

# DUBLIN CITY

## DEVELOPMENT PLAN

2022-2028

**Draft Plan  
Written Statement  
Volume 1**



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council



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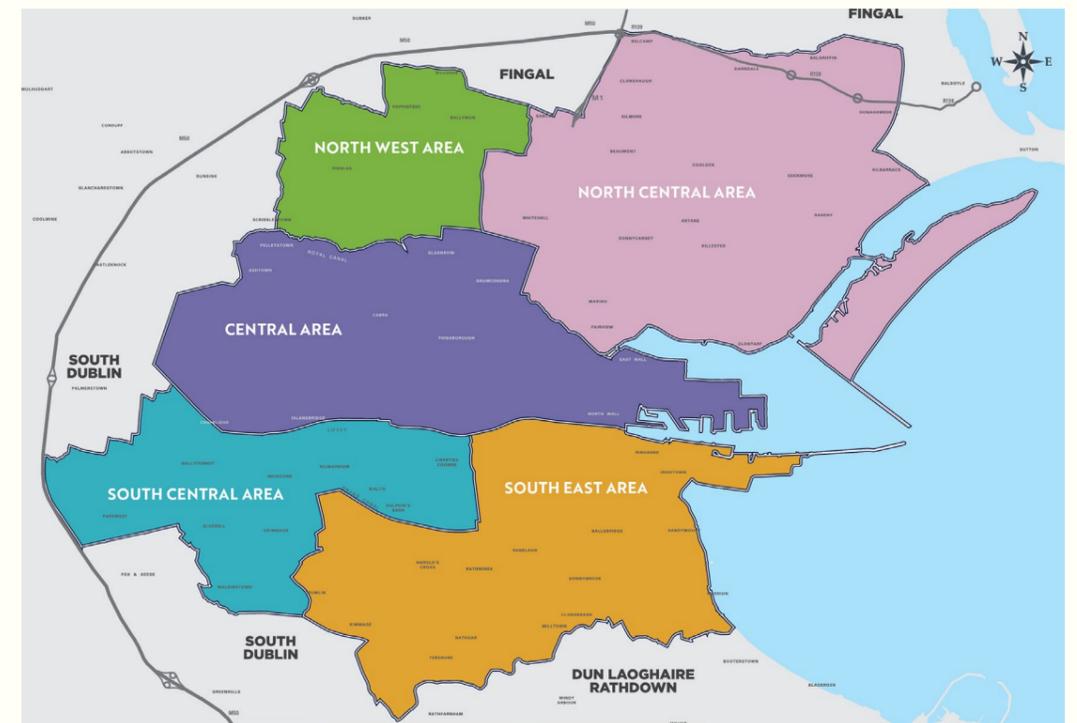
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# DUBLIN CITY COUNCIL AREAS



# EXECUTIVE SUMMARY





# EXECUTIVE SUMMARY

The Dublin City Development Plan (2022-2028) is a plan which sets out how the city will develop to meet the needs of all residents, workers and visitors.

The aim of the plan is to improve the quality of life for its citizens, and make sure that Dublin City is an attractive place to live, work and visit. The plan's policies and objectives:

- guide growth and development,
- provide a strategy to achieve proper planning, and
- show how we will achieve sustainable development, that is development that meets our needs now and won't compromise future generations meeting their needs.

The plan has 16 chapters and we summarise the main points in each chapter. Chapter 1 provides a context for the plan and all other chapters focus on a specific theme or themes.

As you read, you will notice the high level of integration and interdependence between themes and actions across chapters.

## Chapter 1: Strategic context and vision

The development plan sets out the strategic approach and vision to meet the needs and aspirations of citizens of Dublin and the country. This approach is not only for the 6-year life of the plan, but also for the long term.

The main strategic approach of the plan is to develop a city that is:

- low carbon,
- sustainable, and
- climate resilient (a capability to anticipate, prepare for, respond to, and recover from significant hazardous events such as floods with minimum damage to social wellbeing, the economy, and the environment).

The vision is for a capital city where people will choose to:

- live,
- work,
- experience city living,
- invest, and
- socialise.

In more detail, our vision for Dublin City is that, within the next 10 years, it will have an established international reputation as a city region that is one of Europe's most:

- sustainable,
- dynamic, and
- resourceful cities.

Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a:

- distinct character, and
- vibrant culture.

It will also have a diverse, green, and innovation-based economy.

Dublin will be a socially inclusive city of urban neighbourhoods based on the principle of the 15-minute city. This means people's daily requirements can be reached within 15 minutes by foot, bike or public transport. In this way, it is compact.

All development will be connected by exemplary public transport, cycling and walking systems.

The city will be interwoven with a high-quality green-space network.

## Chapter 2: Core strategy

The aim of the core strategy is to guide how and where development should happen in the city. This strategy sets out the long-term vision for the city and promotes 'compact growth'. Compact growth involves the better use of available land within built up areas close to public transport and the city centre for development opportunities. It is also growth that is in line with developments for public transport, including cycle paths and quality footpaths.

The core strategy must show that there is enough suitable 'zoned land' to meet the targets set out in national and regional policy, using the 'prescribed methodology'. 'Zoned land' is land that is assigned or designated for certain uses such as residential use. 'Prescribed methodology' refers to the national guidelines that set out a specific way to calculate population and housing targets.

### Population targets

The plan considers population targets. It uses the national guidelines on how to calculate likely population increase. By 2028, the city must accommodate between 21,350 - 31,450 additional people, up to an overall population target of between 625,750 and 640,000 people by 2028.

### Housing targets

The plan also sets out the requirement for housing need. The city needs to provide for about 40,000 housing units between 2022 and 2028. Our land-capacity analysis shows that there is enough zoned land to accommodate about 50,000 housing units. That is enough land to meet the needs of the population and housing targets set by the Guidelines from the Department of Housing, Local Government and Heritage and the National Planning Framework.

### Putting the plan in place

The City Council's objective is to deliver the core strategy population and housing targets through:

- plan making such as Local Area Plans,
- active land management (for example through measures such as the vacant site levy), and
- working with other sectors and agencies (like the Land Development Agency).

It also means monitoring and evaluating measures, like how well targets in the plan are being met.

### Chapter 3: Climate action

Climate change involves changes to our climate that are caused directly or indirectly by human activities and which result in greenhouse gases being released into the atmosphere. An example of such activity is the burning of fossil fuels such as coal, which releases harmful gases like carbon dioxide and sulphur dioxide.

The Dublin City Council Climate Action Plan (2019-2024) has acknowledged the effects of climate change. The change has already significantly affected Dublin City at a rate that is likely to become more frequent and intense.

We need to make sure that the city:

- adapts to the impacts of change, and
- mitigates climate change in line with national policy.

As Dublin City continues to grow, it will increase the need to manage sustainably:

- water,
- land,
- transportation,
- energy,
- housing, and
- waste disposal.

The challenge will be to:

- reduce energy demand,
- reduce greenhouse gas emissions (particularly a reduction of carbon dioxide), and
- encourage the development of decentralised, alternative sources of energy (for example district heating which is a centralised heating system of distributing low carbon heat or through renewable sources such as wind or solar energy).

The plan must pay attention to the action areas identified in the:

- National Planning Framework (NPF) and Regional Spatial Economic Strategy, and
- Dublin City Climate Change Action Plan.

The other main responses in the plan to the challenges posed by climate change include:

- sustainable settlement patterns (like compact growth – the better use of available land within built up areas close to public transport and the city centre for development opportunities),
- the built environment (for example retrofitting houses with measures such as better insulation to make them more sustainable),
- waste management,
- flood resilience,
- sustainable transport (promoting more walking, cycling and use of public transport), and
- green-space network and ecosystem services (like more green spaces and nature based measures to reduce flooding).

The overall strategic approach to climate action is that all parts of the plan should include ways to manage and adapt to climate change. This will make sure that Dublin becomes a low-carbon, climate-resilient city.



## Chapter 4: Shape and structure of the city

The aim for the future development of Dublin City is to achieve a high quality, sustainable urban environment, which is attractive to residents, workers and visitors.

We will encourage compact growth throughout the city by promoting appropriate:

- infill development (developing vacant or underused land), and
- use of brownfield lands and sites.

Brownfield sites are made up of land that has previously been used for building, engineering or other operations, but not for temporary uses or urban green spaces. They generally comprise redundant industrial lands or docks. They may also include former barracks, hospitals and occasionally obsolete housing areas.

We will also promote targeted growth along important transport corridors such as along the DART or Luas lines.

There is a new policy to manage height of buildings throughout the city. This policy is based on a combination of location and performance criteria.

The priority areas for future development will be in:

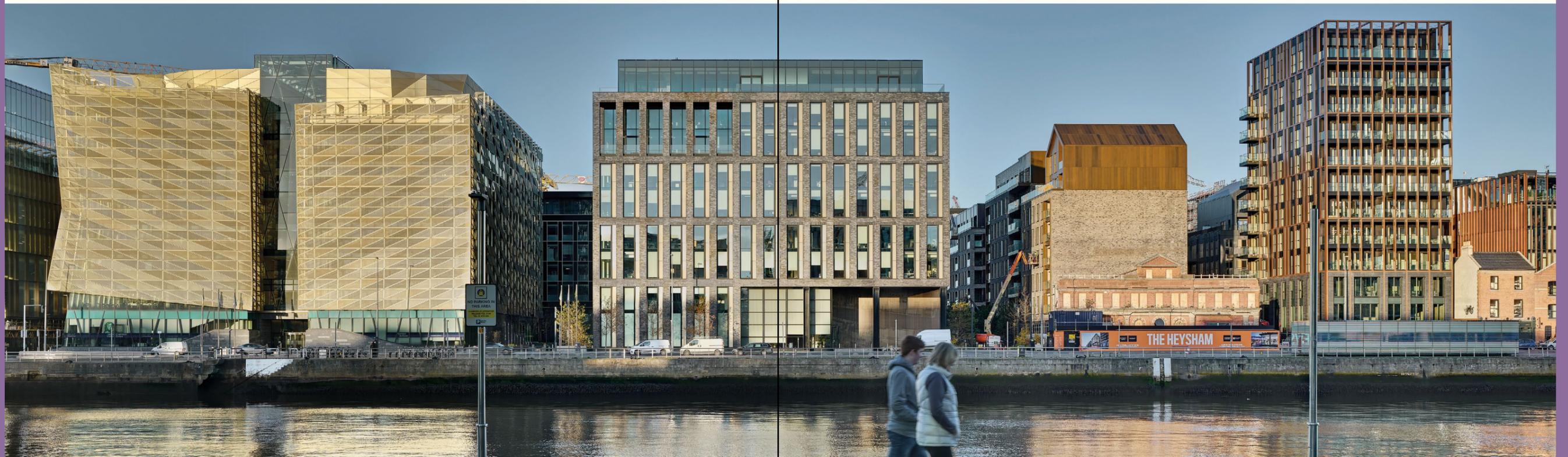
- the inner city,
- Key Urban Villages (KUVs), and
- Strategic Development and Regeneration Areas (SDRAs).

The plan identifies 17 SDRAs and these are primarily brownfield lands, which are identified as suitable for a greater intensity of development due to their good public transport connections. The aim is to create high quality, mixed-use communities with a good range of facilities and amenities such as schools, crèches, community facilities as well as employment opportunities.

In terms of the KUVs, there are 12 of these throughout the city. Finglas and Rathmines are examples of KUVs as they are important local retail centres. These align with the Regional Spatial and Economic Strategy retail hierarchy – which sets out the appropriate level of retail that should occur in different centres across the city. The objective of the plan is that KUVs will be developed further to provide a range of:

- retail,
- commercial,
- employment,
- community and other services.

Urban villages and smaller neighbourhood centres will also play a central role in developing the concept of a 15-minute city. This means people's daily requirements can be reached within 15 minutes by foot, bike or public transport. The plan aims to continue to consolidate and environmentally upgrade these local centres.



## Chapter 5: Quality housing and sustainable neighbourhoods

We aim to create a compact city with sustainable neighbourhoods. To do this, we must provide quality housing that is:

- suitable for citizens throughout their lives, and
- adaptable to people's changing circumstances.

