

# Chapter 5



### 5.1 Introduction

The preceding Chapter 4 sets out the high-level themes (including the Framework for a Sustainable Dublin), the key structuring principles, and the key building blocks, together with a suite of objectives, all of which are necessary to achieve a successful city quarter of social and economic importance to the State. This chapter translates these identified themes, principles and objectives into a development code to guide the nature and extent of the proposed development in the SDZ.

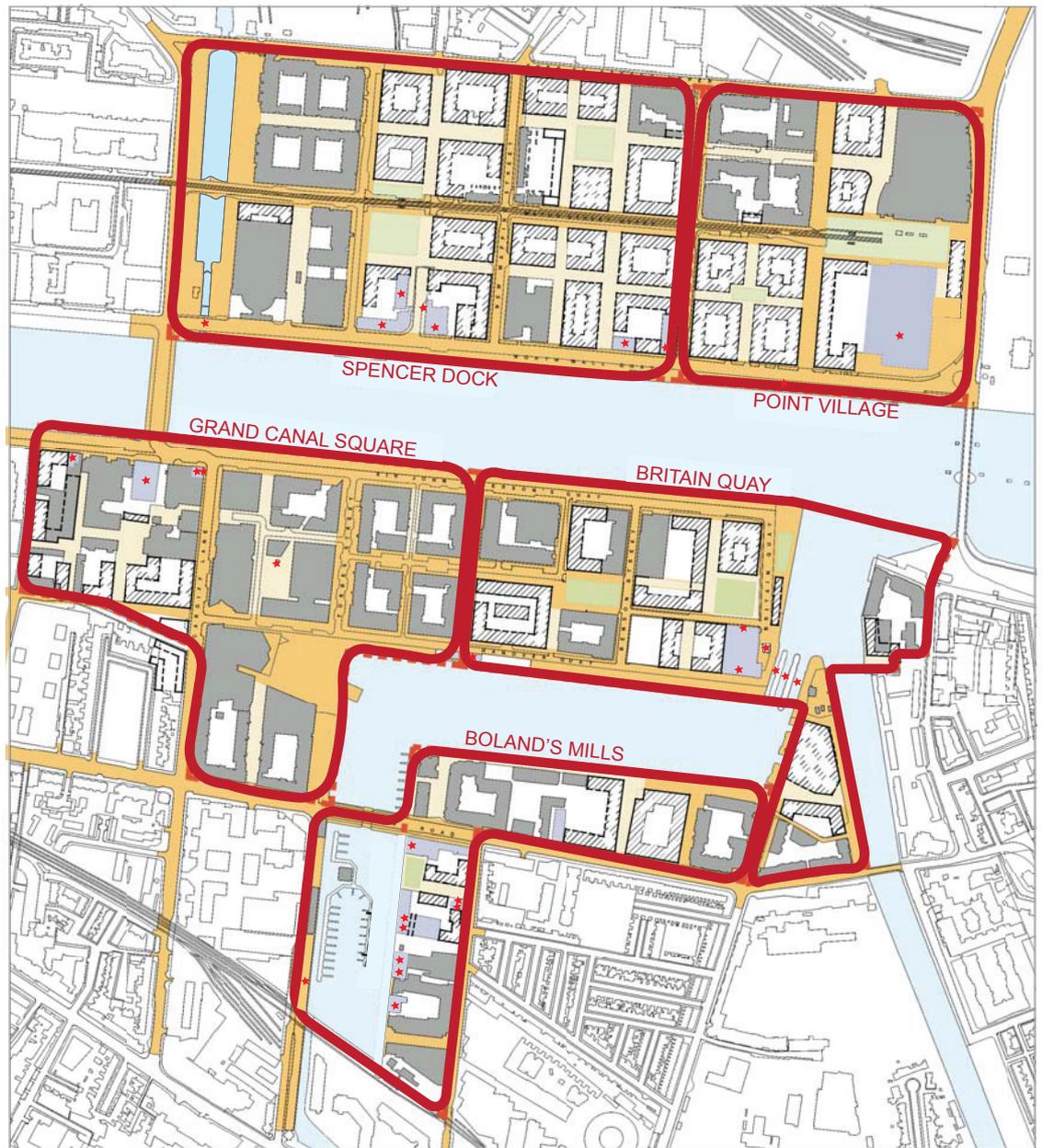
The development code is necessary to balance the need to deliver clarity with a degree of flexibility to ensure that variety and creative design are encouraged. As such, the development code is not intended to represent a design solution; its primary function is to define the public realm, to create a strong city streetscape based on the 18th century orthogonal street pattern of the area, and to define the volume and scale providing the context for a quality urban form. The code also provides for a mix of uses ranging from the commercial/cultural hubs to the more residential areas which in combination, contribute to the urban vitality which has been a feature of the more successful parts of the Docklands to date.

### 5.2 Deriving the Overall Urban Structure

The Overall Framework Plan (See Fig. 30) identifies the main structuring principles for the Docklands area and

is based on a hierarchy with a declining scale as follows:

1. The historic orthogonal grid laid out in the 18th century, which continues to provide a robust framework for historic and recent development. This large-scale grid, exemplified by east-west streets such as Sheriff Street, Mayor Street, the campshires, Hanover Quay and Ringsend Road, and intersected by north-south streets such as Castleforbes Road and Cardiff Lane, constitutes a primary framework of potentially bustling, multi-mode streets and spaces capable of balancing the needs of all users and providing good levels of access between the SDZ and the rest of the city. These city-scale streets, which will be complemented by 3 additional north-south streets on the North Lotts to refine the large City Blocks, will have a 'wall-to-wall' width in a range between 14m and 25m (in the case of Mayor Street, to accommodate both the Luas line and provide for access and wide footpaths, to enable the street to fulfil its role as a living/ commercial zone). The cross-sections show the widths and scale of these streets. (See Fig. 31)
2. The City Blocks are the major parcels of land defined by the orthogonal grid street pattern. Typically, these large City Blocks extend to 150m x 150m approximately. They provide a clear and defined outer crust of buildings which define and shape the primary streets and civic spaces. The City Block also provides the framework for managing the mix of uses at a local level and provides for transitions between building types and scales. (See Fig. 32)
3. Local streets and spaces will bring permeability to the large City Block and release the potential of sites within the heart of the City Block. These streets, typically 12m-15m wide, (see cross-section) will provide a new sequence of serial views through the City Blocks, often to local landmarks. Usually one north-south street and one east-west street is sufficient to both open up the block while also providing for four or more robust urban blocks of approximately 60m x 60m. At least one of these local streets should offer a new view line through the City Block and invite the public to a local public amenity space.
4. The Urban Block, a sub-set of the City Block, is further divided into a number of urban plots to ensure diversity. The nature and scale of the urban plot has a number of functions, such as promoting local character, encouraging diversity in design of building types and providing a framework for safeguarding integrity of Protected Structures. It can also reflect the diversity of different property owners. It is recognised that in some cases a large floor-plate office block may absorb a large part of an urban block.



**Fig. 30** Overall Framework Plan

KEY	HUB AREAS	PUBLIC REALM	PUBLIC REALM WITHIN CITY BLOCKS
PARKS	EXISTING BUILDINGS	PROTECTED STRUCTURES	

Generally, however an urban block, particularly on the Quays, should contain two or more buildings of different architectural design.

5. The public realm including the streets, civic spaces and the water bodies, represents a strong unifying part of the urban structure (See Overall Framework Plan). The public realm is a fixed element of the overall urban structure. As such, it provides a coherent framework for the City Block and urban block. It is an overall objective that all elements of this public realm (apart from the water bodies) should be taken in charge by the City Council.
6. The Five Hubs: In common with the rest of the city which contains a sequence of hubs/clusters of economic and cultural energy (e.g. IFSC and TCD), five hubs have been identified for the SDZ, as outlined in Chapter 4 above. These hubs are:
  - i. Station Square/Spencer Dock: On the proposed DART Underground/ Luas connector, adjacent to the CCD. This is a major medium-long-term economic hub.
  - ii. The Point Village at the end of the Luas line, has potential as a Key District Centre providing for major retail, events and leisure functions, serving a wider area.
  - iii. Grand Canal Square: Already established as a major cultural, events and mixed-use zone, based

on a 60/ 40 residential/commercial mix.

- iv. Britain Quay: This hub has potential to blend commercial and residential functions with maritime recreation.
- v. Barrow Street/Boland's Mills: Major digital media hub for international and start-up firms, with key worker residential use in the vicinity.

### 5.3 The Development Code: Fixed and Flexible Elements

As indicated above, certain elements which are considered critical to the delivery of a successful, sustainable Docklands quarter are fixed. Other elements, less critical in overall terms, and which provide for local conditions and variety, are more flexible. Any development proposals which conflict with the fixed elements will be deemed not to be in compliance with the Planning Scheme.

The fixed and flexible elements can be divided into two categories:

- those which apply generally to the overall SDZ Scheme and
- those which are specific to each City Block (on figure showing block numbers).

### 5.4 Development Code for the Overall SDZ Scheme

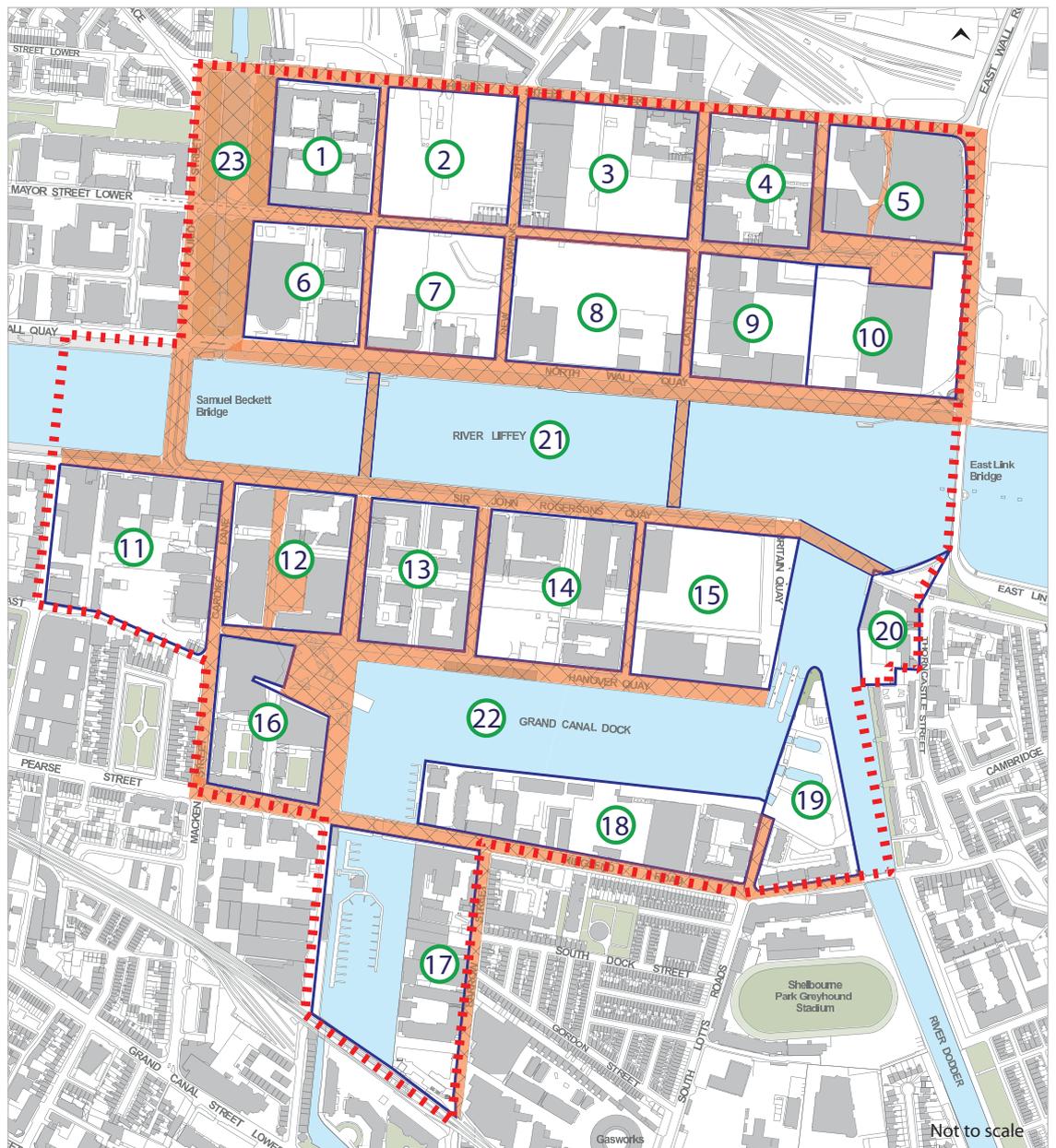
The main overall fixed elements relate to the overall development quantum, the use ratio, the public realm, the

block building line and the height, and are set out below. Where objectives and standards are not addressed specifically in the SDZ Development Code or Chapter 4 above, the Planning Authority shall apply those in the City Development Plan (See Fig. 33).

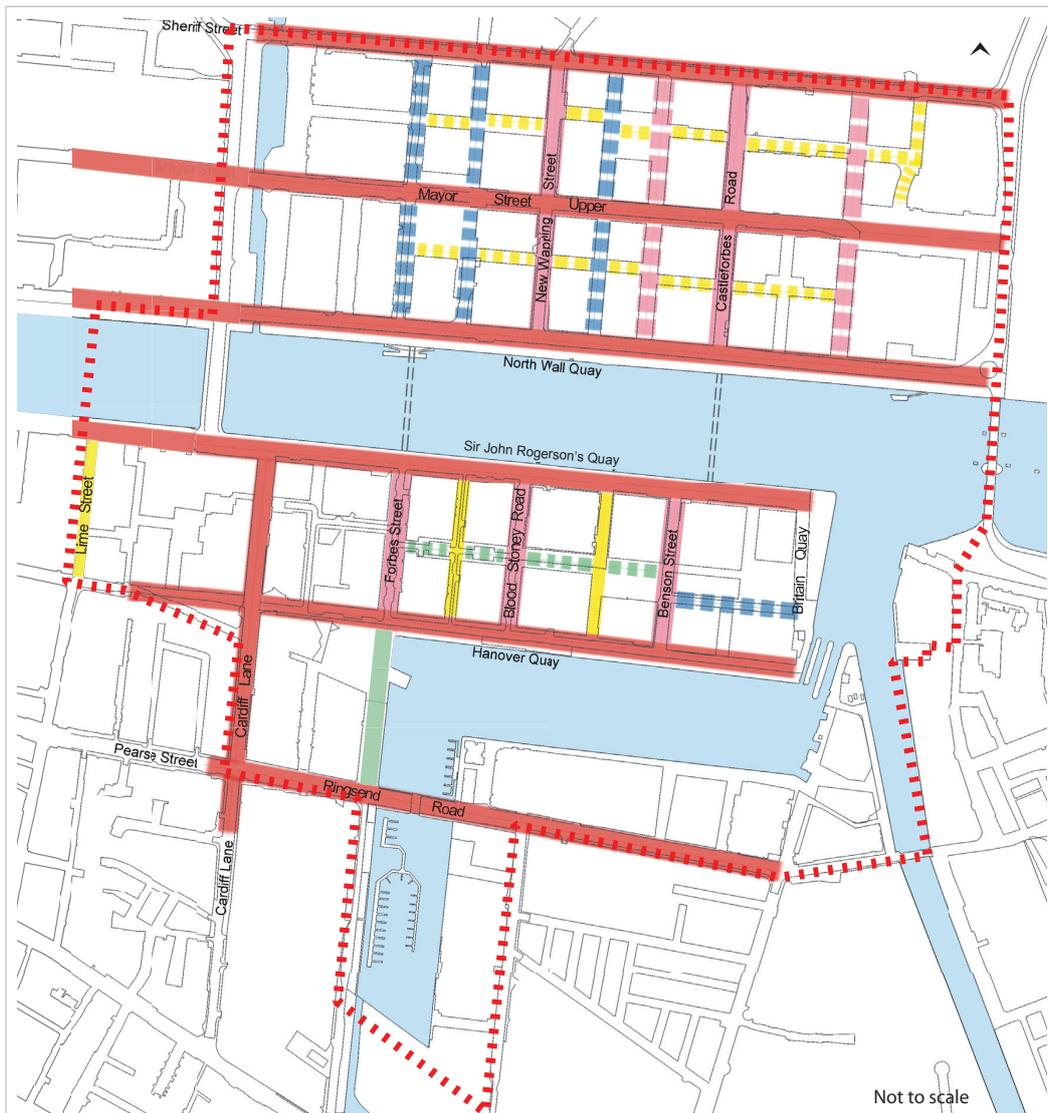
#### 5.4.1 Overall Quantum

Of the c. 60ha of land area in the SDZ area, approximately 22.8ha, remains to be developed. Of this, 13.2ha are on the North Lotts and 9.6ha are on the Grand Canal Dock area. The quantum of development is equivalent in scale to the IFSC area (24ha), which to date has provided for approximately 1200 residential units and 250,000m<sup>2</sup> of commercial uses. It is calculated, based on the Overall Framework Plan and Development Code (Fig. 30 & Fig. 33) that c. 1800 residential units and 200,000m<sup>2</sup> of commercial space can be accommodated on the North Lotts and c. 830 residential units plus 105,000m<sup>2</sup> commercial floor-space on the southside.

