**Transport assessment:** Transport assessments, while incorporating traffic impact assessments, are wider in scope.

They set the development in the context of the existing and proposed public transport network with the intention of optimising the benefits of public transport infrastructure. They also seek to promote walking and cycling and may as a result identify where improvements could be made in the pedestrian and cycling networks.'

**Travel plans:** A travel plan consists of a package of measures, initiatives and incentives aimed at encouraging a target group of people to shift from travelling individually by private car to walking, cycling, public transport and car-sharing.

**Universal design:** The design and composition of indoor and outdoor physical environments so that they can be accessed and used to the greatest extent possible by all people regardless of their age, size or disability.

**Urban design principles:** Set of guiding design rules to be incorporated in the design process for plans or developments. They can help to ensure that provision is made for important elements which promote high quality design and positive integration of the proposal with the surrounding area. Examples would include adherence to building lines, provision of a park, provision of a landmark feature at an important focal point, provision of new streets to link adjoining areas etc.

**Urban design statement:** A supporting document required for new development proposals that set out the rationale and justification as to how the best design solution for the site has been arrived at.

**Urban form:** A collective reference for the various separate important elements that create an urban area. These elements include at a broad level the relationship

between streets, blocks, individual buildings, open space etc. Understanding the urban form of a particular area can identify strengths and weaknesses of the existing area's character and can inform positive ideas for new proposals to respect or restore the urban form.

**Urban fabric:** This term is related to the expression urban form but is used most often when explaining more subtle features of the area's character like the proportion of buildings, the width of buildings along a street, architectural details, etc. Collectively, such details define the particular character of an urban area.

**Urban grain:** A measure of the pattern of building plots, building widths and streets in urban areas. Older parts of the city tend to have a fine grain with many streets/lanes and smaller plots.

**Urban sprawl:** Unco-ordinated or haphazard expansion of urban type development into undeveloped and rural areas that adjoin the boundary of a town or city. Urban sprawl is an unsustainable form of development.

**Vitality and viability of centres:** Vitality relates to the quality of the built environment, extent of activity and positive impressions generated by a centre. Viability relates to the commercial strength, access to markets and customers, and the health of businesses in centres. The term is used in retail policies to promote good quality and successful commercial locations.

**Walkability:** The extent to which a place is attractive for people to walk to, from, and within. A mix of uses, well-connected streets, good architecture, and a safe, quality public domain are all conducive to 'walkability'.

**Water Framework Directive:** A European Community Directive (2000/60/EC) designed to integrate the way we manage water bodies across Europe. It requires all inland and coastal waters to reach 'good status' or 'good ecological potential' in the case of heavily modified water bodies by 2015.



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