The city must provide quality homes and sustainable community facilities and amenities. These need to meet the needs of the city's population and contribute to the making of good, connected neighbourhood plans.

Significant population growth is forecast for Dublin City. This means we must plan for new and growing communities and an increasingly diverse as well as ageing population.

Our city must have housing that is affordable and attractive to all.

### Socially inclusive housing

The development plan includes a socially inclusive Housing Strategy for the existing and future population of the city. This includes catering for the needs of those who require social housing.

The Housing Strategy is designed to address overall housing needs and the need for supported housing types. The outcomes from the Housing Strategy inform the core strategy and other policies and objectives dealing with future housing need.

### Enough land but high demand for housing

The Housing Strategy (Appendix 1 of the full Development Plan) shows that there is enough, well-serviced land to meet the housing targets set out in the Core Strategy. However, there are ongoing challenges to delivering housing in the city. There is a pressing need to facilitate a significant increase in housing output while creating high-quality accommodation. We need to do this to address a range of housing issues including homelessness. We need to make sure that Dublin remains competitive as a place to live and invest in.

The plan promotes principles including the 15-minute city, as these provide for sustainable urban neighbourhoods and villages. It does this by making places healthy to live in and by delivering well-designed, lifetime-adaptable developments. These developments must be close to existing services and facilities.

## Chapter 6: City economy and enterprise

Dublin is an international city and gateway to the European Union for many businesses. The city and region contribute significantly to the country's economy.

The strategy for the city economy and enterprise is to:

- safeguard and enhance Dublin's role as Ireland's internationally competitive capital,
- promote strategic and targeted employment growth,
- support regeneration,
- tackle vacant premises,
- support the creation of high-quality urban spaces (like improvement to the public realm),
- support the transition to a low-carbon, green, circular economy (reuse and recycle economy),
- support key economic sectors, and
- foster local economic development and social enterprise.

### Better use of land to support work and related activity

Dublin city is the country's most significant employment centre. It attracts significant numbers of workers from surrounding local authority areas. We recognise the significance of providing land where employment can be developed. We also recognise that there has been significant change in the character of the city's employment land over the last number of years.

Much of the previous low-intensity industrial land has been redeveloped for:

- high-quality office use, and
- other more intensive employment land uses (example: a mix of residential and mixed use).

The economic strategy seeks to build on these trends. It aims to continue supporting the shift from low intensity, land-extensive employment uses (for example low-rise warehouse uses) to more intensive employment activity. This includes encouraging land uses like:

- offices,
- services,
- retail outlets,
- tourism and culture-related services.

The development plan promotes a more mixed-use philosophy. Employment land should be developed with or close to residential development.

## Chapter 7: The city centre, urban villages and retail

Dublin city centre is where people come to experience the city's vibrant street scenes, public spaces and varied cultural and leisure offerings.

They come here to:

- shop,
- work,
- study,
- live,
- socialise, and
- spend time.

The city's Key Urban Villages (important local retail centres of which there are 12 identified in the city), urban villages and neighbourhood centres are the heart of their local communities. They:

- provide a focus for local activities,
- allow for sustainable urban living.

They also allow people access to:

- local shops,
- services,
- community services,
- healthcare,
- amenities, and
- local work opportunities.

Patterns of work and lifestyles have changed due to:

- changes in economic conditions,
- technological advances,
- retail trends,
- changing consumer behaviours, and
- the Covid-19 pandemic.

People can now shop, work and be entertained from home so they are using the urban centres differently. To evolve and adapt to these trends, the city centre and the urban centres will need to offer wide-ranging amenities and uses to draw and attract visitors.

This includes:

- leisure uses,
- residential uses,

- office development,
- community uses, and
- retail.

The main aim of the Retail Strategy for Dublin City is to make the city centre retail sector the core priority and the premier retail destination in the State. It also aims to promote and consolidate the role of the Key Urban Villages with an appropriate level of retail development.

The strategy sets out how to improve the vibrancy, liveability and competitiveness of the city centre. It proposes:

- vibrant shopping streets,
- events,
- markets,
- family leisure activities,
- support for the evening economy such as pubs, theatre, cultural events,
- a city for homes,
- expanded and improved public spaces,
- new and upgraded pedestrian and cycle routes, and
- integrated public transport.

The city's Key Urban Villages, urban villages and neighbourhood centres have their own identity and sense of place. They allow people living in different parts of the city to access a wider variety of commercial, community, social and cultural services locally.

These centres will support the 'proximity principle'. This means people's daily requirements can be reached within 15 minutes by foot, bike or public transport. The development plan seeks to make sure that the vitality and viability of these centres can be maintained long term.



## Chapter 8: Sustainable movement and transport

Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city. We need to move away from private car and fossil-fuel-based mobility to reduce the negative impacts of transport and climate change.

The plan seeks to promote ease of movement within and around the city. It also aims to play a key role in:

- safeguarding the environment, and
- adapting to the impacts of climate change.
- This policy approach promotes:
  - the integration of land use and transportation, and
  - improved public transport and active travel infrastructure such as walking and cycling.

The policy also promotes an increased shift towards sustainable modes of travel and an increased focus on the public realm (such as improved footpaths), as well as healthy placemaking. Health placemaking involves shaping the built environment so that healthy activities and experiences are integral to people's everyday lives. For example, measures to locate amenities are within walking distance and neighbourhoods that have more facilities such as parks and green spaces.

This plan looks to the future of mobility in the city. This includes increasing the role of:

- shared mobility schemes,
- electric vehicles, and
- other 'micro' mobility options like e-scooters.
- 

## Chapter 9: Sustainable environmental infrastructure and flood risk

When planning how to use land, we must also ensure that development is integrated with supporting infrastructure to achieve sustainable development. This is a requirement of Ireland's National Planning Framework (NPF) 2018 which identifies strategic projects to enhance:

- water supply, and
- waste-water treatment capacity.

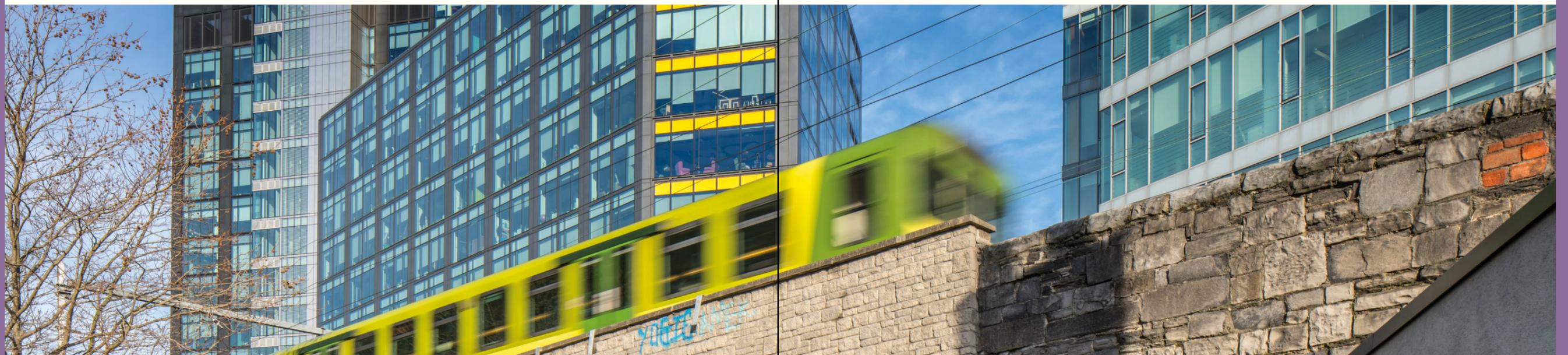
For Dublin to continue to grow and develop, we need to improve the sustainability of the following:

- energy,
- water,
- waste management, and
- resource efficiency.

In addition, the policies and objectives in the development plan are intended to provide for:

- greater energy security and efficiency,
- enhanced digital connectivity, and
- a more holistic and nature-based approach to flood risk and surface water management.

We must do all this while safeguarding environmental quality and providing for climate resilience. Applying these policies and objectives will contribute to wider climate action and environmental goals and targets.



## Chapter 10: Green infrastructure and recreation

Dublin is shaped by its major landscape features including:

- the Phoenix Park,
- the River Liffey,
- Dublin Bay, and
- the river valleys of the Tolka and Dodder.

These features are its green infrastructure. They are complemented by other amenities and green spaces of the city like:

- squares,
- historic gardens,
- the canals, and
- waterfront walkways (promenades).

All of these features contribute to the city's high-quality environment and are essential resources for conserving biodiversity (such as plants and animals) and creating a healthy, low-carbon, resilient and connected city.

It is crucial to protect and enhance the quality of Dublin City's natural assets by making sure development is green, sustainable and climate resilient. This is central to making sure the city is attractive as a place to live, work and visit.

Green-space networks result in health-related benefits like clean air and better water quality. Particularly in deprived areas, green infrastructure offers possibilities to:

- increase social activity,
- improve community cohesion, and
- lower crime levels.

The development plan includes a proactive green infrastructure strategy for the city. It seeks to balance the need for the city to grow and to protect and enhance vulnerable natural assets.

As part of a green infrastructure approach, the City Council will seek more urban greening, and healthy placemaking. The overall approach is to:

- reduce the impacts of climate change,
- improve air and water quality,
- provide effective flood management,
- encourage walking, cycling and physical activity generally, and
- protect and improve biodiversity and ecological resilience.

## Chapter 11: Built heritage and archaeology

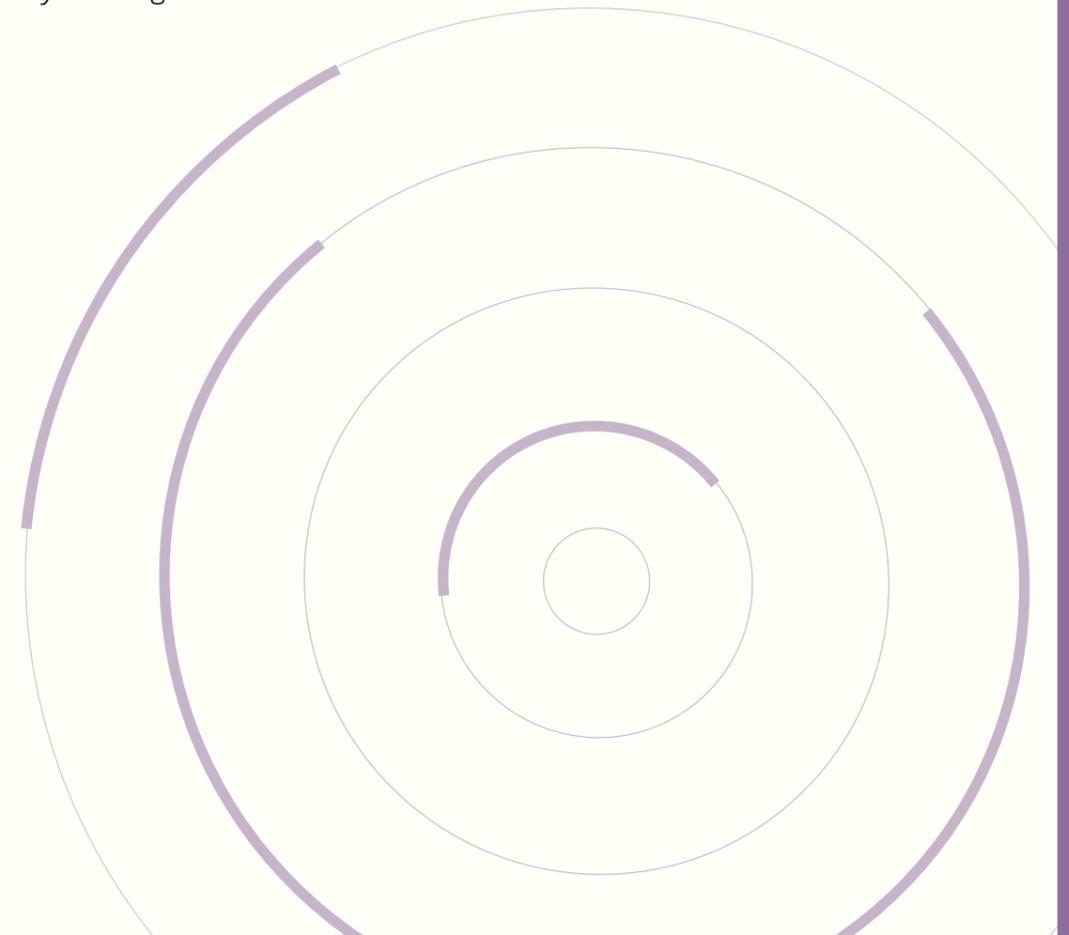
The development plan plays a key role in valuing and safeguarding built heritage and archaeology for future generations. These include features such as historic buildings, Georgian terraces and squares as well as monuments and so on. The plan guides:

- decision-making through policies and objectives, and
- how to put in place national legislation to conserve, protect and enhance our built heritage and archaeology.