The total quantum of floor-space which it is an objective to deliver in the SDZ, subject to specific site characteristics, is therefore 2,600 residential units and c.305,000m<sup>2</sup> commercial floor-space. This overall quantum is fixed having regard to the necessity to make best use of city brownfield land adjacent to existing and proposed international quality transport infrastructure, but is, of course, subject to the amenity and quality of life safeguards set out in chapter 17 of the City Development Plan.



**Fig. 30A** Docklands SDZ - Block Numbers



**Fig. 31** Indicative Street Widths

KEY	MAIN STREET 22-25m	<span style="display:inline-block; width:15px; height:10px; background-color: #C8513A; border: 1px solid black;"></span>	CITY STREET: 18-22m	<span style="display:inline-block; width:15px; height:10px; background-color: #E9967A; border: 1px solid black;"></span>
	LOCAL STREET: 14-18m	<span style="display:inline-block; width:15px; height:10px; background-color: #4682B4; border: 1px solid black;"></span>	LANEWAY: 10-14m	<span style="display:inline-block; width:15px; height:10px; background-color: #FFD700; border: 1px solid black;"></span>
	PEDESTRIAN PRIORITY STREET 24m APPROX.	<span style="display:inline-block; width:15px; height:10px; background-color: #3CB371; border: 1px solid black;"></span>		

**Note:**  
Solid line indicates existing  
Dashed line indicates proposed

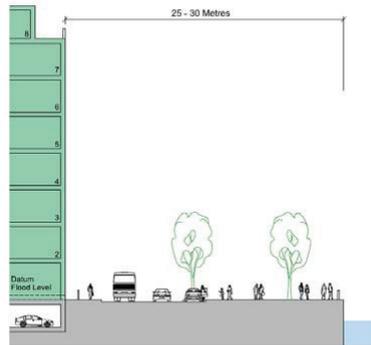


Diagram 1:  
North Wall Quay  
Sir John Rodgerson's Quay  
Building Height (including setbacks)  
8 storey commercial / 10 storey residential

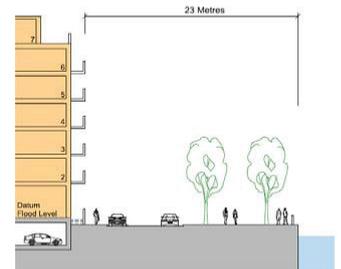


Diagram 2: Hanover Quay  
Building Height (including setbacks)  
6 storey commercial / 7 storey residential

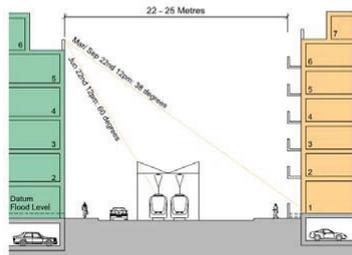


Diagram 3: North Lotts- Mayor Street  
Building Height (including setbacks)  
6 storey commercial / 7 storey residential

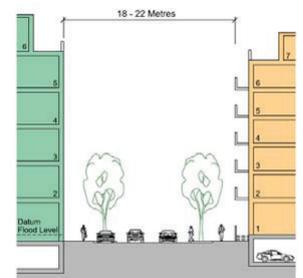


Diagram 4: Typical City Street  
Building Height (including setbacks)  
6 storey commercial / 7 storey residential

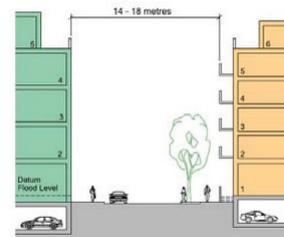


Diagram 5: Typical Local Street  
Building Height (including setbacks)  
5 storey commercial / 6 storey residential

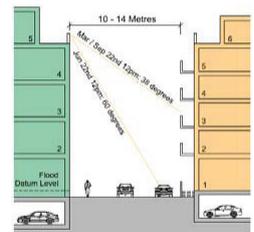
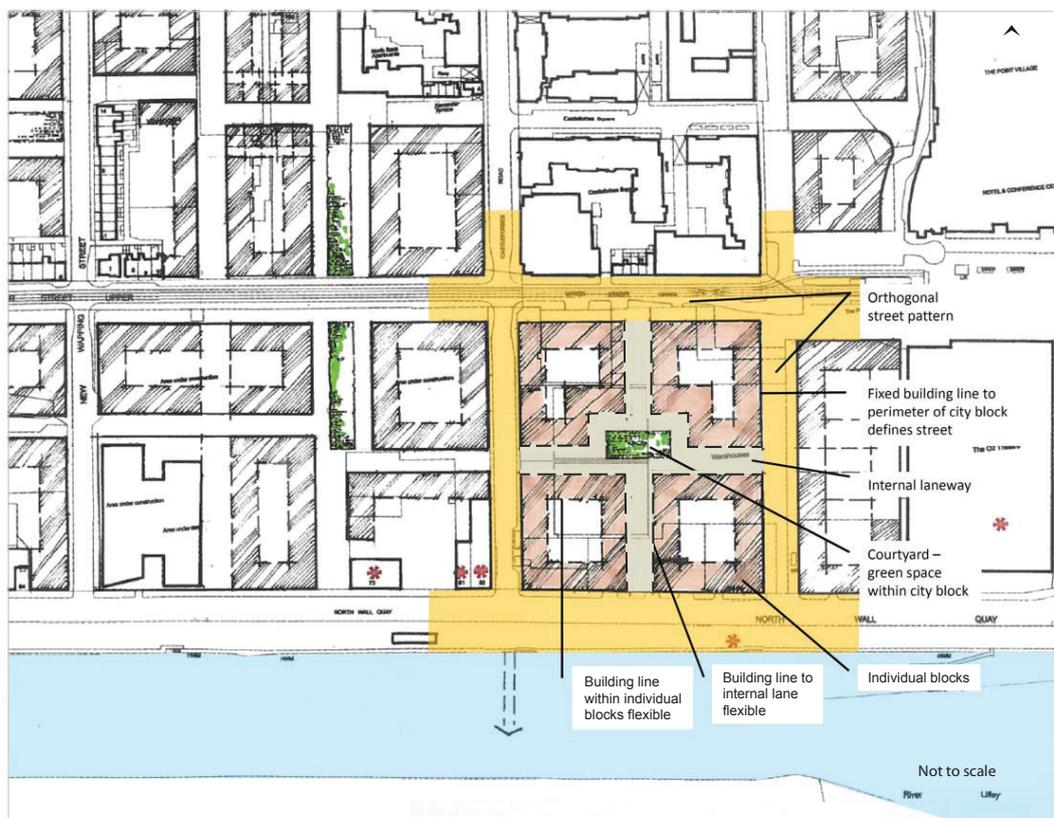


Diagram 6: Typical Laneway  
Building Height (including setbacks)  
5 storey commercial / 6 storey residential

Fig. 31 (Contd.) Sheet Sections



**Fig. 32** City Block Structure

There is, however, a degree of flexibility in the quantum outcome, related to the possible variations in height and plot depth in particular circumstances. For example, if the 15m depth of building assumption for commercial was increased to 18m throughout the SDZ, the potential amount of commercial floor-space would be increased from 305,000m<sup>2</sup> to 366,000m<sup>2</sup>.

#### 5.4.2 The overall use ratio

As described in chapter 4.13 above, the success of the Docklands to date, and indeed other parts of the city centre, is largely due to the mixed-use model, which helps to promote a more compact, lively, well-connected city. Recent Docklands' masterplans have had a key objective that overall 60% of a City Block land area should

be residential, with 40% commercial. The masterplan ratio could be varied, subject to an absolute minimum of 40% residential and 30% commercial where the proposal provides significant alternative social/public infrastructure, such as public space, or social housing, and where the DDDA retained overall development management control of a site, such as Grand Canal Dock.

Having regard to the above, and the stated purpose of the SDZ to provide for economic and social regeneration, the overall objective is to provide a 50:50 Residential:Commercial ratio over the area, with a flexibility to provide a ratio of 30:70 in the commercial hubs, counter-balanced by a ratio of up to 70:30 in the more residential neighbourhoods. The ratios for each of the City Blocks are set out in the section below.

It is also the case that the land-use ratio in some areas reflects existing development, e.g. The Point Village is largely commercial.

For clarity, the land-use ratio is based on land area, which relates to the building footprint including any associated ancillary space, and is used to inform the overall land-use ratio where the land area reflects the main use of the site over all floors. The methodology to ascertain the amount of residential and commercial uses to be provided on a City Block is as follows:

- (a) Allocate the total land area between residential/commercial as per the use mix ratio set out in the City Block Objective (50:50; 30:70, etc.).
- (b) Subtract the already developed residential/commercial land area, from the total land area to give the land area available for residential/commercial purposes.
- (c) Calculate the use mix ratio needed on the remaining available land area to achieve the specified use

mix ratio for the City Block, taking account of any existing residential and commercial development.

#### 5.4.3 The Public Realm

In order to achieve a quality public realm in the build-out time envisaged, and to prevent slippage which could lead to partial or unco-ordinated piecemeal delivery, the public realm, including the requirement that for the new streets/lanes and civic spaces are fixed, and their location and general alignment indicated are fixed on the Overall Development Code (Fig. 33 and Fig. 35).

In relation to the proposed new streets and lanes within the City Blocks, the block building line may be varied to provide for a more varied streetscape, including curves, setbacks and indents at corners for sitting out, kiosks, etc, subject to the overall objective of providing connectivity between and through City Blocks being achieved, including the provision of vehicle routes, cycling routes, pedestrian areas and shared surfaces. The precise alignment of the new lanes and streets shall form part of the City Block Rollout Agreement, in order to guide subsequent planning applications.

The hierarchy of street widths is also shown on the map, ranging from the North Campshire (30m) Mayor Street (24m) to allow for vehicular access and wide footpaths adjacent the Luas line to provide a vibrant live-work street) to 12m on the small streets which irrigate the City Blocks. Each of the hubs also

has a defined major public space, and each of the large City Blocks provides for a more local civic space. The streets and public spaces also set up the view corridors to the water bodies, the Dublin Mountains, and heritage structures which will help to give the SDZ a unique maritime character.

#### 5.4.4 The Block Building Line

The existing and proposed streets and spaces will also define and make a quality urban streetscape, and avoid the risk of isolated buildings which do not harmonise with each other. Accordingly, the extent of any proposed building will not extend forward of the building lines indicated on the City Block Development Code (Fig. 35), unless it can be demonstrated that they do not impinge on the key structuring principles set out in section 4.10 above. Examples where they may be acceptable include projecting canopies, glazed atriums, kiosks, high-level glazed bridges and balconies. The defensible space required for ground floor residential should not impinge on the public realm (see cross-section showing how this could be achieved).

While the outer edge of the City Block and component urban blocks are fixed, the inner building line is flexible, and is depicted by a hatched line on the City Block Development Code (Fig. 35). This flexibility allows for a deeper building, although it is envisaged that most buildings will be designed with a shallow floor plan for maximum sustainability. Residential schemes will also be assessed at planning

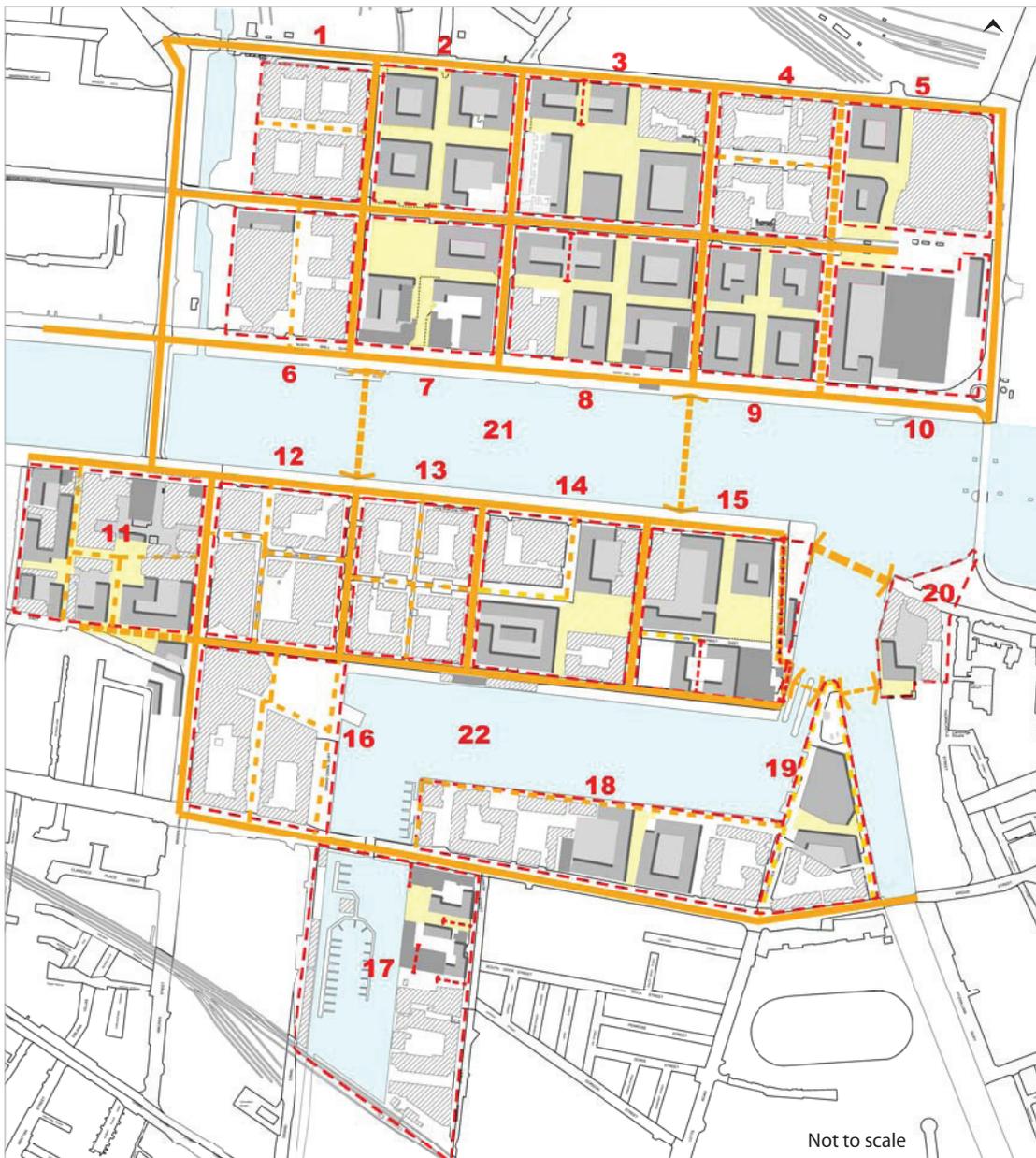


Fig. 33 City Block Development Code

KEY	
SDZ BOUNDARY	
EXISTING MAJOR STREETS	
NEW MAJOR STREETS	
PROPOSED PEDESTRIAN BRIDGE	
PROPOSED PUBLIC TRANSPORT BRIDGE	
NEW LOCAL STREETS & SPACES	
INDICATIVE PEDESTRIAN LINK	
CITY BLOCKS	
NEW URBAN BLOCKS	
EXISTING PROTECTED STRUCTURE	
NEW BUILDINGS	
EXISTING BUILDINGS	
EXISTING/PROPOSED SECONDARY STREETS	
<p>Fig. 33                      City Block Development Code                      INDICATIVE LAYOUT TO ACHIEVE                      OBJECTIVES OF SCHEME</p> 	

application stage in accordance with development plan standards in relation to communal/shared open space, daylighting/shadowing and other amenity considerations, which will affect the nature and extent of the flexibility in any given circumstance.

**5.4.5 Height as part of the Urban Structure**

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

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

The height regime for the SDZ is derived from the urban structure hierarchy described in 5.2 above. In essence, the large City Blocks fronting the major streets (such as Mayor Street) necessitate a strong streetscape with a sense of enclosure. Typically, these buildings are 6 storeys (commercial) or 7 (residential) in height.

Inside this outer crust of higher buildings there is a sequence of more local secondary streets and spaces, typically enclosed by a lower scale of buildings up to 5 storey (commercial) or 6 (residential).

The main modifier to this general pattern is in relation to the Liffey

Quays. Here, due to the width of the river and the campshires, an 8-storey commercial frontage (10 residential) can be accommodated, although careful design is required in the vicinity of quayside protected structures and to avoid undue overshadowing.

In the Grand Canal Dock, on Hanover Quay, and Charlotte Quay, a 6-storey commercial/7-storey residential frontage is provided for due to the scale of the water body, with lower-scale adjacent protected structures.

This range of height reinforces the coherent urban structure, provides a sustainable quantity of development, creates strong streetscapes, yet provides for a varied typology of both larger commercial buildings and more intimate residential areas.

There are opportunities for additional height, by way of quality landmarks, in 4 of the hubs:

- Station Square: Up to 12 storeys commercial, to provide critical mass while not compromising views from the Georgian mile.
- The Point Square: A commercial/cultural building up to 22 storeys at north-east corner of The O2 building to give definition to the square, yet which allows for a future Luas extension.
- Britain Quay: To define the end of the peninsula at the mouth of the Dodder, where up to 22-storey commercial is permissible.

- Boland's Mills: any new buildings to be no higher than a line between the top of Millennium Tower (54m) and Monte Vetro (61m, equivalent to 15 storeys) may be considered as part of a package to provide a quality public realm onto Grand Canal Quay, and which ensures the refurbishment and adaptive re-use of the Protected Structures on the site.

For the avoidance of doubt, for all

proposals for landmark buildings, or for buildings more than two storeys higher than those adjacent, a shadow and microclimate analysis must be submitted as part of any planning application.

It is also necessary to safeguard against unsustainable under-development in a recession and to this end, buildings more than 2 storeys less than the identified height will not be considered acceptable. There will be

some flexibility in relation to the height of buildings subject to amenity and streetscape consideration.

In addition to the setbacks which may be necessary for design and amenity reasons within the height envelope in Fig. 35, an additional storey, with a setback of 1.5m plus may be considered subject to a shadow analysis and a compelling urban design rationale. This option for an additional storey shall not apply for Blocks 1 to 5.



### City Block Diagrams and Shadowing

While the City Block diagram (at Fig. 35) defines the maximum envelope of each block, there is design flexibility within the envelope to provide for variety, good architecture and amenity considerations such as overshadowing and other microclimatic impacts. It must be stressed that the City Block diagrams and indicative 3D model are not final designs; each building must be designed and an application submitted under the block envelope, having regard to the specific objectives in Chapter 5. The 3D model includes a shadow diagram to demonstrate that overall the blocks are generally appropriately scaled in relation to the street structure and distance between blocks. For all buildings which extend above 25° from the horizontal from a residential window, a shadow analysis must be submitted as part of any application. (See Fig. 34 3D model and

Appendix 6: Indicative Block Shadow Diagram).

### 5.4.6 Heritage and Protected Structures

The retention and adaptive re-use of the Protected Structures in the SDZ is an important objective. Due to the relative scarcity of these buildings in the area, their retention is a fixed element of the scheme. The City Block Development Code (Fig. 35) indicates the new build context for these buildings. It is expected that quality design will be brought to bear to ensure that new buildings, including higher buildings, can be juxtaposed with Protected Structures in a harmonious fashion.

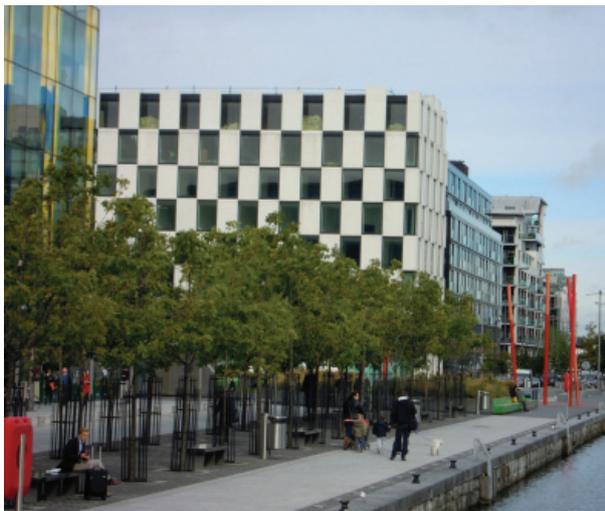
### 5.4.7 Density and Plot Ratio

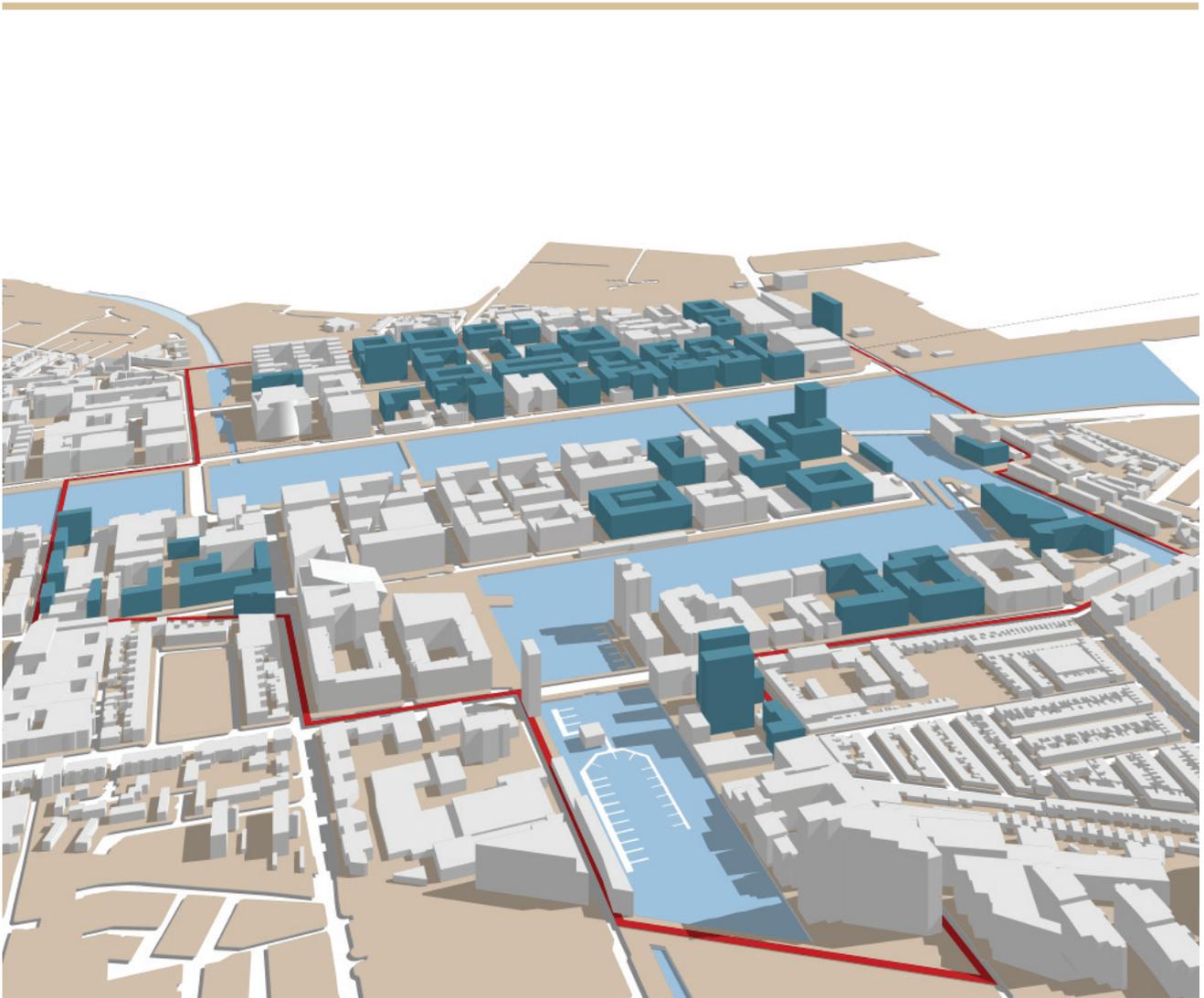
As indicated in Chapter 4, density and plot ratio are not stand-alone objectives; they are tools to help achieve a

high-quality urban environment, in this case, a successful maritime, residential and commercial city quarter. However, as a general indicator, and in accordance with the Development Plan, an indicative plot ratio of 3:0 is provided for over each City Block. Relatively high residential densities have been achieved in the past in the Docklands with a target of 247uph. The Development Code Map (Fig. 35) provides for a range of typologies which will provide for sustainable residential densities in the range of 100-247 units per hectare.

### 5.4.8 Design, Materials and External Finish

Architectural design within the SDZ should be of the highest design quality. Architectural design competitions will encourage the achievement of design quality and diversity in key locations. Within the SDZ, buildings should





**Fig 34** - Indicative 3D Model

be designed to provide appropriate enclosure to the streets and civic spaces, in accordance with Chapter 16.1 of the City Development Plan. Throughout the SDZ, particular attention should be given to the following elements:

- Buildings should be designed to be adaptable for other uses over time.
- Ground floors should be clearly expressed and in all cases should have a 4.0m to 4.5m floor-to-ceiling height to allow for shops, service uses and other non-residential occupiers.
- The roofscape should be coherent yet varied. Protruding plant rooms/

structures are not acceptable. An extra floor over that stipulated will be considered, provided there is a 1.5m plus setback from the parapet sufficient to allow for streetscape, shadowing and amenity considerations.

- In order to achieve a coherent streetscape at corners, the normal standards in relation to dual aspect apartments may be relaxed.
- A defensible interface of 1.5m should be provided between all residential frontages and the public street at ground level.
- A minimum level of 4.0 OD will be required for residential development and resilient design

should be incorporated to manage flooding below this level.

- Buildings must be designed to a high architectural standard in order to achieve the qualities set out in section 16.1.10 of the Dublin City Development Plan 2011-2017.
- The use of high-quality, durable materials will be required: in this respect, examples of successful implementation of similar materials (relevant to the climate and setting of the Strategic Development Zone area or on buildings already complete in the Docklands area) will be required. Sample panels may be required at planning application stage.