The principal things that will enable the City Council to enhance the special characteristics of the city's built heritage and archaeology are:

- the Record of Protected Structures (a list of protected structures such as the Georgian Houses on Merrion Square),
- the designation of Architectural Conservation Areas and Areas of Special Planning Control (areas that are formally allocated special status to protect their character and or contribution to the heritage of the city), and
- safeguarding zones of archaeological interest (for example the medieval city quarter and the Dublin City Walls).

The development plan seeks to put in place the current Dublin City Heritage Plan. It will support the preparation and implementation of the Dublin City Heritage Plan 2022-2026.



## Chapter 12: Culture

Culture is a universal and fundamental part of the human experience. It plays a central role in defining us as a society and as a city. Cultural and interpretative expression takes many forms like:

- music,
- dance,
- visual arts,
- sculpture,
- theatre, and
- literature.

As the Capital City, Dublin leads the State in the wealth of culture available to all. Dublin has everything from major cultural institutions and globally recognised festivals to local community spaces and events.

As Dublin continues to grow, we face the challenge of protecting its arts and cultural assets while allowing sustainable growth. We also need to expand the range of spaces and places available so the pace of cultural growth can match our population growth.

To enable new facilities, these challenges must be met in all parts of the city, including:

- the regeneration of industrial lands,
- the regeneration of older social housing complexes,
- new builds in the suburbs, and
- gaps in facilities provided within the existing inner and outer city suburbs.

All of this must be done while at the same time meeting the density targets within the National Planning Framework and the Regional Spatial and Economic Strategy (RSES).

As recognised in the Government policy document, Culture 2025, participation in cultural activities can:

- contribute to social cohesion,
- reduce isolation, and
- enrich all our lives.

Cultural infrastructure is a key social asset that must be planned for in the same way as our water supply, our transport, our parks and our built heritage.

The development plan seeks to address the planning challenges facing the cultural sector. It recognises that the protection and expansion of all types of cultural assets can only be achieved through both public and private investment. This reflects the diverse and wide-ranging sector that it is. The plan aims to provide for a vibrant and sustainable cultural sector and associated cultural infrastructure to meet the needs of the city.

To cater for the future population growth outlined in the National Planning Framework, such growth **must** be in line with the strategic investment priority of the National Planning Framework. This means keeping culture at the heart of communities.



### Chapter 13: Strategic Development Regeneration Areas (SDRAs)

The development plan designates 17 Strategic Development Regeneration Areas. This is a key part of delivering compact growth (compact growth involves the better use of available land within built up areas close to public transport and the city centre for development opportunities). We believe that these areas can deliver significant quantities of homes and employment for the city.

For each of the SDRAs, guiding principles are provided. They set out how to make the most of the potential of these areas and develop their character.

Key objectives we must achieve are set out regarding:

- mix of uses,
- street network,
- linkages and connections within the area and to surrounding areas, for example, new routes and lanes,
- providing urban spaces, parks and playgrounds, and
- providing retail and recreational facilities.

### Chapters 14, 15 and 16: Land-use zoning, development standards and implementation

The zoning (the use of land for a particular purpose) and development standard provisions of this plan support the delivery of the Core Strategy. In particular, the zoning provisions make sure there is enough land to meet:

- population targets, and
- the economic role of the city as the nation's capital.

Zoning also makes sure:

- there is intensification of development such as housing along public transport corridors, and
- that a mixed-use approach is promoted.

The mixed-use approach will underpin a compact and sustainable city. The Development Standards reinforce this approach with clear guidance for:

- quality residential development,
- successful neighbourhoods, and
- green infrastructure such as public open space.

These are essential parts of the intensification of the city. This intensification relates to compact growth (the better use of available land within built up areas close to public transport and the city centre for development opportunities). It also involves promoting more effective use of land.

Chapter 16 sets out:

- our city's key performance indicators (signs of progress), and
- how the plan will be put in place and monitored.





# CHAPTER 1

## Strategic Context and Vision



## 1.1 Introduction

The Dublin City Development Plan (2022–2028) sets out an integrated, coherent spatial framework to ensure our city is developed in an inclusive way which improves the quality of life for its citizens, and ensures that it is an attractive place to live, work and visit.

The plan guides future growth and development, and provides the overall strategy to achieve proper planning and sustainable development, through a range of policies and objectives.

The new plan has come at a time of unprecedented challenges for the city arising from the impacts of the Covid-19 pandemic, Brexit and climate change. This new development plan creates a platform to facilitate and promote the sustainable, long-term recovery of the city for the benefit of its citizens, the region and the country. It offers an opportunity to respond to these challenges and to build on the success of the significant investment and regeneration seen in the city in recent years.

The city has witnessed significant growth and expansion over the past number of years. There have been considerable achievements including the continued build out of Dublin Docklands as a vibrant new commercial and residential hub. Poolbeg West has been designated as a Strategic Development Zone (SDZ) and the adopted planning scheme will facilitate further significant housing and commercial development. Technological University Dublin has largely relocated to the Grangegorman campus and the new national children’s hospital at St. James’s Hospital campus is nearing completion, 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, Ballymun and Cherry Orchard with the support of an updated suite of local area plans. (See Chapter 4: Shape and Structure of the City for further information on recent development patterns in the city).

On the public transportation front, the new Luas cross-city line is complete and there are plans for further significant public transport investments including Metro, Bus Connects, Dart + and the Luas extension. An ambitious upgrade of the city’s cycle paths is planned over the next number of years, and works to enhance the city centre public realm are advancing as well as a number of city greening initiatives.

Whilst much has been achieved, there remain areas of the city that remain underdeveloped and in need of regeneration. Significant housing delivery in tandem with physical and social infrastructure is required to meet the growing needs of the city to ensure that Dublin is an attractive city to live in and that it retains its competitiveness as capital city.

The City Council is committed to promoting compact growth and ensuring the continued consolidation of the city, with sustainable patterns of development and the creation of a dynamic and vibrant city core complemented by well-serviced and integrated neighbourhoods. It is the objective of the Council to ensure the best use of the city’s land to deliver additional housing, to provide integrated transport including enhanced walking and cycling facilities; to the development of community infrastructure and facilities including cultural and sports amenities; and to long term, sustainable economic growth.

## 1.2 Strategic Approach – Achieving a Sustainable, Climate Resilient Dublin

The development plan sets out the strategic approach to meet the needs and aspirations of citizens of Dublin and the country, not only for the six-year life of the plan, but for the long term.

The overarching strategic approach of the plan is to develop a low carbon, sustainable, climate resilient city. The costly implications of not doing so are indisputable and the benefits of a more sustainable city are numerous. A shift in behavioural patterns, effective use of land well served by public transport, use of renewable energy sources and development of sustainable infrastructure is critical for the city to make its contribution to emissions reduction and to increase the resilience of the city’s economy. Dublin has made some good progress in these areas, but the scale of the challenge is such that there is a need for a coherent and strategic response.

It is envisaged that by 2050, Dublin will be a zero carbon city with all of its energy coming from renewable energy sources. All of the city’s buildings will have been built or retrofitted to near zero energy building standards, which will provide comfortable, warm, living and working environments. The use of ‘conventionally-fuelled’ cars in urban transport will be halved by 2030 and phased out by 2050 and we will achieve essentially CO2-free city logistics in Dublin by 2030.

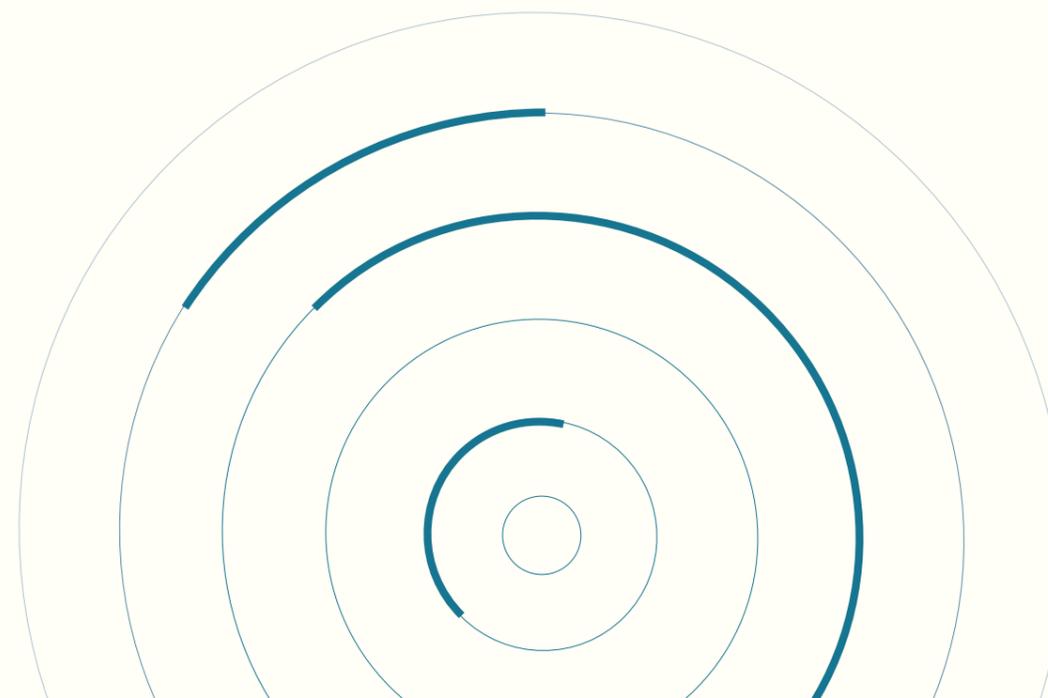
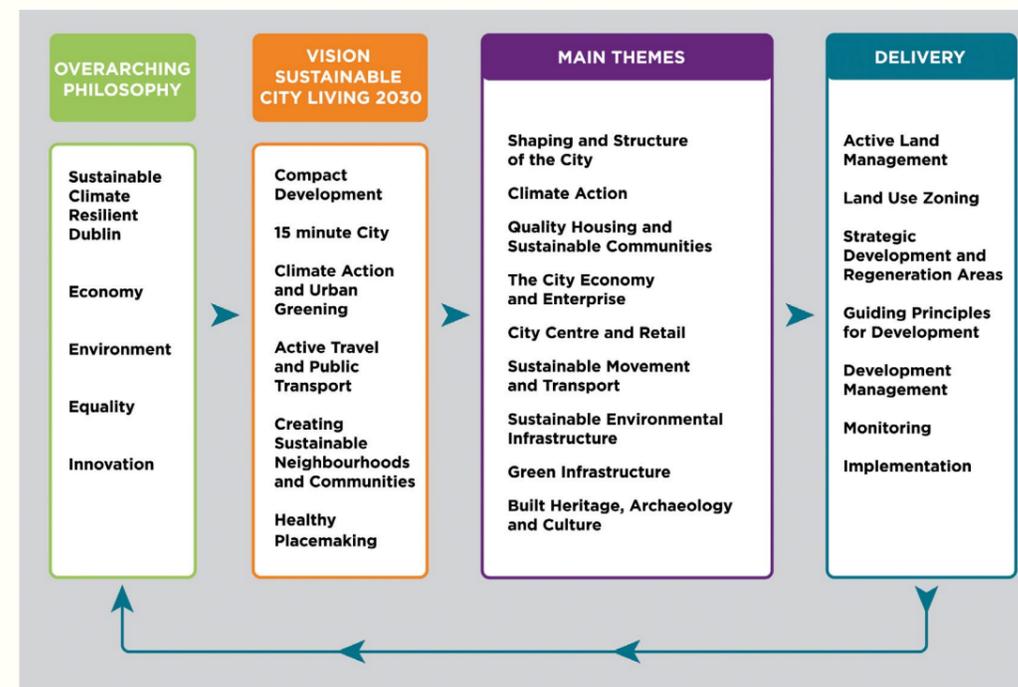
## Strategic Principles

In achieving a more sustainable and resilient city, the application of the strategic 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 which are set out below constitute inter-related and essential elements of a sustainable approach to future development of the city. These principles are imbued throughout the development plan, cascading from the vision, Core Strategy, policies, objectives and standards through to implementation.