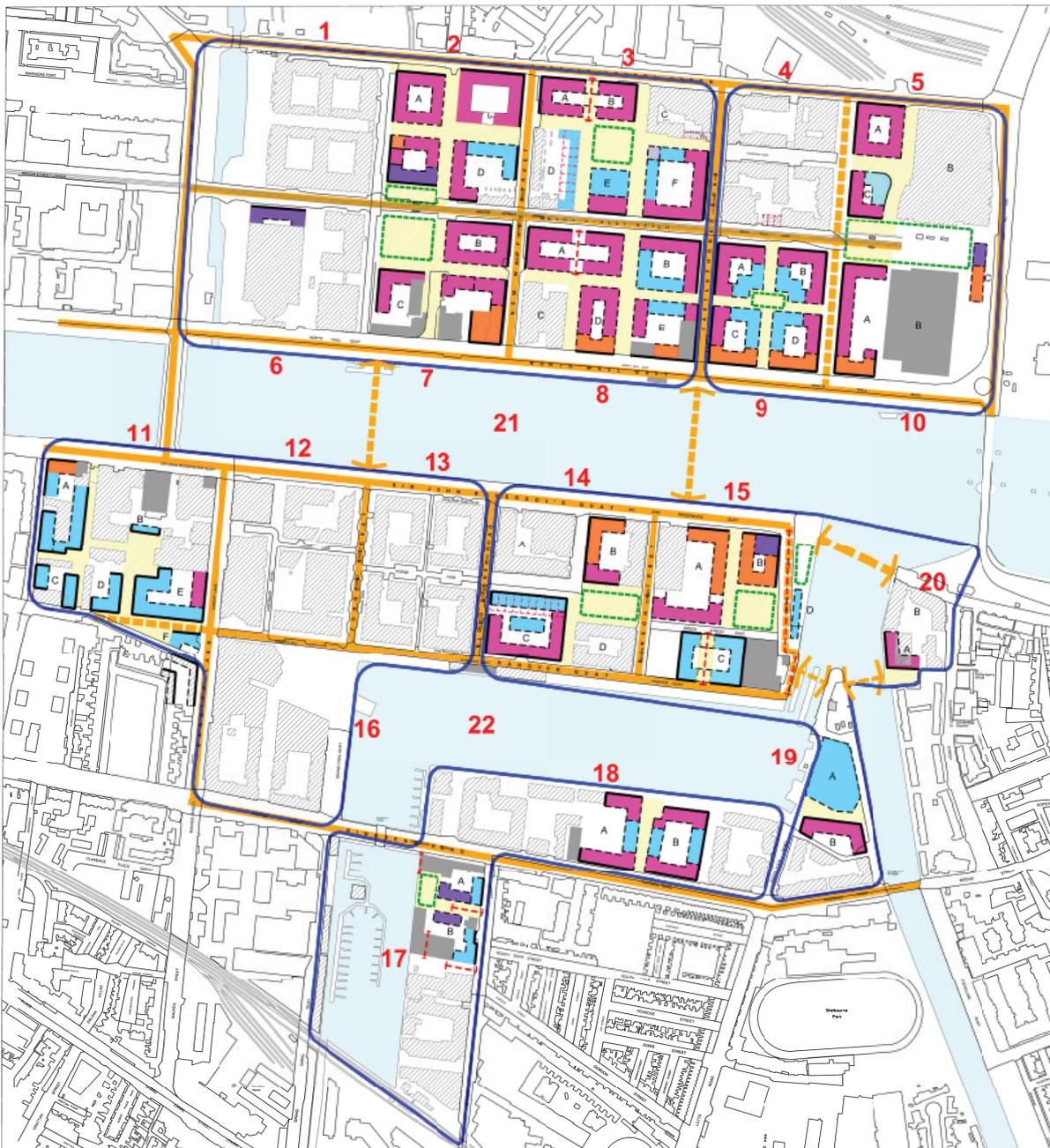


Fig 35 - Development Code For City Blocks

KEY	
SDZ BOUNDARY	---
EXISTING MAJOR STREETS	—
NEW MAJOR STREETS	- - - - -
PROPOSED PEDESTRIAN BRIDGE	↔
PROPOSED PUBLIC TRANSPORT BRIDGE	↔
NEW LOCAL STREETS & SPACES	■
PEDESTRIAN CONNECTION	—
CIVIC / PUBLIC SPACES	□
HUBS	□
EXISTING BUILDING	▨
EXISTING PROTECTED STRUCTURE	■
CITY BLOCK BUILDING LINE	—
FLEXIBLE BUILDING LINE	---
INDICATIVE FINE URBAN GRAIN	▤
BUILDING HEIGHT CODE:	
5 STOREY COMMERCIAL / 6 STOREY RESIDENTIAL	■
6 STOREY COMMERCIAL / 7 STOREY RESIDENTIAL	■
8 STOREY COMMERCIAL / 10 STOREY RESIDENTIAL	■
LANDMARK BUILDINGS	■
<p>Fig. 35 City Block Development Code INDICATIVE LAYOUT TO ACHIEVE OBJECTIVES OF SCHEME</p> 	

- The elevations of the main façades shall be carefully composed. Bulky, monolithic building façades should be avoided, in favour of buildings with greater articulation of individual elements. Reference in this regard should be taken from the existing attractive waterside buildings on Grand Canal Harbour and on Sir John Rogerson’s Quay. Long, unalleviated elevations facing the waterfront or main streets will not be encouraged.
- The design of and choice of materials for north-facing street elevations, (including in particular on Sheriff Street and Mayor Street), will need particular attention, so as to improve the environment of the street and avoid oppressive buildings that might create an overbearing presence.
- Variety in the design approach taken for buildings on individual sites, including within a given City Block will be encouraged (e.g. in terms of use of materials, elevational composition, roof form).
- Careful detailing of the interface with the street (including selection of floor levels, the design of entrance features, use of paving materials, lighting proposals, building signage and landscaping measures) will be required.
- Any requirement for telecommunications infrastructure serving the building should be



designed as an integral element of the building roof or façade, so as to avoid later haphazard additions.

- Parking/car storage will be predominantly in basements in accordance with Development Plan standards. Vehicular accesses to underground parking should be discreet. Due to their important role as traffic arteries in the future, in addition to urban design considerations, the Liffey Quays and Sheriff Street should be kept free of direct frontage underground parking accesses.

#### 5.4.9 Phasing (see also Chapter 6: Implementation)

The SDZ area covers a land area of circa 60ha, of which 38ha has been built out to a high standard. Given the small area which remains to be developed, together with the fact that the SDZ is close to the city centre, and is served by a new Luas line and a recently commissioned pumping station, both on the northside, it is considered that sequential phasing, in the conventional sense, is not necessary.

There remain some local infrastructure gaps on the remaining 9ha to be developed on the southside, which need to be delivered as part of the development of these particular City Blocks. The SDZ area is divided into 23 City Blocks, each of which must be provided with the necessary infrastructure prior to the commencement of development within the City Block.

This will be managed via a Compliance Statement (see Chapter 6). The Compliance Statement will address how the necessary infrastructure will be provided, and how the stated use ratio for each City Block (see City Block Specific Objectives below) will be delivered to ensure that particular uses, which are not currently readily marketable, are not end-loaded. Furthermore, this approach will allow for development across a number of City Blocks, which will act as a magnet for future development, in accordance with the Development Code and Compliance Statement.

The DART Underground postponement presents challenges for the roll-out of the implementation, in relation to the line reservation under the Spencer Dock Economic Hub and the transport management measures which must be brought into play until such time as the DART Underground can be provided. The land reservation will be used for a variety of temporary buildings/activities, while the existing transport assets must be sweated until the DART is provided, by measures such as expedited Mobility Management Plans and more frequent trams.

#### 5.5 Development Code for Individual City Blocks - Urban Form and Design (including height and materials)

The Development Code for the 23 identified City Blocks, Public Realm areas and Water Bodies is to be considered in addition to the Overall Development Code set out above. See Fig. 35 & the individual City Block figures.

The Development Code for each City Block consists of:

- a synopsis of the existing context, including relevant history
- the Block specific objectives for use mix, height range, public realm and Infrastructure provision
- a plan of the relevant City Block.

### 5.5.1 City Block 1

#### a. Existing Context

- Existing use mix ratio on developed site is 85:15 Residential:Commercial approximately
- City Block STUV has been built. It comprises of circa 616 residential units, mainly 9 storeys and a 7-storey commercial block fronting Mayor Street
- One east-west street provided, serving gated inner courtyards
- Good western aspect onto Royal Canal green space, but frontage to elevated part of Sheriff Street is functional
- Apartments almost fully occupied. Part V Social Housing element has yet to be provided.

#### b. Specific Objectives

- Seek to improve interface with Sheriff Street.
- Achieve Part V Social Housing obligations, in accordance with the Housing Strategy.

#### Infrastructure

All planning applications within the zone of influence of the proposed DART Underground, as identified in Appendix 7, shall demonstrate to Iarród Éireann how the proposal relates to the DART Underground.

No development shall compromise the integrity of, or adversely impact on the DART Underground Line.



**5.5.2 City Block 2**

**a. Existing Context**

- Largely undeveloped City Block with a small terrace of 2-storey houses on Mayor Street frontage.
- New pumping station (with single storey over ground element) currently being commissioned. It will serve North Lotts and surrounding areas.
- Section 25 Certificates granted in the past for 191 Social Housing units, up to 9 storeys on Block 2B.
- Section 25 Certificate granted for residential on Block 2D ranging from 5-9 storeys in vicinity of terraced houses.
- Blocks A and C to west of City Block form part of DART Underground reservation.

**b. Specific Objectives**

**1. Use Mix**

- 40 Residential : 60 Commercial over City Block.
- Commercial uses to be concentrated on 2C, fronting Station Square, and west side of 2D to form a commercial hub at confluence of Luas line and DART Inter-connector.
- Residential to be concentrated to east side of 2D. The design of such residential development shall respect the context, setting and amenities of existing housing on

Mayor Street Upper. This approach allows for an appropriate transition in height and scale at the hub's interface and affords an opportunity to address the social housing legacy issues associated with block STUV.

- Blocks 2A and 2C on DART Underground line shall be used as location for temporary pavilion

structures for a wide range of cultural, innovation and creative events and uses. The design and use of such temporary structures shall have regard to the protection of residential and visual amenities of the surrounding area.

- Ground floor active uses to be provided fronting Station Square.



## 2. Urban Form/Height Range

- Block 2C to be 12-storey (maximum) commercial (minimum 10 storey) fronting Station Square, to achieve balance between hub quantum and view lines from Georgian mile. Landscaped plaza south of block.
- Remaining blocks to be range between 5-storey commercial/6-storey residential and 6-storey commercial/7-storey residential, stepping down to 3 residential immediately north and west of the Mayor Street terrace
- Urban blocks to front Sheriff Street to remake and contain the street
- The 7-storey residential frontage to New Wapping Street responds to the 2/3-storey terrace opposite, more favourably than the 9-storey scheme previously certified
- Any temporary pavilion buildings to be up to a maximum of 4 storeys.

## 3. Public Realm

City Block 2 to include:

- East-west street linking existing pedestrian street in STUV block to New Wapping Street approximately mid-way along block
- North-south street mid-way along block linking Sheriff Street with Mayor Street and Station Square
- A landscaped plaza fronting Block

2C to provide for attractive space adjacent the Luas stop.

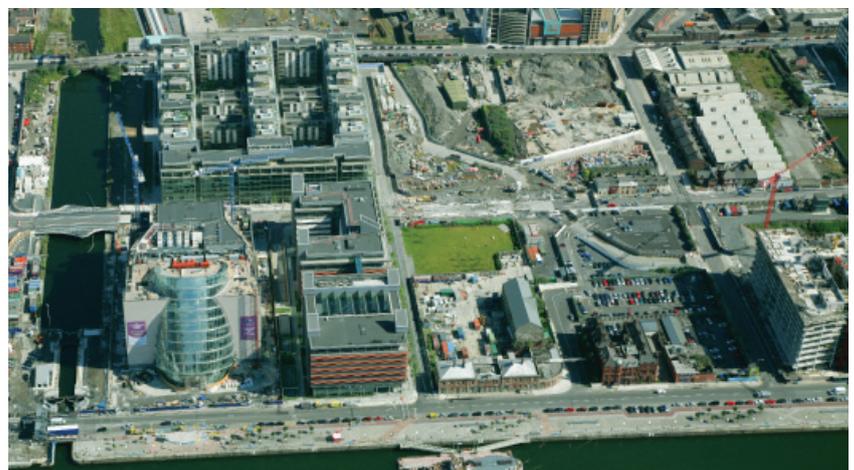
- New streets to be within the range of widths as shown on Figure 31 and subject to the criteria set out in Section 5.4.3.

## 4. Infrastructure

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- Foul drainage: South of site to drain to new 525mm pipeline and onto the Spencer Dock Pumping Station. North of site to drain to proposed 1,200mm pipeline (currently at tender stage) and onto the Spencer Dock Pumping Station.
- Surface water drainage: Storm

water infrastructure to be put in place which will drain northwards to East Wall Storm Pumping Station.

- The hatched line as indicated in City Block 2A & 2C shall be retained as a reservation strip for the future provision of the DART Underground Station. No permanent structures shall be built over this until the position of the DART Underground Station has been confirmed. In the interim period temporary uses and/or pavilion structures will be considered. Any future over-site development must incorporate the smoke ventilation and air intake provisions into their design, and that temporary buildings should not pose a risk to the delivery of the station. All applications for buildings within the zone of influence will demonstrate to Iarnród Éireann in their planning application how the proposal relates to the DART Underground Line. (Refer to Appendix 7 for Reservation Strip and Zone of Influence).



### 5.5.3 City Block 3

#### a. Existing Context

- Largely undeveloped City Block apart from a modern apartment scheme on corner of Sheriff Street Upper and Castleforbes Road (North Bank Apartments) and 2 residential terraces fronting New Wapping Street and Mayor Street Upper at the south-west corner (Block 3D).
- Northbank Scheme developed, but open space and fire tender access remain outstanding. Current proposals provide for fire tender access street south of block to Castleforbes Road and rectangular replacement open space on rectangle of land west of block in former ownership of DDDA.
- 30,000m<sup>2</sup> commercial scheme, 7 storeys, granted certificate on Block 3F, with 31m wide public space provided for to west side.

#### b. Specific Objectives

##### 1. Use Mix

- 70% residential and 30% commercial use mix over this City Block; with residential emphasis on Block 3D adjacent residential terraces and commercial more dominant on Castleforbes Road/Mayor Street Upper frontage (3F).
- Active frontages to be concentrated on Castleforbes Road, Mayor Street Upper and intermittently along the new Green Route.

#### 2. Urban Form/Height Range

- Up to 7 residential/6 commercial provides strong perimeter to City Block.
- 5-storey commercial/6-storey residential on block 3D to provide transition with existing 2-storey terraces, stepping down to 3-storey residential immediately east of the terrace on Mayor Street Upper and

to the rear of the northern end of the terrace on New Wapping Street.

#### 3. Public Realm

- Two new north-south streets provided, due to large size of this City Block. A civic space is to be provided between Blocks B & E. This space shall incorporate SUDS features (see paragraph 4.5.4.3.3)



- One new east-west route from New Wapping to Castleforbes Road to be provided.
  - New streets to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.
- 4. Infrastructure**
- The green route to incorporate active/passive recreation, cycle route, SUDS and bio-diversity features, tree-planting.
  - Each site to complete access and attendant public realm prior to occupation.
  - Drainage/water infrastructure to be installed with access installation.
  - Foul drainage: South of site to drain to new 525mm pipeline and onto the Spencer Dock Pumping Station.
  - Surface water drainage: Drain eastwards to 930 x 970 storm water pipeline via proposed infrastructure on proposed new roadways.



### 5.5.4 City Block 4

#### a. Existing Context

- Castleforbes Square and the Liffey Trust Centre have been developed. There is a terrace of 5 vacant units remaining on Mayor Street.
- Overall, the City Block has a use mix ratio of 75 Residential: 25 Commercial, and a height range between 6 and 8 storeys.
- There are a number of ground floor active units (some vacant) along east side of block fronting a proposed street which has yet to be developed.
- Residential apartments successful; occupied largely by private rental (key workers etc.).

#### b. Specific Objectives

##### 1. Use Mix & Height

- Re-develop derelict 2-storeys with a residential/office development up to a maximum height of 6-storeys commercial. Opportunity for pilot scheme of fine-grain in-fill residential development, as per e.g. "Dublin House Initiative" ([www.dublincity.ie](http://www.dublincity.ie)).

##### 2. Public Realm

- Create new street/lane at interface with Block 5 to east providing link from Sheriff Street to The Point Square Luas line.

- Upgrade Sheriff Street as part of Public Realm Strategy.

#### 3. Infrastructure

- Foul drainage: South of site to drain to proposed 600mm pipeline along Castleforbes Road (currently at tender stage). North of site to drain

to proposed 1,200mm pipeline on Sheriff Street (currently at tender stage).

- Surface water drainage: Drain westwards to 930 x 970 storm water pipeline via proposed infrastructure on proposed new roadways.



**5.5.5 City Block 5**

**a. Existing Context**

- City Block fronting The Point Square has been 60% developed for hotel, cinema and district retail (20,000m2 remains vacant) purposes.
- 40% remains to be developed. Covered by Cert DD584, providing for 40:60 Residential:Commercial, up to 8 storeys with active uses along curved street. Layout also provides for a new east-west street, as a continuation of Castleforbes Square.
- A new north-south street is shown outside the boundary. Basement car park access is from Sheriff Street.