- a) Social/Residential** – creating a more compact city with a network of sustainable neighbourhoods (aligned with the principle of the 15 minute city) which have a range of facilities and a choice of tenure and house types, promoting social inclusion and integration of all ethnic/minority communities.
- b) Economic** – continuing to develop Dublin as the engine of the Irish economy and the national gateway at the heart of the Dublin region, with a network of thriving spatial and sectoral clusters providing the strategic focus for employment and innovation.
- c) Sustainable Movement** – helping to build an integrated transport network and encouraging the provision of a greater choice of public transport and active travel including walking and cycling.
- d) Cultural/Built Heritage** – making provision for cultural facilities throughout the city and increasing awareness of our cultural and built heritage and promoting safe and active streets through the design of buildings and the public realm.
- e) Urban Form** – creating a connected, legible and liveable city with a distinctive sense of place, based on active streets and quality public spaces and adequate community and civic infrastructure.
- f) Healthy Placemaking** - ensuring quality architecture, urban design and green spaces to provide quality of life and good health and wellbeing for all.
- g) Innovation** - improving the liveability and attractiveness of Dublin as a dynamic, sustainable city that is future ready by embracing innovation and using technology, including Smart City possibilities, to address city challenges and improve quality of life.

These components of the over-arching strategic approach and philosophy for the new development plan have informed the vision for the city, which is elaborated on below.

Figure 1-1: Strategic Context



### 1.3 The Vision for Dublin

This Dublin City Development Plan arrives at a time of uncertainty as a result of the Covid-19 pandemic, Brexit and climate change. The time is opportune however, to create a vision for the city that will not only facilitate growth, but will seek to ensure that this physical, social and economic growth takes place in a coherent and sustainable manner.

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. Without a vision which enjoys broad support, short-term, often competing, interests will prevail, ultimately to the detriment of the city.

The development plan vision has been informed having regard to the National Strategic Outcomes (NSOs) set out in the NPF, the Regional Strategic Outcomes (RSOs) set out in the RSES and the United Nations' Sustainable Development Goals (SDGs). Central to the achievement of the vision is the integration of climate action as a cross cutting theme throughout the plan.

The vision for the city is that:

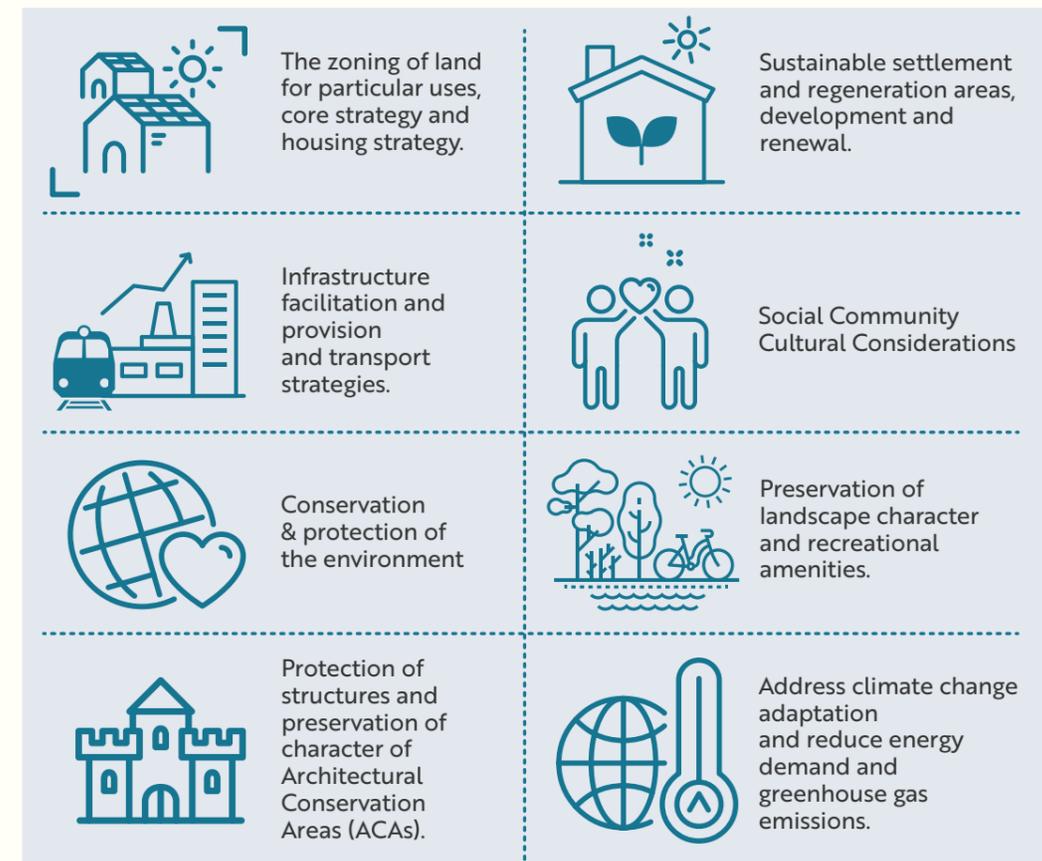
**Within the next 10 years, Dublin will have an established international reputation as one of Europe's most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods with excellent community and civic infrastructure based on the principles of the 15 minute city, all connected by an exemplary public transport, cycling and walking system and interwoven with a high 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.**

### 1.4 Statutory Context

This Dublin City Development Plan 2022-2028 has been prepared in accordance with the requirements of the Planning and Development Act, 2000 (as amended). The legislative basis for the preparation and adoption of a development plan is set out in Sections 9-12 of the Act. Section 10(1) provides that the development plan shall set out an overall strategy for the proper planning and sustainable development of the area and shall consist of a written statement and a plan or plans indicating the development objectives for the area (see Appendix 4 for a summary of development plan mandatory requirements).

The plan is required to be consistent with national and regional planning and development policy and must specifically address the following mandatory requirements:

**Figure 1-2: Mandatory Requirements to be Addressed by Development Plans**



The development plan and in particular, the Core Strategy (see Chapter 2) sets out the spatial framework for the city within the context of the National Development Plan (NDP), National Planning Framework (NPF), the National Climate Action Plan (CAP) 2019-2024, the Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly (RSES) 2019, the NTA Transport Strategy 2016-2033 and with the Specific Planning Policy Requirements (SPPRs) set out in the relevant Section 28 Ministerial Guidelines.

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 Section 1.9 below. Appendix 14 sets out a summary of how the plan complies with relevant Section 28 guidance. The Core Strategy and Housing Strategy inform the settlement strategy for the city.

Taking account of the development framework set out in higher level national and regional plans, the proposed strategic approach 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 (Chapter 2).

## 1.5 Strategic Environmental Assessment (SEA) / Appropriate Assessment (AA) / Strategic Flood Risk Assessment (SFRA)

### 1.5.1 Strategic Environmental Assessment (SEA)

The preparation of the Dublin City Development Plan 2022-2028 is required to undergo Strategic Environmental Assessment (SEA) in accordance with Directive 2001/42/EC and associated implementing national legislation<sup>1</sup> on the Assessment of the Effects of Certain Plans and Programmes on the Environment.

SEA is a process for evaluating, at the earliest appropriate stage, the environmental quality and consequences of Plans or Programmes. The purpose is to ensure that the environmental consequences of Plans or Programmes are assessed both during their preparation and prior to

1. Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 436 of 2004), as amended by the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011, (S.I. No. 201 of 2011).

their adoption. The SEA process is integrated into the preparation of the draft plan and the SEA Environmental Report.

As part of the SEA process, the statutory environmental authorities were informed and consulted through SEA Scoping in relation to the making of the draft plan and the associated SEA. Submissions provided by the environmental authorities have influenced the making of the draft plan and have been incorporated into the Environmental Report, which is contained in Volume 5 of the draft plan.

The Environmental Report sets out policy and guidance in relation to SEA; the findings of consultations; describes the baseline environment; sets environmental objectives; assesses the environmental impact of the plan and proposes appropriate mitigation of potential negative aspects, where required.

The SEA process is supported by a Strategic Flood Risk Assessment (SFRA). The SFRA provides a strategic assessment of flood risk at a city level, informing land-use planning decisions in the Development Plan.

### 1.5.2 Appropriate Assessment (AA)

In accordance with the requirements under the EU Habitats Directive (92/43/EEC), the EU Birds Directive (79/409/EEC) and Section 177 of the Planning and Development (Amendment) Act 2010, an Appropriate Assessment of the draft Dublin City Development Plan 2022-2028 has been carried out to determine whether the draft plan could have significant effects on European sites, either individually or in combination with other plans or projects.

The Appropriate Assessment of the draft plan furthermore assesses whether any such significant effects would adversely affect the integrity of any European sites, in view of the conservation objectives supporting the favourable conservation condition of the Qualifying Interest habitats and species of European sites. In reaching a conclusion in this regard, consideration is given to any mitigation measures necessary to avoid or reduce any potential negative impacts.

An early iteration of the pre-draft plan (comprising an issues paper, Chief Executive's Report on pre-draft Public Consultation Strategic Issues Paper and Minutes of Special Council Meeting on Pre-Draft Development Plan) was subject to Screening for Appropriate Assessment.

The purpose of this process is to determine whether or not a plan requires Appropriate Assessment of the likely significant effects on a

European site (Natura 2000 network of European sites of conservation importance). Where it cannot be ruled out beyond scientific doubt, and on a precautionary basis avoiding reliance of mitigation policies or measures, that the plan is likely to have potential for significant effects on a range of European site(s), it is deemed that the plan will require an Appropriate Assessment.