**b. Specific Objectives**

**1. Use Mix**

- 30% Residential:70% Commercial with emphasis on commercial fronting the civic space due to planning constraints associated with existing commercial uses.
- Emphasis on ground floor active uses to animate The Point Square

**2. Urban Form/Height**

- Block 5A to be 6-storey commercial/ 7-storey residential fronting Sheriff Street. Block 5C to be 6 commercial/ 7 residential, with 6 commercial only fronting The Point Square, stepping down to 5-storey commercial/6-

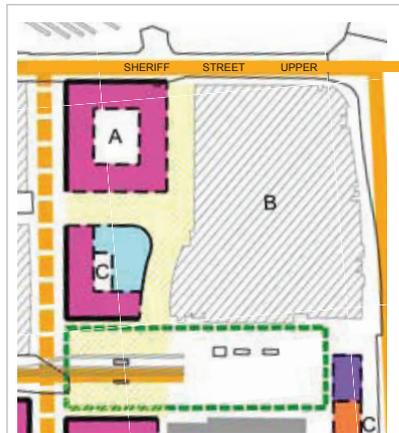
storey residential on remainder of Block 5C.

**3. Public Realm**

- Two new north-south streets to be provided linking Sheriff Street to The Point Square/Luas Terminus. Responsibility for developing new street/lane between City Block 4 and

City Block 5 to be shared between the landowners.

- New east-west route as an extension of Castleforbes Square to be provided.
- Building fronting The Point Square to contribute to quality of square by design and ground floor active uses.



- Sheriff Street frontage to be designed to contribute to this important street.
  - New streets to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.
- 4. Infrastructure**
- Each site to complete access and attendant public realm/streets/ part of The Point Square prior to occupation.
  - Basement car parking access to be concentrated on non-active streets (and not from Sheriff Street or The Point Square).
  - Drainage/water infrastructure to be installed with access installation.



### 5.5.6 City Block 6

#### a. Existing Context

- Large City Block adjacent Samuel Beckett Bridge, occupied by the Convention Centre Dublin (CCD) and 7/8-storey office buildings.
- The Royal Canal Park adjoins the block to west and Luas line to the north.
- Block is largely built out apart from site to north of the Convention Centre Dublin, generally used as an open space with occasional markets.
- A Section 25 Certificate (DD374) relates to a 13 storey hotel at the northern end of the CCD.

#### b. Specific Objectives

##### 1. Use Mix

- Block is 100% commercial, as part of Spencer Dock Hub. Site north of CCD should be developed for any permutation of uses, in order to create a new elevation to the existing blank north wall.

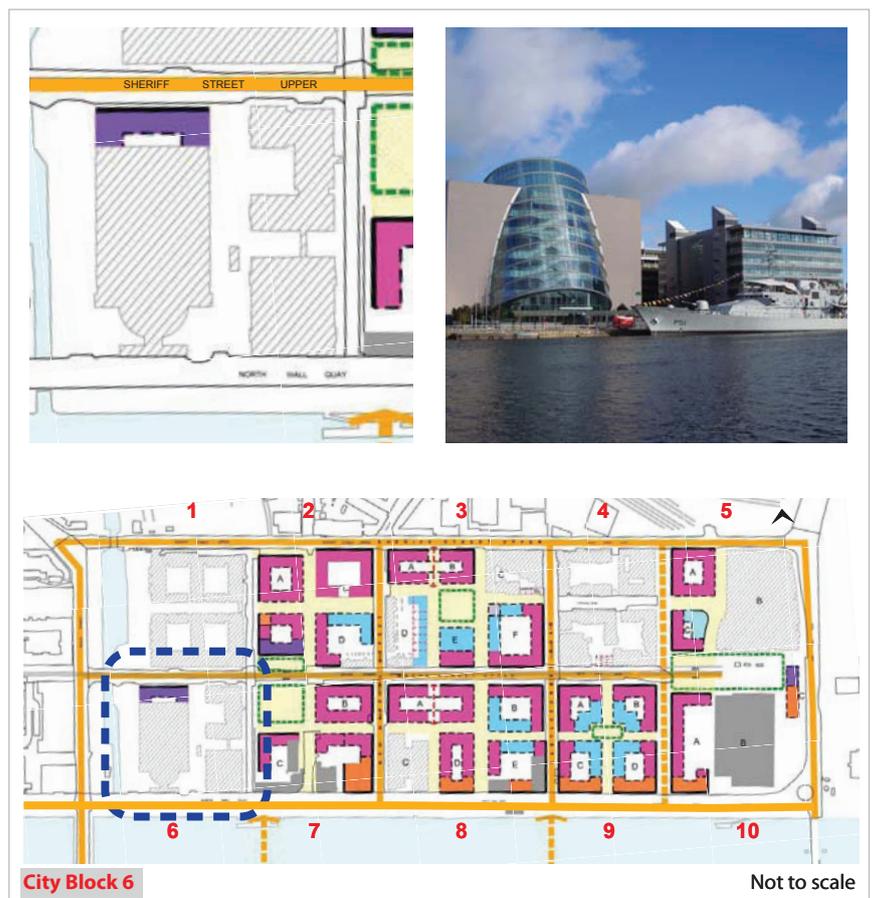
##### 2. Urban Form/Height

- Vacant site to north of Convention Centre Dublin to accommodate a building reaching up to a maximum 52 metres OD, including plant level (approximately 11 storeys commercial/13 storeys residential).

#### 3. Public Realm

- New frontage on north side of CCD with entrance onto Mayor Street and linear park.
- Enhanced landscaping of the existing linear Royal Canal Park,

to deliver on the original landscape concept for the space as set out in section 6.3.4 of the Dublin Docklands Area Masterplan 2008 (and associated design concept by Dublin Docklands Development Authority).



## 5.5.7 City Block 7

## a. Existing Context

- This largely vacant site contains 3 significant protected structures; (the former London and North Western Hotel, the North Wall Road Station and the Woolstore).
- The north-west corner of the site (7A) is laid out as a grassed area, as per the Docklands Planning Scheme.
- Western half of the site (7A & C) forms part of the DART Underground reservation.

## b. Specific Objectives

## 1. Use mix

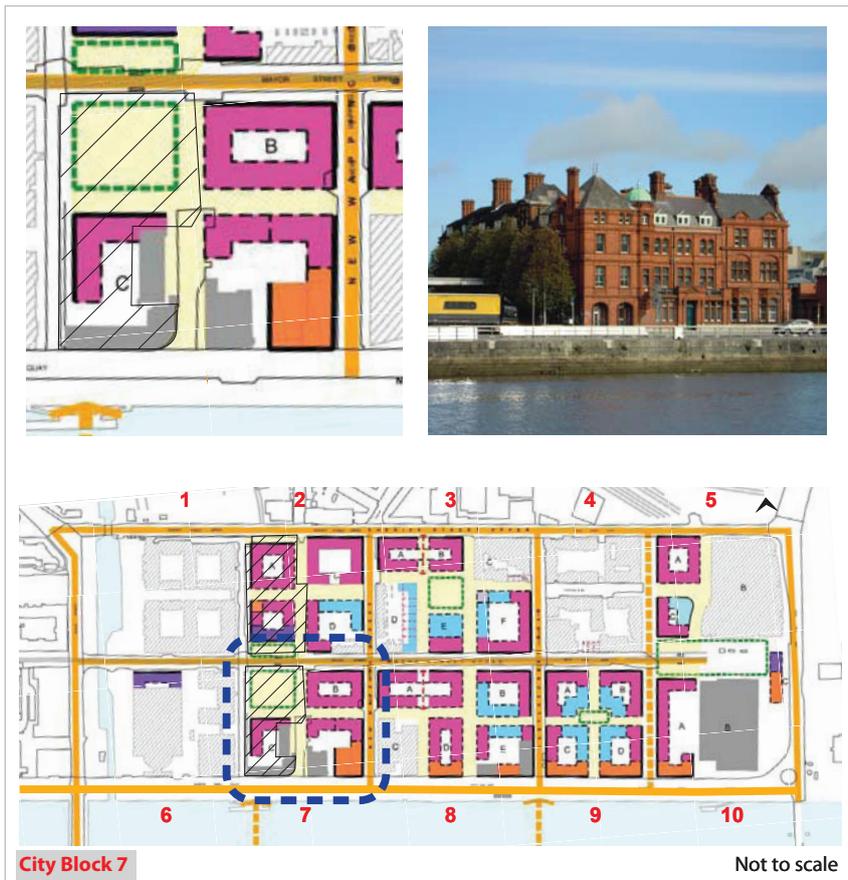
- 30 Residential:70 Commercial, reflecting the strategic objective to create an Economic Hub based on DART Underground/Luas interchange.
- A variety of commercial uses, with an emphasis on ground floor active uses should be provided for the Protected Structures, and to enliven the public spaces adjacent to these buildings. Ground floor active uses should also be promoted fronting Station Square.

## 2. Urban Form/Height

- 6-Storey commercial/7-storey residential in blocks 7C and D to provide balanced context for the

Protected Structures and central Station Square.

- 7-Storey commercial to block 7B fronting Station Square, reducing to 6-storey commercial (7 residential) to east, having regard to balance between economic hub and residential amenity for terrace north of Mayor Street.
- Any temporary pavilion buildings to be up to a maximum of 4 storeys
- 6-storey commercial/7-storey residential in Block 7D raising to 8-storey commercial to North Wall Quay with appropriate transition to the Protected Structure, the former London and North Western Hotel.



### 3. Public Realm

- Major element is a c. 60m x 55m civic and events space in north-west quadrant. Interim design needed, until DART Underground “cut and fill” is completed.
- City Block and civic space served by two new streets, one north-south and the other east-west, to form part of a secondary network with adjacent City Blocks. Also provides links to new pedestrian bridge across to Forbes Street.
- New streets to be within the range of widths as shown on Figure 31 and subject to the criteria set out in Section 5.4.3

### 4. Infrastructure

- Each site to complete access and attendant Public Realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- Interim uses/temporary/pavilion structures to be promoted on Woolstore quadrant (7c) until DART is installed.
- Foul drainage: Site to drain via proposed infrastructure following proposed roads to 525mm pipeline and on to Spencer Dock Pumping Station.
- Surface water drainage: Storm-water infrastructure to be put in place to drain southwards to the Liffey.

- The hatched line as indicated in City Block 7A and 7C (Woolstore quadrant), shall be retained as a reservation strip for the future provision of the DART Underground Station. No permanent structures shall be built over this until the position of the DART Underground Station has been confirmed. In the interim period, temporary uses and/or pavilion structures will be considered. Any future over-site

development must incorporate the smoke ventilation and air intake provisions into their design, and that temporary buildings should not pose a risk to the delivery of the station. All applications for buildings within the zone of influence will demonstrate to Iarnród Éireann in their planning application how the proposal relates to the DART Underground line. (Refer to Appendix 7 for Reservation Strip and Zone of Influence)



### 5.5.8 City Block 8

#### a. Existing Context

- Largely undeveloped City Block 8 apart from the 8-storey skeleton of the former Anglo Irish Bank building at the south-west corner, and 3 protected structures on Quays – Numbers 73, 81 and 82 North Wall Quay.
- The Anglo building (28,000m<sup>2</sup>) has a recent permission for conversion to the Central Bank HQ (2948/12). Section 25 Certificates have been issued for two office buildings to the east – Building 2 (12,000m<sup>2</sup>) and Building 2 (11,000m<sup>2</sup>) under reference DD554 and 3182/09 and DD553 respectively.
- Section 25 Certificate (DD188) issued for an 8-storey office/residential block adjacent to the Protected Structures.
- No planning history pertaining to the northern half of Block 8.

#### b. Specific Objectives

##### 1. Use Mix

- 30% Residential:70% Commercial use over the whole City Block
- Active uses to be concentrated on North Wall Quay, Mayor Street and Green Route.

##### 2. Urban Form/Height

- 8-storey commercial/10-storey

residential onto North Wall Quay with a context design solution adjacent to the protected structures, reducing to 6-storey commercial/7-storey residential over block perimeter.

- Blocks 8 A & B to be 6-storey commercial/7-storey residential, having regard to the Mayor Street frontage.

##### 3. Public Realm

- Two new secondary streets introduced; an east west street linking New Wapping Street to Castleforbes Road and a north-south street linking Sheriff Street to the Quays.



- A third route is desirable, leading from Sheriff Street to the Quays along the east side of proposed Central Bank.
- To enliven the quays and provide for variety in the streetscape, each urban block within the City Block should contain at least two buildings of different architectural design.
- New streets to be within the range of widths as shown on Fig. 31 and

subject to the criteria set out in Section 5.4.3

#### 4. Infrastructure

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- No basement car parking access

from North Wall Quay.

- Foul drainage: Site to drain eastwards via new pipelines along proposed roads to 600mm diameter pipeline along Castleforbes Road (this pipeline is at Tender Stage).
- Surface water drainage: Drain eastwards to 930 x 970 storm-water pipeline via proposed infrastructure on proposed new roadways.



**5.5.9 City Block 9**

**a. Existing Context**

- Largely undeveloped block in close proximity to Luas Terminus and The Point Square.
- Section 25 Certificates granted for circa 60% of City Block which provide for staggered internal streets and a public open space with heights ranging from 5-storey residential internal to the block and 6-8-storey commercial (DD280, DD290 & DD638).

**b. Specific Objectives**

**1. Use Mix**

- For City Block 9, it is an objective to secure the 50:50 residential:commercial use mix.
- Ground floor active uses onto Mayor Street and North Wall Quay with a particular emphasis on quality active uses including retail, cultural and amenity uses in the vicinity of the proposed bridge crossing between Castleforbes Road and Sir John Rogerson's Quay.

**2. Urban Form/Height (see map)**

- Building heights to range from 5-storey commercial (6-storey residential) to 8-storey commercial (10-storey residential) to allow for residential amenity and appropriate transition in scale, as well as sufficient enclosure onto main streets, and appropriate scale fronting quays.

**3. Public Realm**

- New central civic space with SUDS features (See paragraph 4.5.4.3.3)
- New north-south and east-west connections within block.
- New north-south street between City Blocks 9 & 10.
- View lines through City Block to

include central civic space.

- To enliven the quays and provide for variety in the streetscape, each urban block within the City Block should contain at least two buildings of different architectural design.
- New streets to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.



**4. Infrastructure**

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access.
- Foul drainage: Block to drain westwards via new pipelines along proposed road network to 600mm diameter pipeline along Castleforbes Road (this pipeline is at tender stage).
- Surface water drainage: Block to drain westwards to 930x970mm storm-water pipeline via proposed new road.



5.5.10 **City Block 10**

**a. Existing Context**

- This block is substantially built out with The O2, with a building height equivalent to 7-storeys commercial.
- Section 25 Certificate and Planning Permission granted for a commercial/office building to the west of The O2, 7 storeys with ground floor retail use onto The Point Square (DD471 & 3484/07), with a five-year extension of permission granted in January 2013.
- Section 25 Certificate granted for a mixed-use commercial/retail building to the east of The O2, 5 storeys plus set-back with café, restaurant, retail uses at ground floor level known as the 'Spine Building' (DD566).
- Section 25 Certificate granted for a 39-storey primarily residential building with circa 160 units, known as the 'Watch Tower', located to the north of this block at the eastern edge of The Point Square, terminating the vista from Mayor Street (DD430).

**b. Specific Objectives**

**1. Use Mix**

- 100% commercial/cultural uses in City Block 10.
- Ground floor active uses onto Mayor Street and North Wall Quay, with a particular emphasis on quality active uses including retail, cultural and amenity uses.

**2. Urban Form/Height**

- Six-storey commercial to the west of The O2, to contain The Point Square and the new street, with 8 storey commercial fronting North Wall Quay, having regard to the established height and visual context of The O2 as a Protected Structure.
- A free-standing landmark building up to 22-storeys commercial would be appropriate to the east side of The O2 to signify the juncture between the port and the city. The building with commercial/cultural uses should complement the eastern elevation of The O2, and help create a sense of enclosure and improved micro-climate (reducing wind



speeds) at Point Square. At planning application stage, the building location should be demonstrated not to restrict any potential extension of the Luas Line eastwards.

- The eastern end of The Point Square to be designed to allow for Luas extension eastwards in future.

### 3. Public Realm

- New plaza to the north of Luas terminus/The Point Square.
- New north-south street to be provided between City Blocks 9 & 10.
- New streets to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.

### 4. Infrastructure

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- To maintain an appropriate level of operational and emergency access and exit arrangements for, and in the vicinity of, The O2.



## 5.5.11 City Block 11

## a. Existing Context

- The majority of this block has been re-developed including developments such as the Maldron Hotel, Telefonica Ireland and the offices of the ESRI.
- The An Post Delivery Office is situated in the south-eastern section of the block.
- The block contains a number of protected structures fronting onto Sir John Rogerson's Quay (B&I Steam Packet Company Office, Tropical Fruit Company warehouses, The Ferryman).
- A Section 25 Certificate was granted (DD150) but has not commenced for a mixed-use development of offices, residential and retail on a corner site having some frontage on Sir John Rogerson's Quay but the greater frontage on Lime Street. Overall height of office element proposed is 6 storeys.
- View corridor from Misery Hill, to Grand Canal Dock, as originally set out in Docklands Planning Scheme, has not been achieved.

## b. Specific Objectives

## 1. Use Mix

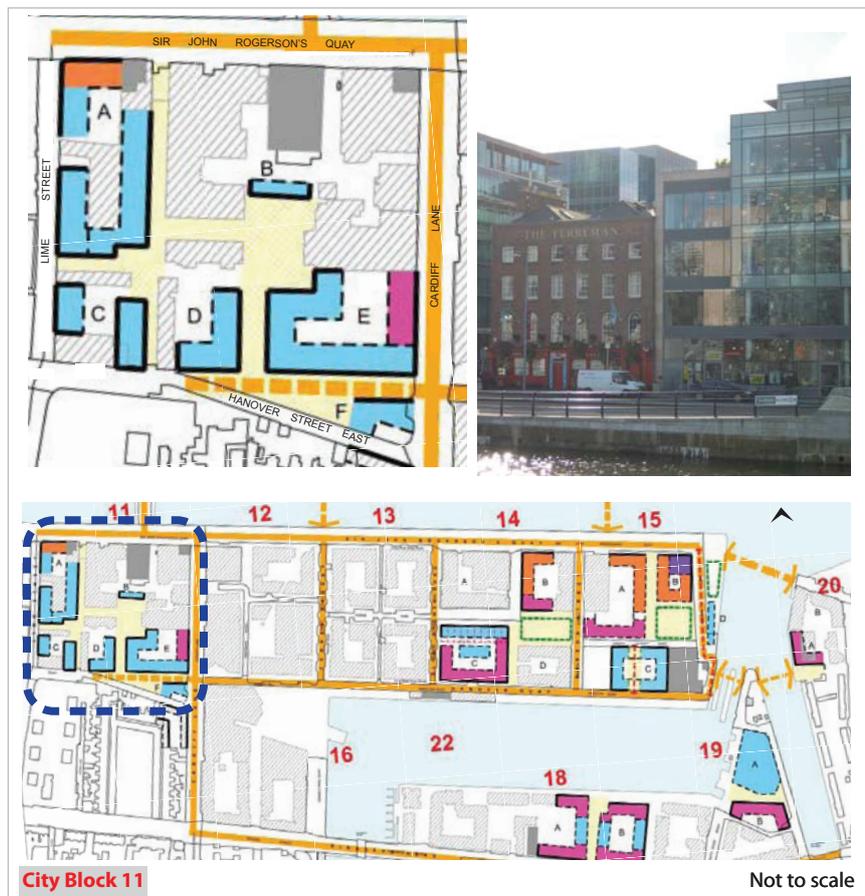
- 50 Residential: 50 Commercial, to provide appropriate interface

between existing commercial and residential around Pearse Square. Existing use mix is circa 30:70 residential:commercial.

- Commercial uses should predominate adjacent to the Bord Gáis Energy Theatre to act as a noise buffer.

## 2. Urban Form/Height

- Existing Protected Structures to be retained. New buildings fronting the northern side of the realigned (East-West) Misery Hill to be 5-storey commercial/6-storey residential; similar scale on Lime Street. 11C to be 5 storeys.



New buildings along Sir John Rogerson's Quay (11A) may be up to 8-storeys commercial/10-storeys residential subject to design criteria to safeguard the character of the adjoining protected structure.

- Opportunity to remake north-east corner of Pearse Square with 2-3-storey town houses, rising to 4-storey residential on Cardiff Lane. Cardiff Lane, north of realigned Misery Hill to be 6-storey commercial. (Note: This is outside the SDZ Area)
- The proposed east-west street provides an opportunity for frontage development compatible in scale to Martin Terrace (which is proposed for retention), and provides an opportunity to mitigate the effects of traffic in the area on local residents and improve the pedestrian and cycling permeability of the area.

In this regard, environmental improvement measures in the immediate vicinity of Martin's Terrace, which shall be implemented after consultation with the local community, will be undertaken as part of any road realignment.

### 3. Public Realm

- An important City Block at interface between Hanover Street and Grand Canal Quay/Hanover Quay. Misery Hill to be re-aligned east-west to create a strong visual and public transport link between these two parts of the south city.
- Urban Blocks 11A and 11C to form west side of enhanced north-south pedestrian route. Further north-south pedestrian route from Sir John Rogerson's Quay to new Misery Hill should be provided, with small civic space (Whittaker Square)

and junction with east-west route adjacent to the ESRI building.

### 4. Infrastructure

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed as part of access installation.
- Foul drainage: Site to drain to 940 x 1370 pipeline running through the site.
- Surface water drainage: Storm-water infrastructure to be put in place to drain northwards towards the Liffey.



## 5.5.12 City Block 12

## a. Existing Context

- This block has been built out in its entirety. It is predominantly 7-8 storeys in height and delivers a successful use mix including residential, commercial, a deluxe hotel and active ground floor uses. High-profile commercial office buildings occupy river frontage, whilst the hotel provides animation and vibrancy onto Grand Canal Plaza, as well as being a complementary use to the Bord Gáis Energy Theatre. Existing use mix is circa 50:50 residential:commercial.
- A number of ground floor retail units, as part of the hotel development, have been provided along Forbes Street. These present an opportunity to animate the street leading into the major civic space of Grand Canal Plaza, particularly as the hotel comes into operation.
- Chimney Park, a children's playground which incorporates an historic red-brick chimney and innovative play features, was delivered as part of this block (circa 1,500m<sup>2</sup>).

## b. Specific Objective

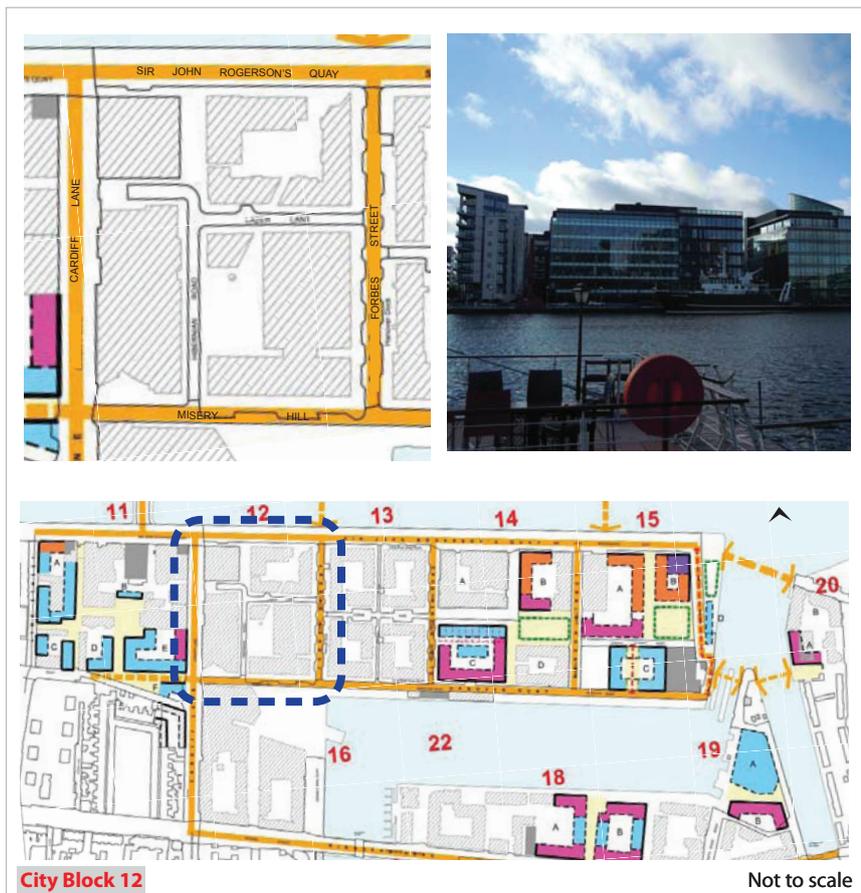
## 1. Use Mix

- To retain the successful use mix at the overall City Block level.

- To promote occupancy of the vacant ground floor units with quality uses such as retail, restaurants, cafés and culture to lend vibrancy to the streets leading to Grand Canal Plaza.

## 2. Public Realm

- Dublin City Council policy to take in charge all elements of the public realm.



### 3. Infrastructure

- All planning applications within the Zone of Influence of the proposed DART Underground, as identified in Appendix 7 shall demonstrate to Iarród Éireann how the proposal relates to the DART Underground Project. No development shall compromise the integrity of, or adversely impact on the DART Underground Line. (See also Appendix 7).



5.5.13 **City Block 13****a. Existing Context**

- This block has also been completely developed with frontage onto Grand Canal Plaza and the Canal Basin. Building heights are in the main 7-storey commercial.
- The primary use within this block is residential, but when taken in conjunction with adjoining City Blocks 12 & 16, it exhibits a successful use mix over the hub area. The residential development benefits from the favourable southerly aspect of Hanover Quay and the water frontage amenity onto the Grand Canal Basin, as well as the quieter secondary or inner streets within the City Block. Ground floor café, restaurant and retail uses animate the basin area. Existing use mix is circa 100% Residential.
- There are active retail frontages onto Hanover Quay. These lend a vibrancy to the area, serving the need of residents and are complementary to the cultural and leisure activities related to the theatre and extensive water bodies.

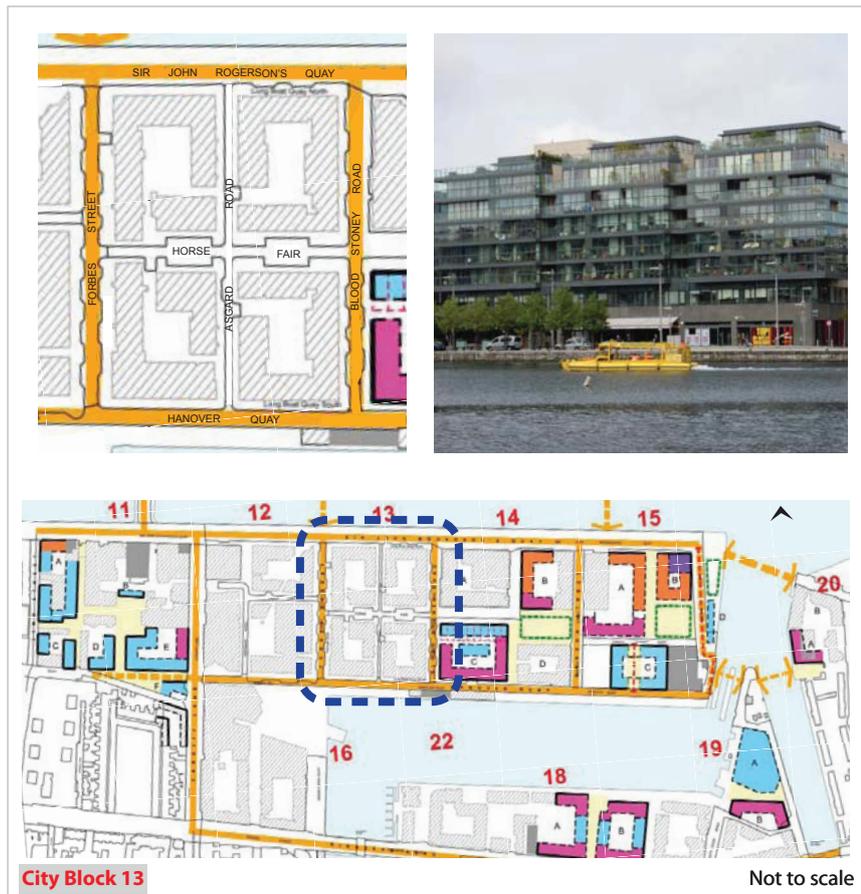
**b. Specific Objective****1. Use Mix**

- To retain the successful use mix at the overall City Block level.

- To promote occupancy of ground floor units with quality uses to create a vibrancy up to and leading into Grand Canal.
- To exploit the southerly orientation and animate the water frontage along Hanover Quay with vibrant retail, cultural and leisure uses.

**2. Public Realm**

- Dublin City Council policy to take in charge all elements of the public realm.



### 3. Infrastructure

- All planning applications within the Zone of Influence of the proposed DART Underground, as identified in Appendix 7, shall demonstrate to Iarród Éireann how the proposal relates to the DART Underground Project. No development shall compromise the integrity of, or adversely impact on the DART Underground Line. (See also Appendix 7).



### 5.5.14 City Block 14

#### a. Existing Context

- Over half of this block has been re-developed resulting in an existing use mix of circa 40:60 Residential:Commercial. However, four sites within the block remain undeveloped, i.e:
  - The existing warehouse premises at 76 Sir John Rogerson's Quay/ Marine School Walk. Section 25 Certificate for 6-storey and part 8-storey mixed-use development (DD331)
  - The former Kilsaran Concrete site at Hanover Quay (no planning history).
  - Block C of the Riverside IV Scheme (north of Kilsaran site) change of use from residential to commercial office development of circa 4,000m<sup>2</sup>, 5-storeys plus setback (DD368).
  - Delivery of Chocolate Park (linked to DD331).
- The building heights range from 5-7 commercial storeys including 8 residential storeys.

#### b. Specific Objectives

##### 1. Use Mix

- 50:50 Residential:Commercial with fine-grain development dominant to the north side of Kilsaran site.

- Vibrant ground floor uses to be provided along Hanover Quay.

#### 2. Urban Form/Height

- Up to 5-storey commercial/6-storeys residential fronting Horse Fair Road and 6-storeys commercial/7-storeys residential to Hanover Quay to allow for residential amenity and

appropriate transition in scale, as well as adequate presence on Grand Canal frontage.

- Up to 8-storeys commercial/10 storeys residential fronting Sir John Rogerson's Quay with reduced height fronting the proposed Chocolate Park at Block 14B.