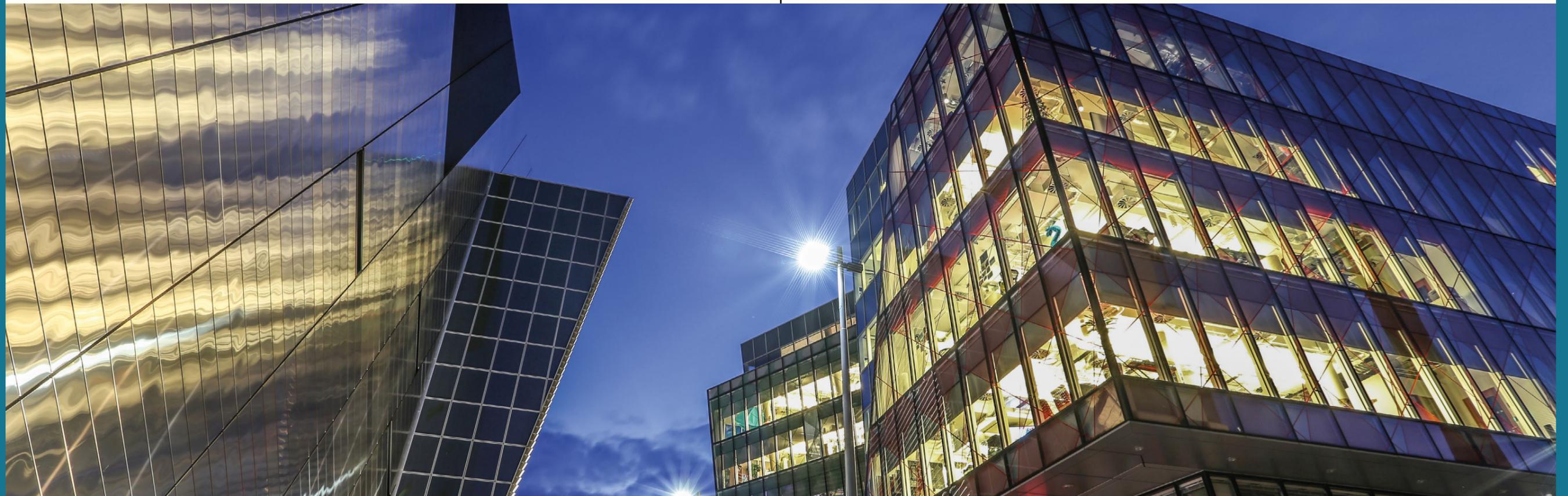
The Appropriate Assessment of the draft plan and its proposed policies and objectives (at this time) has been informed by a Natura Impact Report (NIR) that is included with the draft plan documentation (Volume 6 of the plan). It has been objectively concluded (at this stage of the plan process) in the NIR, following an examination, analysis and evaluation of the relevant information, including in particular the nature of the predicted impacts associated with the plan that it will not adversely affect the integrity of any European site, either alone or in combination with other plans or projects. However, the iterative process is incomplete.

Following on from the release of the draft plan and its accompanying environmental reports, any amendments or material changes that arise from that process will themselves be subject to Appropriate Assessment and incorporated into the draft plan before the assessment can be concluded (through the formal determination of the Competent Authority e.g. the elected members and its statutory adoption thereafter of the Dublin City Development Plan 2022-2028).

The following will apply to all plans:

To ensure that plans, including land use plans, will only be adopted, if they either individually or in combination with existing and/or proposed plans or projects, will not have a significant effect on a European Site, or where such a plan is likely or might have such a significant effect (either alone or in combination), the planning authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the plan will not adversely affect the integrity of any European site, will the planning authority adopt the plan, incorporating any necessary mitigation measures. A plan which could adversely affect the integrity of a European site may only be adopted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.

Plans will also be subject to screening for the requirement for environmental assessment, and to environmental assessment if required, in accordance with the provisions of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the SEA Directive) as transposed into national legislation.



The following will apply to all development proposals:

To ensure that planning permission will only be granted for a development proposal that, either individually or in combination with existing and/or proposed plans or projects, will not have a significant effect on a European site(s), or where such a development proposal is likely or might have such a significant effect (either alone or in combination), the planning authority will, as required by law, carry out an appropriate assessment as per requirements of Article 6(3) of the Habitats Directive 92/43/EEC of the 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, as transposed into Irish legislation. Only after having ascertained that the development proposal will not adversely affect the integrity of any European site, will the planning authority agree to the development and impose appropriate mitigation measures in the form of planning conditions. A development proposal which could adversely affect the integrity of a European site may only be permitted in exceptional circumstances, as provided for in Article 6(4) of the Habitats Directive as transposed into Irish legislation.

Development proposals will also be subject to screening for the requirement for environmental impact assessment, and to environmental impact assessment if required, in accordance with the provisions of Directive 2011/52/EU on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU (the EIA Directive) as transposed into national legislation.

### 1.5.3 Strategic Flood Risk Assessment (SFRA)

The development plan also contains a Strategic Flood Risk Assessment (SFRA). A SFRA is an area wide assessment of the existing risks of flooding and the impact of those risks arising from spatial planning policies. The SFRA, including flood zone maps has been carried out in accordance with the Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009) and is contained in Volume 7 of the Plan.

## 1.6 Housing Strategy, HNDA and Retail Strategy

A Housing Strategy in accordance with Section 94 of the Planning and Development Act 2000 (as amended) has been prepared (Appendix 1). In addition, a Housing Need and Demand Assessment (HNDA) has been prepared in accordance with the Guidance on the Preparation of Housing Need and Demand Assessment published by the Department of Housing, Local Government and Heritage in April 2021.

The quantitative analysis set out in the Housing Strategy and HNDA has been informed by the Structural Housing Demand in Ireland and Housing Supply Targets document, and the associated Section 28 Guidelines: Housing Supply Target Methodology for Development Planning December 2020.

A Retail Strategy is set out in Appendix 2 and this has been prepared having regard to the Retail Planning Guidelines (2012).

## 1.7 Plan Making Process and Consultation

The preparation of this plan included pre-draft consultation with the elected members, the general public, key stakeholders, 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 in February 2021.

The consultation strategy included a number of public information events including five online webinars to encourage as much public engagement as possible. There was also active use of social media including an information video. A total of 752 written submissions, together with the opinions and comments arising from the public consultation webinars, 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.

In considering the views expressed by the public at the pre-draft stage, the elected representatives proposed 1,078 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 further 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).

## 1.8 Form and Content of Development Plan

The Dublin City Development Plan 2022-2028 comprises a number of inter-related documents/volumes which must be interpreted as a whole. These are:

**Written Statement (Volume 1):** The Written Statement, which sets out the Core Strategy and the policies and objectives of the Council for the proper planning and sustainable development of the city. It comprises the main policy document of the Dublin City Development Plan and includes 16 Chapters. Graphic maps in Vol. 1 are illustrative only.

**Appendices (Volume 2):** The Appendices, contained in a separate volume, include the Housing Strategy and HNDA, the Retail Strategy, together with a number of other technical appendices.

**Mapping (Volume 3):** 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. Should any conflict arise between the written statement and the maps or diagrams, the written statement shall take precedence.

**Additional Volumes:** There are four further volumes in the plan. These include:

Volume 4: The Record of Protected Structures.

Volume 5: The Strategic Environmental Assessment Report.

Volume 6: The Appropriate Assessment Report.

Volume 7: Strategic Flood Risk Assessment.

## 1.9 Strategic Policy Context

### 1.9.1 Introduction

Since the adoption of the current Dublin City Development Plan in 2016, significant changes have occurred in the policy and regulatory environment for land use planning and development in Ireland. The plan is informed by a hierarchy of international, national and regional policies, which are now in place.

**Figure 1-3: Key National, Regional and Local Planning Policy**



### 1.9.2. UN Sustainable Development Goals

The 17 United Nations Sustainable Development Goals (SDGs) set out a holistic approach to achieving a sustainable future for all. Ireland is committed to achieving the SDGs as set out in the Department of Communications, Climate Action and Environment 'The Sustainable Development Goals National Implementation Plan 2018-2020. There is significant alignment between the NPF's National Strategic Outcomes and the SDGs (see also <https://sdgs.un.org/goals>).

Figure 1-4: UN Sustainable Development Goals



### 1.9.3 The National Planning Framework

The National Planning Framework (NPF) is a 20-year, high-level strategy to guide development and investment in Ireland. The full document can be viewed at <https://npf.ie/>.

The NPF makes a strong commitment to sustainable land management and resource efficiency in order to support the transition to a low carbon society. It sets out a regional focused strategy for managing growth and providing a counterbalance to the established concentration of growth in the Greater Dublin Area.

Notwithstanding this, the NPF acknowledges the critical role that Dublin City plays in the country's competitiveness as the country's leading global city of scale, and supports Dublin's growth in jobs and population, anticipating that the city and suburbs will accommodate an extra 235,000 to 293,000 people by 2040.

The NPF identifies ten National Strategic Outcomes (NSOs) for the future growth and sustainable development of Ireland to 2040. These outcomes have been a central consideration in shaping the new Dublin City Development Plan. The Outcomes in the NPF are realised through a series of National Policy Objectives (NPOs) with which the Dublin City Development Plan is consistent with.

Figure 1-5: NPF National Strategic Outcomes



Compact growth is the first NSO and it has particular significance for spatial planning policy, requiring at least half of all future housing and employment growth in Dublin to be located within and close to the existing 'built-up' area of the city – specifically within the canals and the M50 ring which will require the progressive relocation of less-intensive land uses outside of this built-up area.

This growth strategy will allow better use of underutilised serviced land and buildings, including infill and brownfield land, with more high-quality and higher-density mixed-use development accompanied by enhanced amenities, education, health and social services; all supported by sustainable mobility.

The NPF sets out that securing compact and sustainable growth requires a focus on the liveability of urban places, continuous regeneration of existing built up areas, tackling legacies such as concentrations of disadvantage in certain areas, and linking regeneration and redevelopment initiatives to climate action. The NPF also sets out a series of growth enablers for Dublin, which have informed the policy approach in the plan.

### 1.9.4 The National Climate Action Plan 2019-2024

The National Climate Action Plan (CAP) 2019-2024 (<https://www.gov.ie>), sets out a course of action to address the impacts of climate change on Ireland’s environment, society, economic and natural resources. The CAP identifies the scale of the challenge and examines impacts on a range of key sectors including electricity, transport, built environment, industry and agriculture and charts a course towards ambitious emission reduction targets.

The CAP recognises the role that Project Ireland 2040 and the NPF can play in climate action in providing for population growth in a compact, connected and sustainable way and the key role that land use planning can play in progressing climate change mitigation and adaptation.

It is recognised that the Government intends to publish a new National Climate Action Plan in the near future. Dublin City Council will consider a variation of the development plan within a reasonable period of time to ensure that the development plan will be consistent with the overall approach to climate action set out in any new National Climate Action Plan.

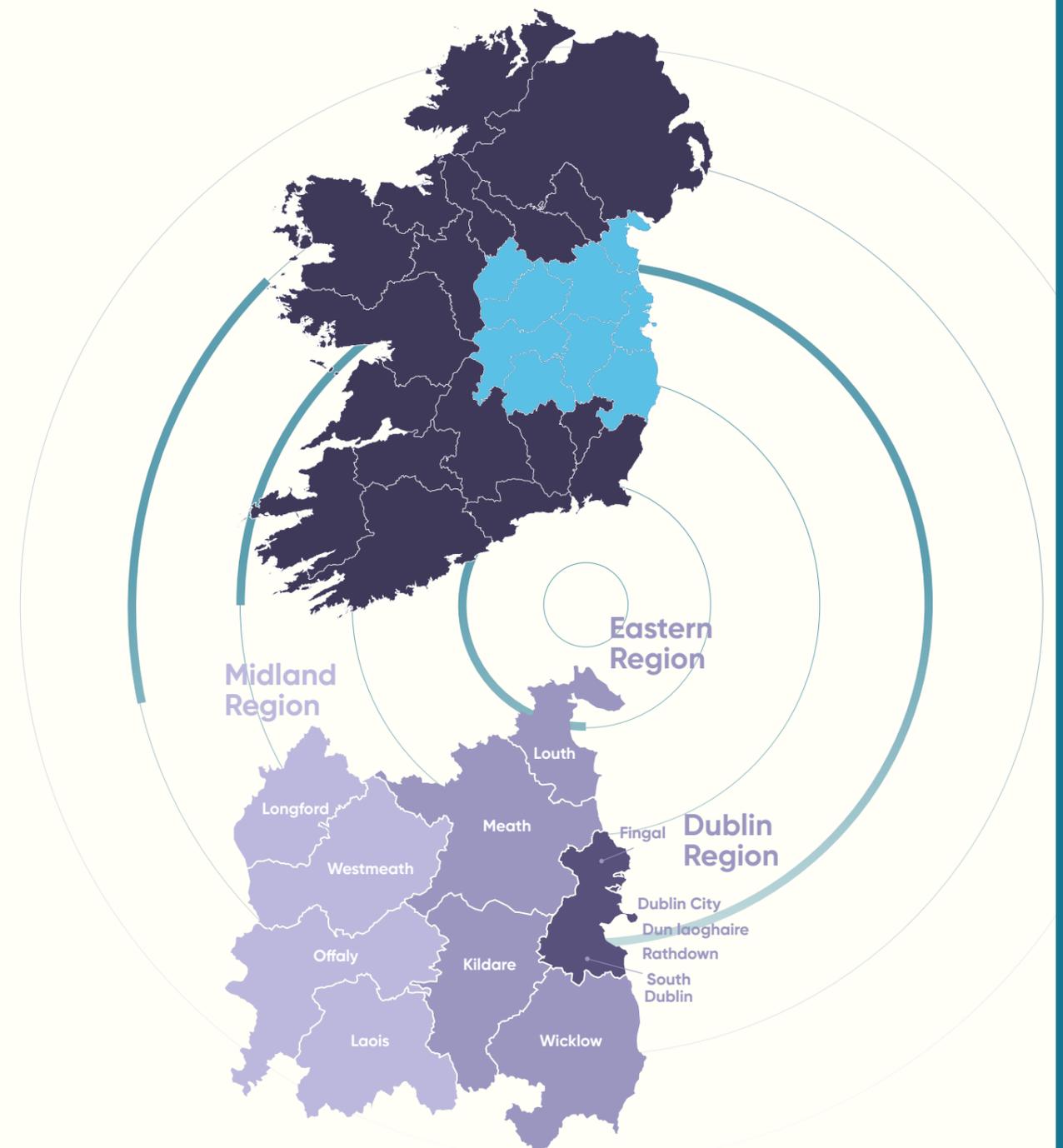
Dublin City Council adopted and is implementing a Climate Change Action Plan (CCAP) for the city for the period 2019-2024 focussed on the areas of energy and buildings, transport, flood resilience, nature-based solutions and resource management.