### 3. Public Realm

- A new/enhanced north-south route mid-way between Blood Stoney Road and Benson Street.
- A new east-west route mid-way between Sir John Rogerson's Quay and Hanover Quay, linking and leading into new public space Chocolate Park.
- A new public space incorporating SUDS (at Chocolate Park).
- New streets to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.



### 4. Infrastructure Provision

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- Foul drainage: North and south-west of the site to drain to existing 375mm foul pipeline running through the site. North and south-east of block to drain to proposed 375mm pipeline.
- Surface water drainage: North and south-west of site to drain to existing 525mm storm pipeline running through the block. North and south-east of block to drain to proposed 1050mm diameter pipeline.



5.5.15 **City Block 15****a. Existing Context**

- Only the State Street building has been developed in the city block. A number of warehouses, some of which are protected structures, front Hanover Quay.
- State Street bank has been developed, apart from the 4 residential blocks which were also permitted on the Green Street frontage (Reference DD466).
- On Hanover Quay, a mixed use development, up to 10 storeys, was certified (but not commenced) on site containing protected warehouses (DD238).

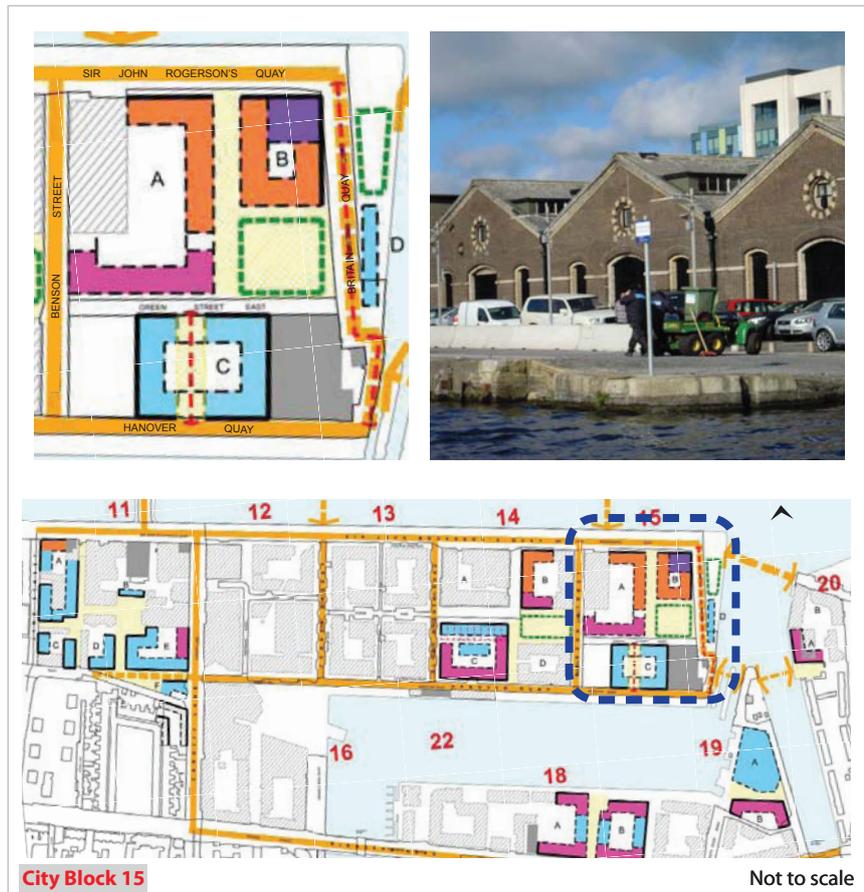
**b. Specific Objectives****1. Land Use Mix**

- 30:70 Residential:Commercial over the City Block.
- Hanover Quay traditional warehouse ranges to be used for variety of commercial/start-up and/ or cultural uses.
- Pavilion building east of Britain Quay could have a variety of publically accessible commercial/cultural uses with a maritime flavour.

**2. Urban Form/Height**

- Northern part of site to accommodate 8 storey commercial / 10 storey residential, up to 22 storey commercial / 29 storey residential at North East corner. Higher part to form part of urban block, appropriately articulated.

- Central part of warehouse range could cater for a 5 storey commercial building. Any new building on western range of warehouses to articulate the gable and roofscape identity of warehouses (10m setbacks minimum). Eastern range (on RPS) to retain roofscape in total.



- Pavilion building west of Britain Quay to be 3-storey commercial/cultural.
  - The existing lock-keeper's cottage shall be conserved and feature as part of any future development.
- 3. Public Realm**
- Hub to provide for a significant civic space with two functions; a sheltered environment surrounded by buildings and a more open space exploiting the views and character of Dublin Bay/Liffey estuary around Britain Quay.
- 4. Infrastructure**
- This civic space to have a pedestrian link to Hanover Quay across Green Street East. The link should be largely open to sky (e.g. Italian Quarter, Ormond Quay).
  - Public access to be re-opened linking Hanover Quay with Britain Quay.
  - New streets to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.
  - Foul drainage: North of site to drain to proposed 225mm pipeline along Sir John Rogerson's Quay; south of site to drain to 300mm pipeline along Green Street.
  - Surface water drainage: North of site to drain to proposed 1,050mm surface water pipeline along Sir John Rogerson's Quay; south of site to drain to proposed 1,200mm pipeline along Green Street.
  - Each site to complete access and attendant public realm prior to occupation.
  - Drainage/water infrastructure to be installed with access installation.



### 5.5.16 City Block 16

- This block is built out with occupation of most, if not all buildings, save perhaps for a number of smaller units.
- The existing use mix is circa. 40 Residential:60 Commercial.
- It has delivered a successful use mix with cultural, commercial and residential uses, with the buildings fronting onto key public spaces, Grand Canal Square and the campshires at Gallery Quay, containing vibrant ground floor uses.
- The block acts a hub or centre of gravity fronting onto Grand Canal Basin and includes the Libeskind-designed Bord Gáis Energy Theatre with its Martha Schwartz landscape designed plaza. These elements of cultural infrastructure and public art combine to reinforce the block as a cultural hub.

#### b. Specific Objectives

##### 1. Use Mix

- To retain the successful use mix at the overall City Block level.
- To promote occupancy of ground floor units with quality uses to create vibrancy up to and leading into Grand Canal
- To animate the water frontage along Gallery Quay with vibrant retail, cultural and leisure uses.

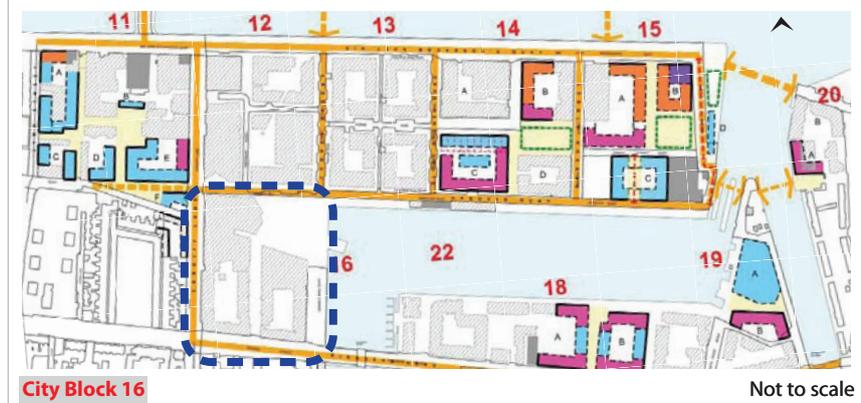
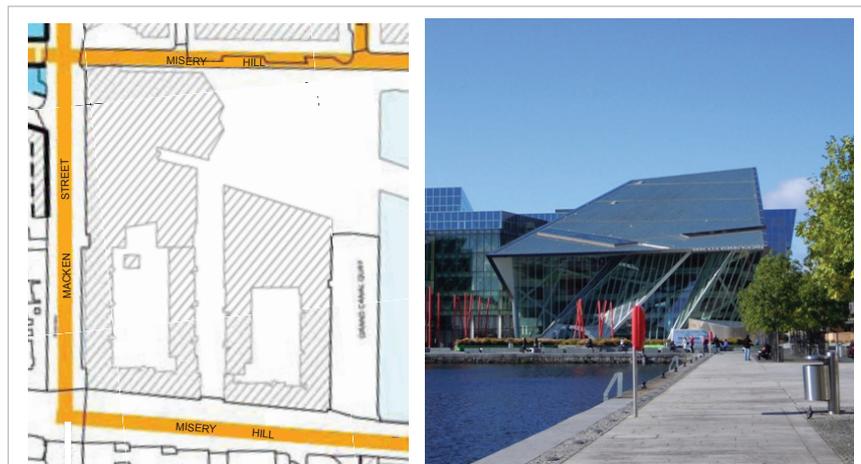
#### 2. Public Realm

- It is Dublin City Council's policy to take in charge all elements of the public realm.

#### 4. Infrastructure Provision

- All planning applications within the Zone of Influence of the proposed

DART Underground, as identified in Appendix 7, shall demonstrate to Iarnród Éireann how the proposal relates to the DART Underground Project. No development shall compromise the integrity of, or adversely impact on the DART Underground Line. (See also Appendix 7).



5.5.17 **City Block 17****a. Existing Context**

- High-profile City Block containing a number of stone-protected structures and high concrete grain/flour silos. Important frontages onto Grand Canal Dock, Ringsend Road and Barrow Street.
- Site has two Section 25 Certificates granted in early 2000s which have not been implemented, for c. 7-storey new build and retention of protected structures (DD193 and DD148). Permission was refused in 2006 for a circa 38,000m<sup>2</sup> development, to 20 storeys (80m) high, including the refurbishment of the protected structures.

**b. Specific Objectives****1. Use Mix**

- Boland's Mills site, to be developed as a coherent package, integrating the protection and re-use of the protected structures with contemporary buildings and a waterfront public domain.
- 30 Residential:70 Commercial to apply to the Boland's Mills site having regard to the unique characteristics of this site and in particular the extent of protected structures that will require restoration.

**2. Urban Form/Height**

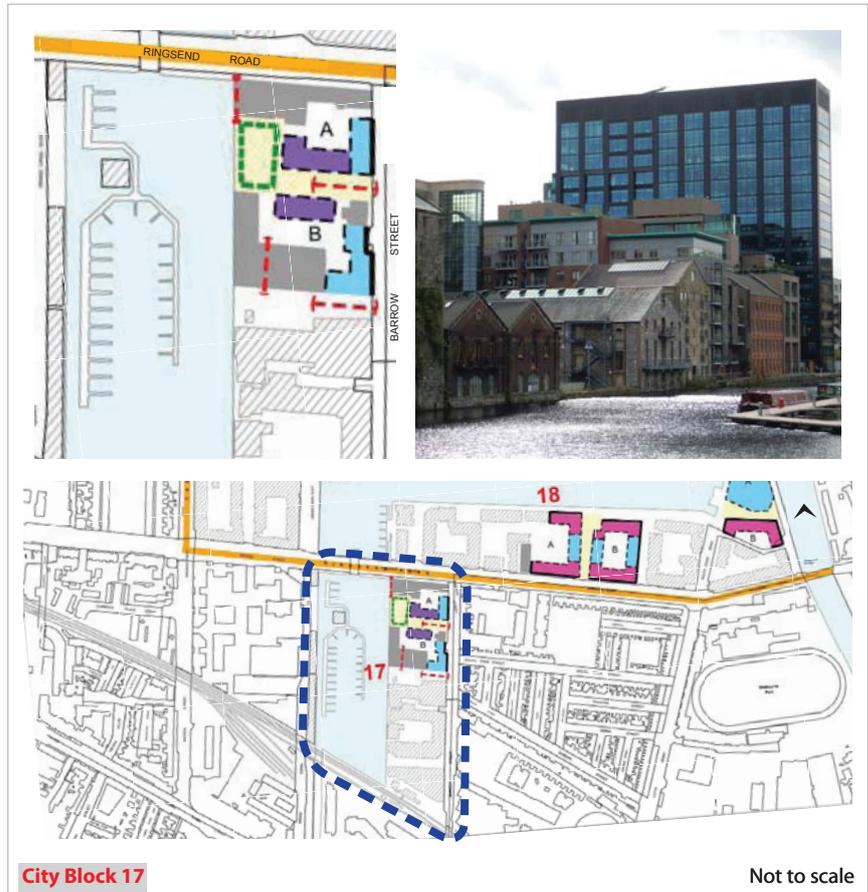
If feasibility studies conclude that existing concrete silos cannot be

adapted for sustainable use, site could be used for new commercial buildings, subject to:

- Any new buildings to be no higher than a line between top of Millennium Tower (54m) and Monte Vetro (61m) (c. 15 storeys)
- 2-3 vertical elements can be considered subject to separate and distinct visual forms being achieved,

subject to the criteria for tall buildings set out in Appendix 5.

- Any taller buildings and any other new buildings on the site to be located, orientated and designed to maximise sunlight to the civic spaces (see below) and in a manner which protects the residential amenity and minimises overshadowing the fine-grain residential area to the east.



The other/remaining buildings to be up to 6-storeys commercial/7-storey residential. A new building along Barrow Street should contribute to the remaking of this street – up to 5-storey commercial/6-storey residential.

- Any modifications/reconfigurations to the two long heritage buildings at the south end of site (2-storey brick gables protected structure reference RPS485) should retain a portion of the building to at least the same extent as the adjoining building to the north, to ensure that the character and integrity of the gables and their relationship and setting to the water is protected.
- Any proposed alteration/amendments to the Protected Structures in the Boland's Mills complex shall respect the significance of the site and be appropriate to its historic and spatial context. This shall be detailed in the design rationale in the planning application.
- Any proposal for re-development of existing buildings on the western side of the Grand Canal Harbour inner dock shall be considered with regard to the standards in the City Development Plan. In selecting the form and height of any such proposal, careful consideration shall be given to the context of the site, which includes a number of protected structures. Regard shall also be had to the height of buildings and pattern of development adjacent to the Strategic Development

Zone boundary, and micro-climate considerations (shadowing, wind speeds).

### 3. Public Realm

- The scheme to provide for a new linked civic space which successfully exploits the Grand Canal Harbour as a water amenity; such a space to have meaningful proportions, i.e. 40m x 20m, as per Temple Bar Square.
- There should be at least two pedestrian links to the waterfront civic space, from Barrow Street, and at least one other from Ringsend Road to be provided at the western end of the Protected Structure. The pedestrian link from Barrow Street must provide at a minimum a double height archway or two-storey equivalent to allow for sufficient light penetration and amenity, in the

event of any overhead development.

- New streets/lanes to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.

### 4. Infrastructure Provision

- Foul Drainage: To drain to 660 x 1230mm pipeline along Ringsend Road.
- Surface Water Drainage: Separate storm-water pipeline to be laid along Ringsend Road, release more capacity in existing combined system.
- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.



5.5.18 **City Block 18****a. Existing Context**

- Rectangular block extending from Charlotte Quay to South Dock Road, between Ringsend Road and Grand Canal Dock.
- Block 60% built out, mainly with residential schemes, including the landmark 15-storey Millennium Building.
- Bus depot occupies central part of City Block. The four granite gate piers are protected structures.

**B. Specific Objectives****1. Land Use**

- 60 Residential/ 40 Commercial over this City Block.

**2. Urban Form/Height**

- 6-storey commercial/7-storey residential along the water frontage to frame Grand Canal Dock and also along Ringsend Road to define the streetscape.