Climate action is a cross-cutting theme and is integrated with every chapter of the plan. In particular, the plan promotes a compact urban form, the integration of transportation and land use planning, protection and enhancement of biodiversity, all of which will help create climate resilient communities and neighbourhoods.

### 1.9.5 Regional Spatial and Economic Strategy (2019-2031)

Dublin City is within the Eastern and Midland Regional Assembly Area (EMRA) and the Regional Spatial and Economic Strategy (RSES) (<https://emra.ie/final-rses/>) for this area sets out a strategic plan and investment framework to shape the development of, and to manage planning in, the region.

Figure 1-6: Dublin City in the EMRA Area



The RSES integrates the NPF objectives and the growth and settlement strategy at the regional level, ensuring coordination between the NPF and the Dublin City Development Plan.

The RSES identifies the region’s challenges as the need to sustain economic growth whilst transitioning to a low carbon society and; the need to align population growth with the location of homes and jobs whilst creating healthy attractive places and an enhanced quality of life.

The RSES is underpinned by three key principles namely: placemaking; climate action; and sustainable economic opportunity and growth. Sixteen Regional Strategic Outcomes (RSOs) are set out which are broadly aligned with the National Strategic Outcomes of the NPF.

**Figure 1-7: EMRA RSES Regional Strategic Outcomes**

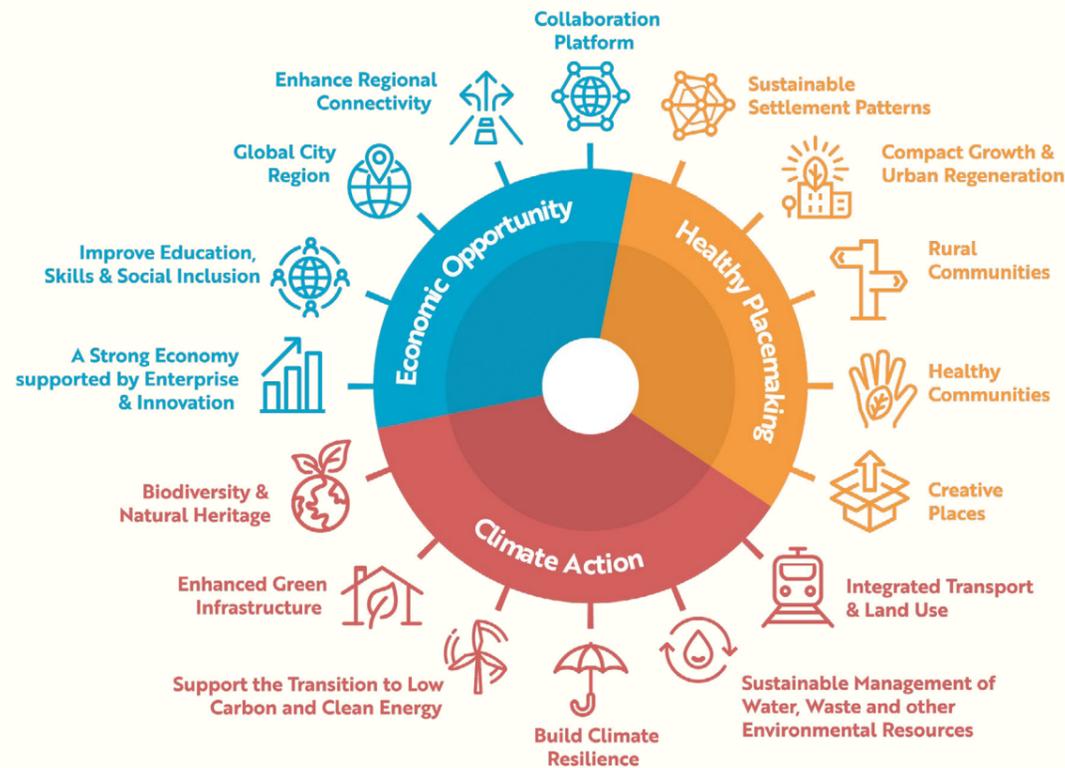


Figure 2.4 Regional Strategic Outcomes

**KEY PRINCIPLES**

**Healthy Placemaking**

To promote people’s quality of life through the creation of healthy and attractive places to live, work, visit and study in.

**Climate Action**

The need to enhance climate resilience and to accelerate a transition to a low carbon economy recognising the role of natural capital and ecosystem services in achieving this.

**Economic Opportunity**

To create the right conditions and opportunities for the region to realise sustained economic growth and employment that ensures good living standards for all.

The RSES sets out the vision for growth (homes and jobs) and Regional Policy Objectives (RPOs) for the Region to the year 2031 and seeks a population increase of circa 100,000 people by 2031 in Dublin City.

The policies and objectives of the plan align with the RSOs and the Core Strategy is underpinned by the population targets set out in the RSES.

**1.9.6 Dublin Metropolitan Area Strategic Plan (MASP)**

The RSES includes a more detailed Dublin Metropolitan Area Strategic Plan (MASP) which identifies strategic development and employment areas for population and employment growth, in addition to more generalised consolidation and re-intensification of infill, brownfield and underutilised lands within Dublin City and its suburbs.

**Figure 1-8: Dublin MASP**



The MASP identifies a number of large scale strategic sites (strategic development lands), based on key corridors that will deliver significant development (housing and employment development) up to the year 2031.

The strategic development lands within the City Council's area identified in the RSES by EMRA are as follows:

### Strategic Development Areas

#### Multi-Modal Location – City Centre within the M50

- **Residential:** Docklands and City Centre, Naas Road, North East Inner City lands, Parkwest – Cherry Orchard, Ballymun, Ashtown-Pelletstown and St. James – Heuston Lands.
- **Employment:** Docklands and Poolbeg, Diageo lands and St. James and Grangegorman campus, Naas Road.

#### DART Corridor – (North South)

- **Residential:** North Fringe (Clongriffin / Belmayne)
- **Employment:** North Fringe Mixed Use Centres

### Strategic Employment Lands

#### Multi-Modal Location – City Centre and Docklands

- Docklands, Poolbeg and North East Inner City, City Centre (Grangegorman and St. James-Diageo lands)
- Intensification of Industrial lands
- DART Corridor- (South West Corridor)
- Naas Road.

The MASP supports a sequential approach to residential development with a primary focus on the consolidation of sites within or contiguous to Dublin City and Suburbs. The Core Strategy and Settlement Strategy of the plan aligns with the strategic development lands detailed in the RSES.



### 1.9.7 NTA Transport Strategy 2016-2035

This strategy for the Greater Dublin Area (GDA) provides a framework for a sustainable transport network for the long term. Three key projects include:

- The Bus Connects project with a targeted timeline of 2021 – 2023.
- The extended Luas Tram line to Finglas anticipated to be delivered by 2028.
- Metro train line from the city to Dublin Airport and Swords with a targeted delivery date of between 2021 and 2027.

Over the course of the development plan, it is expected that these key infrastructural projects will either be delivered or be at an advanced stage of design/planning. The alignment of future growth and key public transport infrastructure is a key consideration of the plan.

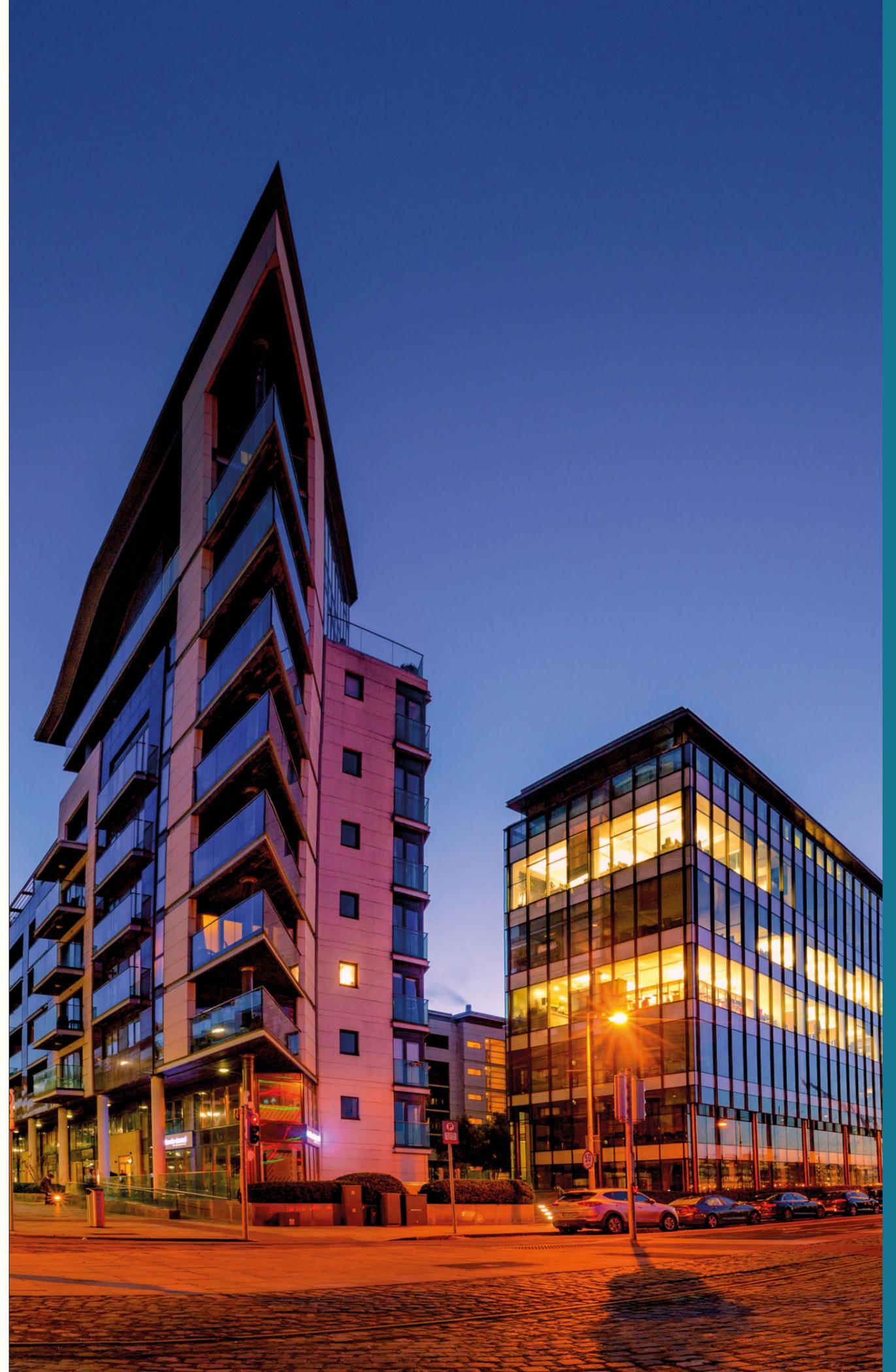
### 1.9.8 Statutory Planning Guidelines

The Minister for Housing, Local Government and Heritage has issued a range of guidelines which planning authorities are required to have regard to in carrying out their functions, including in the preparation of the Dublin City Development Plan. These guidelines cover a wide range of issues including building height, residential density and design, development management, childcare facilities and environmental assessment. Full cognisance of these guidelines and all relevant strategic planning policy requirements has been had when framing the policies and objectives of the plan (see Appendix 14).