**3. Public Realm**

- New north-south Street to be provided centrally on site, with 25x20m (minimum) civic space opening onto Grand Canal Dock, forming part of a continuous public realm. Street could be pedestrian-based with landscaping/SUDS features.

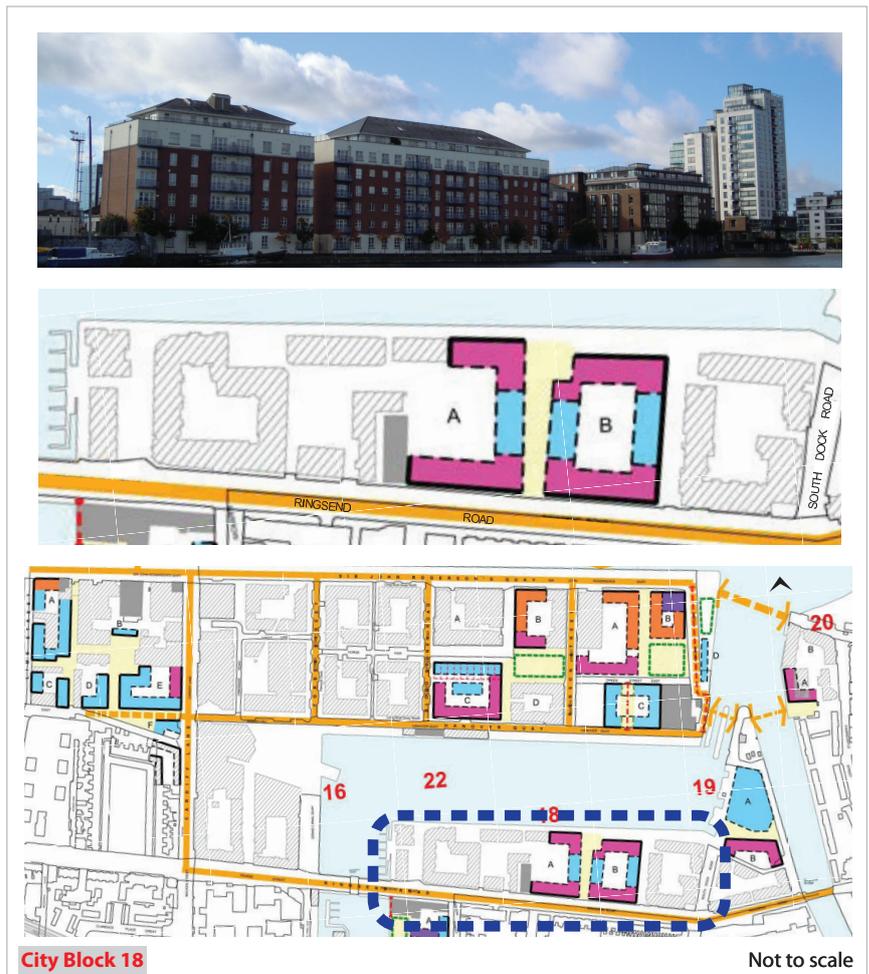
- New streets to be within the range of widths as shown on Fig. 31 and subject to the criteria set out in Section 5.4.3.

**4. Infrastructure**

- Foul drainage – Remove a volume of surface water currently generated

from the Ringsend Road area by laying a new storm-water sewer along Ringsend Road (circa 660x1230mm).

- Surface water drainage: Separate storm-water pipeline to be laid along Ringsend Road to release more capacity in combined system.



- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- Potential for connection to district heating system.



5.5.19 **City Block 19****a. Existing Context**

- Unique triangular site circa 1.2 hectare area at confluence of Grand Canal Dock and River Dodder, containing 3 graving docks (one infilled) and Waterways Ireland property.
- Camden Lock, a residential development, occupies the southern end of the site.
- There is a pedestrian crossing over the lock gates to Britain Quay.
- The site was identified for community purposes in the 2008 Docklands Masterplan, and a joint Venture Agreement between the DDDA (Interests transferred to NAMA since) and Waterways Ireland to provide a multi-use space, training facilities, crèche and office space, when economic conditions allowed.

**b. Specific Objectives****1. Use Mix**

- 40 residential/30 commercial/30 community and recreational or cultural. The residential component to be provided in Block B.
- To ensure the timely delivery of community facilities/social infrastructure component.
- Water-based recreational facilities to be promoted. Opportunities for nautical heritage centre should also be explored.

**2. Urban Form/Height**

- Commercial/community buildings up to 5 storeys to contain the dock space. Residential perimeter block up to a maximum of 7 storeys to northern side of existing Camden Lock Development, subject to an appropriate transition in scale and design criteria which protects the residential amenity and minimises

overshadowing of the Camden Lock Development.

**3. Public Realm**

- Public access to quays/water bodies to be maximised, including non-stepped pedestrian access from Ringsend Road. Pedestrian link to Britain Quay to be provided, which does not compromise the use of the locks by barges.



- Feasibility of re-opening one of the infilled graving docks to be included in any development proposals.

#### 4. Infrastructure

- Foul Drainage – Remove the volume of surface water currently generated from the Ringsend Road area by laying a new storm-water sewer.
- Surface Water – a storm-water sewer to be laid on Ringsend Road to capture storm-water currently discharging to the combined system in the area.
- Each individual development will be required to provide additional surface water storage equivalent to at least 570 cubic metres per hectare. Details and location of the retention facility to be agreed with Dublin City Council Drainage Division.
- Accesses, as part of public realm, to be provided prior to occupation of development.



5.5.20 **City Block 20****a. Existing Context**

- This block at the confluence of the River Dodder/River Liffey and opposite the Britain Quay Hub and Graving Docks (Blocks 15 & 19), is primarily built out save for lands adjoining the Ringsend Community Centre.
- The northern half of the block includes a recent mixed-use development of residential and commercial office with the remainder occupied by Ringsend Community Centre.
- A Section 25 Certificate was granted for an extension and refurbishment of the Ringsend Community Centre to result in a three-storey building with an additional floor-space of circa 630m<sup>2</sup>, to include a crèche facility, youth centre, multi-purpose hall, meeting and training rooms. The site includes lands in the ownership of Dublin City Council. (DD624 – Not Commenced).

**b. Specific Objectives****1. Use Mix**

- A mix of community, recreational and cultural uses with enabling residential/commercial development.

**2. Urban Form/Height (see map)**

- 2 - 4-storeys commercial/cultural as part of transition in scale between

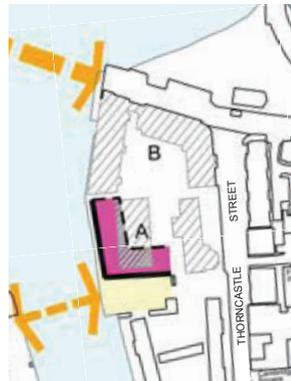
the new block to the north and the existing residential to the south.

**3. Public Realm**

- There should be public accessible frontage onto the water body and a pedestrian bridge from Thorncastle Street to the Graving Docks at Plot 19 (formerly Plot 8) in order to allow for a sharing of the recreational facilities on both of these sites.

**4. Infrastructure Provision**

- Each site to complete access and attendant public realm prior to occupation.
- Drainage/water infrastructure to be installed with access installation.
- Foul Drainage: Block to drain to existing 450mm pipeline.
- Surface Water Drainage: New storm-water infrastructure to be put in place.



### 5.5.21 City Blocks 21 & 22 – Campshires and Water Bodies

#### a. Existing Context

It is acknowledged that both the Liffey campshires and the campshires on the Grand and Royal Canals have benefited from a considerable level of investment and from a consistent commitment to good design. That said, the work is not complete. Extensive tracts, while paved to a high standard, come across as quite bare and sterile. It is noticeable that the more generously planted areas in the vicinity of IFSC1 & IFSC2 contrast with a bleaker context further to the east. There have also been some issues with the maintenance of lighting and street furniture.

The campshires of the Royal Canal, in the vicinity of Spencer Dock, were to feature at the heart of an ambitious landscaping plan, but due to budget cut-backs, only a very basic programme has so far been implemented.

In the case of Grand Canal Dock, a generally high standard of public domain has been implemented, which also interfaces successfully with Grand Canal Square. Limited access to the water exists in the inner dock area.

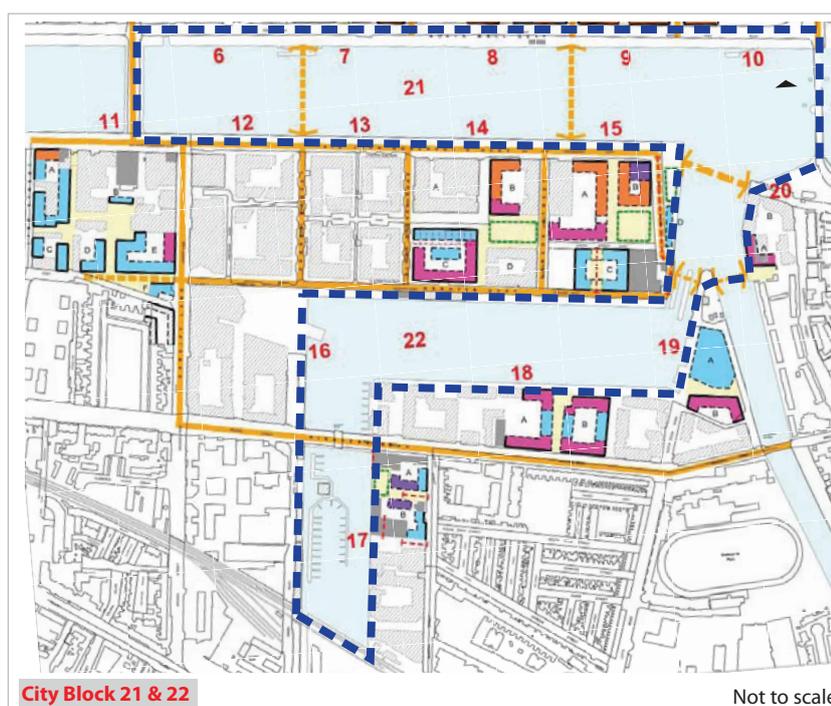
In view of the important role of the campshires in the public domain of the SDZ, it is proposed that a 'Public Domain and Landscape Framework' be prepared, covering the core areas of paving, street furniture, lighting, planting and art. It is recognised that this framework will have to be prepared in the context of a framework for water animation covered in below.

In the extensive public consultation carried out at pre-draft stage, the theme of maritime has been linked consistently to that of identity. Dubliners love the natural setting of their city on a river and close to the sea and the bay. There is frequently an expression of sadness, however, that the river has lost a lot of its animation, as commercial shipping activity has moved eastwards with the industrial port. At the same time, events like The Tall Ships bring back a great buzz and remind people of the recreational potential of the water bodies. The SDZ can play a major role in facilitating an intensive recreational use on the waters of the Liffey and Canals, which are regarded as an integral part of the public domain. It is an objective to draw up a water animation framework,

in partnership with the Dublin Port Company and Waterways Ireland.

#### a. Specific Objectives

- To maximise public pedestrian access to all water body frontages.
- Within 18 months of the publication of this Planning Scheme, to produce a public realm and landscape framework for the campshires as an action of the City Council's Public Realm Strategy, which shall include a programme for implementation and funding.
- To prepare a water animation framework in partnership with the Port Company and Waterways Ireland.



- To provide for the sensitive re-development and re-use of existing structures and buildings of historical interest and allow for limited pavilion style/kiosk development on the campshires. Such development must provide for the animation of the campshires, be of high design quality and must not compromise the integrity of the campshires nor impede pedestrian and cycling access.

#### 5.5.22 **City Block 23** - Major Public Squares and Streets

##### a. Public Squares

The delivery of a unique high-quality urban square in each of the 5 Hubs is a central objective of the SDZ. The design and delivery of this objective will be achieved in co-operation with relevant stakeholders/owners. A range



of design objectives to achieve specific qualities for each of the squares, to complement the existing Grand Canal Square, is outlined below and will inform the preparation of design briefs. The use of design competitions will be encouraged.

##### Spencer Dock

- Generating a powerful visual centre of gravity through a strong concept and imaginative composition.
- Relating creatively to the cluster of protected structures to the south of the square.
- Integrating the proposed route structure to the DART Underground.
- Optimising the relationship to buildings containing the space of the square.

##### The Point Square

- Maximising the potential of the route structure from the proposed Liffey pedestrian bridge.
- Integrating pavilion services such as a unique café design.
- Achieving a design which tackles the windswept expanse of the current poorly contained space.
- Incorporating sufficient flexibility to facilitate a range of events.
- Taking inspiration from the entertainment culture of The O2.
- Integrating existing and future route structures.
- Relating creatively to proposed



buildings, defining the eastern edge of the square.

- Responding to subterranean entertainment venues.

#### Britain Quay

- The exploitation of maritime and canal views.
- The generation of containment and protection.
- The animation through mixed use.
- The creative use of route structure to connect and generate sequence.
- Effective integration of paving, street furniture, lighting, nature and art.
- The need to consider events.

#### Boland's Mills

- The exploitation of views to Grand Canal [inner dock].
- Drawing on the relationship with retained protected structures.
- Developing an effective route structure to connect the square.
- Effective integration of paving, street furniture, lighting, nature and art.
- Generating a positive interface with new buildings.
- Generating animation through mixed use.
- The need to consider events.

#### b. Major Spines - Mayor Street/ Sheriff Street

A number of streets perform a critical role in the urban structure. Mayor Street is, in effect, a high street in the North Lotts. The status of the street emerged during the design of IFSC1 & IFSC2, has been further strengthened in the Section 25 Planning Scheme for North Lotts, and consolidated by the construction of Luas. The public domain remains weak, however.

Sheriff Street is at the interface of the North Lotts and East Wall. To date, it has been treated as a design backwater and suffers obvious neglect in terms of its public domain quality.

It is considered that a Public Domain and Landscape Framework should be prepared for both Mayor Street and Sheriff Street and that a brief be prepared which should address opportunities for a co-ordinated design approach to paving, street furniture, lighting, planting and art.



### c. Key North-South Streets - New Wapping & Castleforbes

While the SDZ proposals for North Lotts will refine the urban grid, and result in greater permeability and more routes, a number of original streets, due to their scale and orientation, have the capacity to deliver considerable amenity for residents and workers. New Wapping Street is the only street connecting directly with East Wall. Castleforbes has an existing carriageway width of circa 12 metres and has a mainly intact floor of original setts.

It is considered that both New Wapping and Castleforbes would benefit from a major environmental improvement scheme and that a public domain and landscape framework should be prepared to give effect to this.

### d. Specific objectives

- To provide a high-quality urban space in each of the 5 Hubs in accordance with the specific design briefs.
- To produce a public realm and landscape framework for Mayor Street, Sheriff Street, New Wapping Street and Castleforbes Road as an action of the City Council's Public Realm Strategy.
- To prepare an individual design for each of Station Square, Point Square, and Britain Quay, which (along with Grand Canal Square, and the space proposed at Boland's Mills) are the major public spaces

arising in the Strategic Development Zone area, along with Grand Canal Square. These plans shall develop the design objective set out at (a) above, and shall inform the CBRA process. The design shall create an attractive, high-quality public space with individual character that will act as a focal point and local landmark. The design will be commissioned by the Development Agency, following consultation with relevant landowners. The design will be carried out by accomplished architects/landscape architects, possibly following a 'design competition' approach.