## 1.10 Implementation and Monitoring

The numerous strategies, policies and objectives in the Dublin City Development Plan cannot be delivered by the City Council alone. The vision of the plan will be implemented by a number of agencies at the 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 to ensure effective sustainable delivery and also to allow for greater transparency on the progress made in the implementation of the plan (see Chapter 16: Monitoring and Implementation).





# CHAPTER 2

Core  
Strategy

## 2.1 Introduction

The purpose of this core strategy is to guide the spatial direction of future development and regeneration in the city in line with the principles of compact growth. It accords with the development plan vision as set out in Chapter 1. The Core Strategy is depicted diagrammatically in Figure 2-1. The key objective of the Core Strategy is to ensure that quantum and location of development is consistent with National and Regional policy.

### 2.1.1 Legislative Basis

The requirement for a Core Strategy as part of the development plan is described in S10 (2A) of the Planning and Development Acts (PDA) 2000 (as amended). The role of the Core Strategy is to ensure that there is sufficient zoned and serviced land to cater for future housing demand over the development plan period. The Core Strategy sets out a spatial settlement strategy for the city which is consistent with the Housing Strategy, the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES), specific planning policy requirements (SPPRs) required under Section 28 Guidelines and takes account of policies of the Minister in relation to national and regional population targets.

In accordance with the Planning Acts, the Core Strategy is evidence based utilising data based on population trends and household targets. It demonstrates how land already zoned or proposed for zoning will accommodate projected housing demand. The Core Strategy also sets out details of the economic and Retail Strategy for the city so that there is an overall integrated and coherent approach to how the future of the city is planned and that the places people work, live and make use of are interlinked.

### Housing Strategy

The Housing Strategy for Dublin City Council is included as Appendix 1 in Volume 2 to the development plan, and includes a Housing Need Demand Assessment (HNDA). A Housing Strategy is a mandatory requirement of the development plan under Part V of the PDA. The purpose of the Housing Strategy is to address the overall housing needs of the existing and future population of the area and the scale and

needs for supported housing types. The outcomes from the Housing Strategy inform the Core Strategy and other policies and objectives within the development plan with regard to future housing need.

### 2.1.2 Policy Context

#### National Planning Framework (NPF)

The NPF is the Government's high level strategic plan for shaping the future growth and development of the country to 2040. Compact growth is a key strategic objective of the plan and there is a particular focus on Dublin, with the NPF advocating an approach of consolidation and densification in the city.

This will require focus on a number of large regeneration and redevelopment projects, particularly in respect of underutilised land within the canals and the M50 ring. There is also an emphasis on key Future Growth Enablers for Dublin including a requirement to identify large regeneration sites suitable for housing and employment and aligning development with strategic public transport infrastructure projects.

The NPF provides a series of National Policy Objectives (NPOs), a number of which have informed the Core Strategy, including:

- **NPO 3b** seeks the delivery of at least half of all new homes to be targeted in the five main cities within their existing built-up footprints.
- **NPO 11** states that there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities subject to development meeting appropriate planning standards and achieving targeted growth.
- **NPO no. 72a, no. 72b and no. 73a** are considered to be interlinked and largely deal with the NPF 'tiered approach' to zoned lands that are serviced, classified as Tier 1: Serviced Zoned Lands; and zoned lands that are serviceable during the life of the development plan, classified as Tier 2: Serviceable Zoned Land (see Section 2.3.4 below).

### Regional Spatial and Economic Strategy and Metropolitan Area Spatial Plan

The Eastern and Midlands Regional Assembly (EMRA) prepared the Regional Spatial and Economic Strategy (RSES) in June 2019 for the Eastern and Midlands region; which gives effect to the NPF at regional level. The RSES further endorses the NPF's principles of consolidation, brownfield development, densification and compact growth. The RSES sets out a new regional plan providing a long term spatial planning direction for the region in which Dublin is categorised as a Global Gateway in recognition of the international role it plays for the country.

Included in the RSES is the 12-20 year Metropolitan Area Strategic Plan (MASP) for Dublin. The MASP identifies a regional framework which aligns population and employment growth with associated transport and infrastructure investment priorities.

In terms of the future growth of the city, the MASP identifies a number of large scale strategic areas based on key transport corridors with a capacity to deliver significant development up to the year 2031. These are defined as Strategic Development Areas and Strategic Employment Lands and the Core Strategy must align with these.

The RSES and MASP also support active land management providing guiding principles to deal with the complexities of brownfield and infill sites in the preparation of the Core Strategy. A key element of the RSES is the population allocation provided for the city. The Core Strategy aligns with these population figures. This is detailed under Section 2.2 below.

### National Transportation Authority - Transport Strategy 2016-2035

The Transport Strategy for the Greater Dublin Area (GDA), prepared by the National Transportation Authority (NTA), provides a framework for a sustainable transport network for the long term. The Core Strategy will promote development and appropriate intensification along the routes of the three key public transport projects to be developed over the development plan period comprising Bus Connects (2021 – 2023), the Metrolink to Dublin Airport/Swords (2021 - 2027) and the Luas to Finglas (2028).

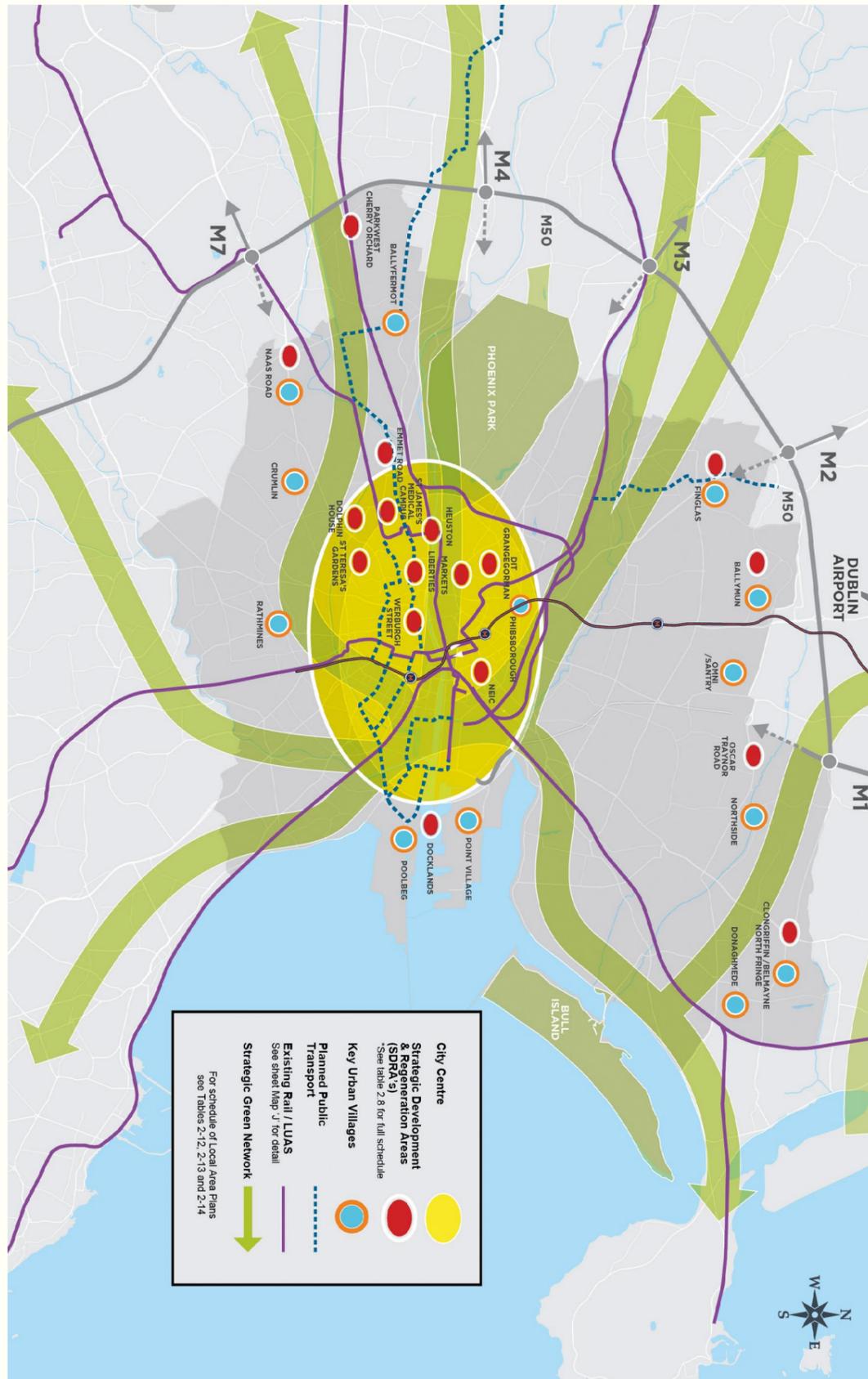
### Department of Housing Local Government and Heritage - Section 28 Guidelines

The Department of Housing Local Government and Heritage (DHLGH) published the Housing Supply Target Methodology for Development Planning, December 2020, Projected Housing Demand by Local Authority Area 2020 – 2031 ESRI NPF Scenario Housing Supply Target. It contains housing supply targets for each individual local authority. These housing requirement figures, are used as part of the Core Strategy figures, detailed below under Section 2.2.

The development plan takes into account a suite of other Section 28 planning guidelines in the preparation of the Core Strategy and in relation to a range of policies and objectives incorporated into the development plan. A statement of compliance with such guidelines and associated SPPRs is set out in Appendix 14.



Figure 2-1: Core Strategy Map



## 2.2 Quantitative Data Underpinning the Core Strategy

This section summarises the key quantitative data used to inform the preparation of the Core Strategy.

The two key sets of figures, required to input to the Core Strategy, are population and housing. In this regard, the key data sources are:

- Eastern Midland and Regional Authority: Population Allocation for Dublin City Council (July 2020);
- Department Housing, Local Government and Heritage, Housing Targets for Dublin City Council (December 2020).

The other main sources of quantitative data under this section include an analysis of the Dublin Housing Taskforce (DHTF) Returns for Dublin City Council, which reports on residential planning and construction activity, and the Central Statistics Office (CSO) data on population, housing and employment figures, as interpreted by both ESRI and AIRO. The CSO Census of 2016 (including the most recent CSO annual regional area population projections published August 2020) and the quarterly CSO Local Authority Area New Dwelling Completions also inform the Core Strategy.

### 2.2.1 Population and Housing Delivery

#### Population Growth Patterns

The population of Dublin City has increased on average by approximately 5% each inter-censal period between 2006 -2016. The 2006 Census recorded a population figure of 506,211, rising to a recorded population figure of 527, 612 (+ 4.2 %) in 2011 with a recorded population figure of 554,554 (+5%) in Census 2016.

Table 2-1: Population Change

Census year	Population	% increase
2006	506,211	
2011	527,612	+4.2% over 5 years
2016	554,554	+5% over 5 years
2020 CSO population estimate	595,434	7.4% over 4 years

Source: CSO

The CSO’s 2020 population estimate for the Dublin Region was 1,417,700 persons. Dublin City Council’s share of the 2016 Census regional population figure for Dublin was approximately 42%. Assuming the same share for the CSO 2020 estimated regional population figure for Dublin, this gives an estimated population figure of 595,434 for Dublin City Council in April 2020. This indicates an estimated 7.4 % rise in the population of Dublin City over a four year period from 2016 through to 2020.

**Housing Delivery**

According to CSO New Dwelling Completions figures for Q1 2017 – Q4 2020, the numbers of new dwellings completed in Dublin City since the adoption of the last development plan was 7,448 units, over a period of four years. Forecasting completions based on 2021 and 2022 estimates, the completions within the full six year period of the last development plan to 2022 is expected to realise approximately 11,708 units.

The Dublin Housing Task Force (DHTF) provides a quarterly update of residential planning and construction activity for the four Dublin Local Authorities. The DHTF figures provide a ‘snapshot’ in time that includes all extant permissions that are ‘live’ at the time the DHTF return is

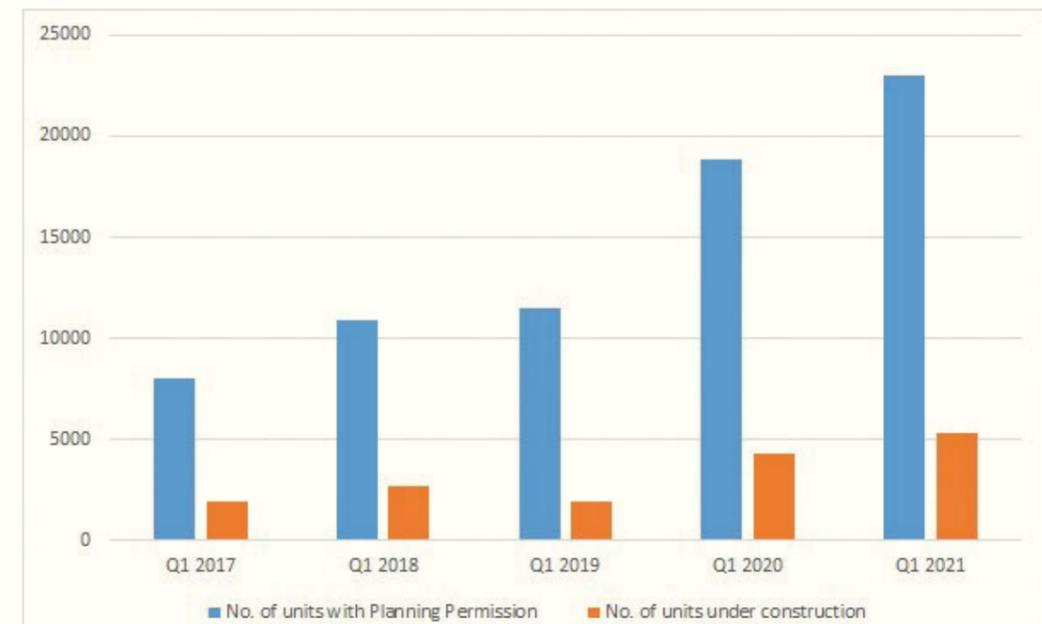
prepared and published. Table 2-2 provides the most recent return at time of writing, and the accompanying Figure 2-2 illustrates the rising volume of permissions and construction activity that has taken place over the past number of years.

**Table 2-2: Dublin City Council DHTF Returns Q1 2021**

Planning Application Stage (Q1 2021)	No. of Residential Units
Extant Planning Permissions (permitted)	22,972
Pending Planning Applications (proposed)	5,609
Pre planning application consultation [PACs] (potential)	23,055

Source: DHTF Returns

**Figure 2-2: Chart of Dublin City Council DHTF Returns Q1 2017-Q1 2021 - Residential Permissions and on Site Activity**



Source: DHTF Returns



As of Q1 2021, there were 22,972 residential units with extant permissions across the city and there were a further 5,609 proposed residential units pending a planning decision. In addition, there were potentially 23,055 residential units at pre planning application consultation (PACs) stage. Prior to the onset of Covid-19, Dublin City was experiencing a surge in construction activity, which was interrupted in 2020. However, current indicators show that construction activity has successfully re-opened and it is expected that future DHTF returns for 2021 and 2022 will demonstrate continued strong growth in housing construction.

**Table 2-3: Dublin City Council DHTF Returns Q1 2021- Construction Site Activity**

Sites	No. of sites	No. of residential units
Active sites	70	8,559
Non active sites	129	14,413
Total	199	22,972

Source: Source: DHTF Returns

A recurring pattern in each year is the high volume of extant permissions in comparison to sites under construction. A closer examination of the data, set out in Table 2-4, provides further detail on the uptake of permissions.

**Table 2-4: Analysis of Dublin City Council DHTF Returns Q1 2017-Q1 2021 - Ratio of Residential Permissions and on Site Activity**

Permission / Construction	Q1 2017	Q1 2018	Q1 2019	Q1 2020	Q1 2021
No. Extant Permissions	8,014	10,927	11,466	18,836	22,972
No. Units Under Construction	1,924	2,695	1,914	4,334	5,316
Approx. Ratio	8:2 = 4	11:2.5=4.4	11.5:2=5.75	19:4=4.75	23:5=4.6

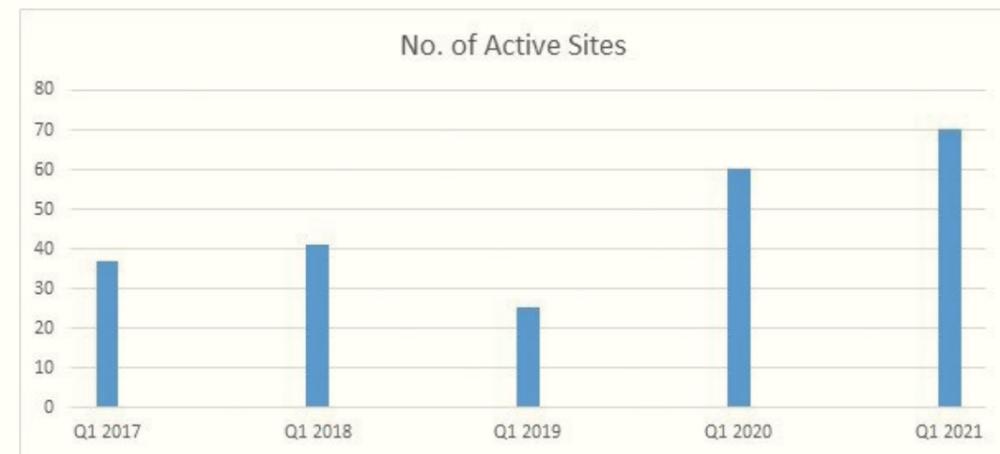
Source: DHTF Returns

From Table 2-3 above, for 2021, permissions for 14,413 residential units has not yet been activated; with this low uptake of permissions now a trend over a number of years. The data shows that the level of extant permissions has more than doubled in a four year period, from approximately 8,000 units in 2017 to over 22,972 in 2021. This analysis demonstrates a trend that notwithstanding the high volume of extant permissions, only approximately one fifth of the permissions granted are

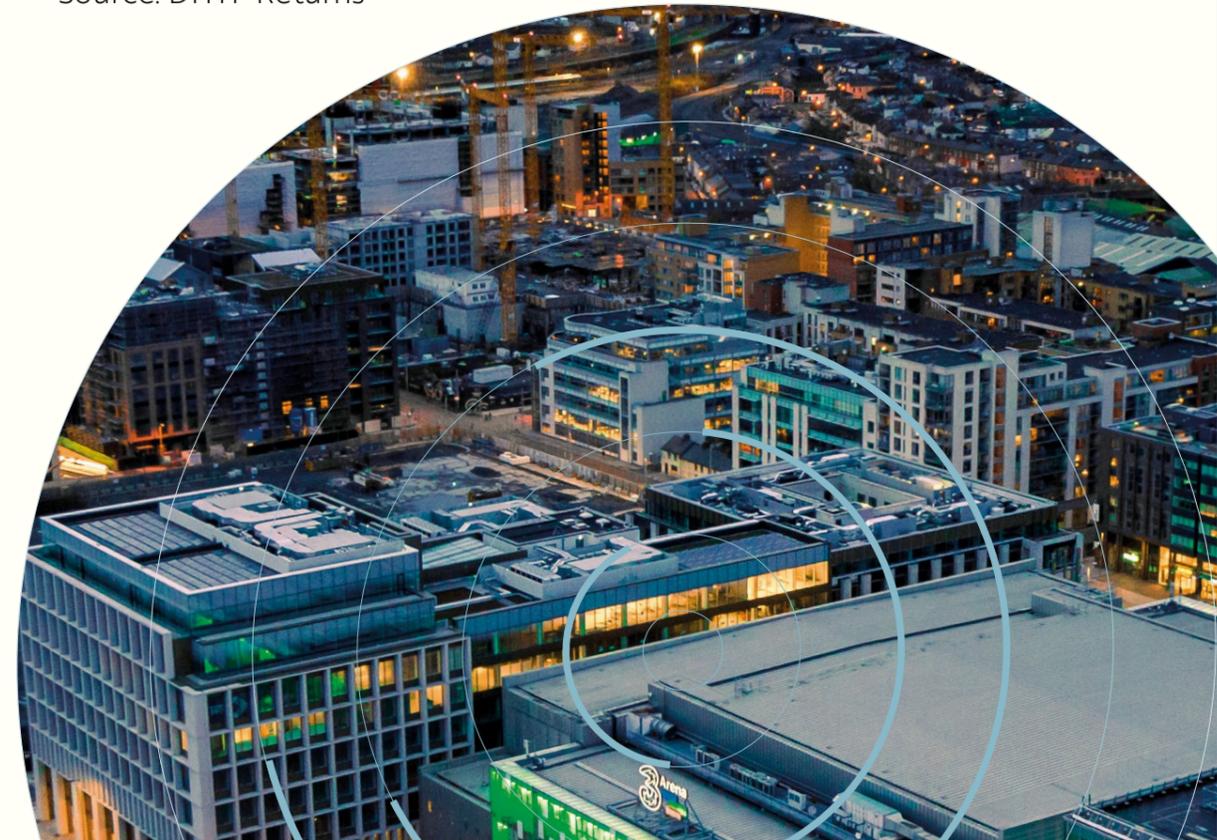
being realised on the ground. The reasons for this are many, including the complex nature of site development, acquisition, land speculation and funding models in the city. However, it is also clear that the number of sites becoming active has been increasing over the past number of years demonstrating a generally positive upward trend as shown in Figure 2-3 below.

It is thought that awaiting the adoption of both the Apartment Guidelines (March 2018) and the Height Guidelines (December 2018) may have influenced the timing of commitments on sites during late 2018 and early 2019, as adoption of both, brought certainty and with it, a continued increase in the number of sites becoming active.

**Figure 2-3: Chart of Dublin City Council DHTF Returns Q1 2017-Q1 2021 - Active Sites**



Source: DHTF Returns



## 2.2.2 Population and Housing Targets

### Population Projections for the Core Strategy set out in the RSES and NPF

The NPF identifies a minimum target population of 1,408,000 for Dublin City and Suburbs (including all four Dublin local authority areas) by 2040, representing a 20-25% population growth range from 2016 (see Table 2-5 below).

**Table 2-5: NPF Targeted Pattern of City Population Growth for Dublin City and Suburbs<sup>2</sup>**

Population 2016	Population Growth to 2040		Minimum Target Population 2040
	% Range	Number	
1,173,000	20 – 25%	235,000 – 293,000	1,408,000

The RSES, guided by the National Planning Framework Implementation Roadmap, sets out population projections for the region for 2026 and 2031. These figures are set out in Table 2-6 below.

**Table 2-6: RSES Population Projection for the Dublin City Council Area 2016-2031 (adjusted to comply with NPO 68)**

2016 (CSO)	2026 Low	2026 High	2031 Low	2031 High (adjusted)
554,500	613,000	625,000	638,500	655,000

The Dublin City Development Plan runs from 2022 until 2028. The above figures have been used to extrapolate figures aligning with the development plan period. The adjusted population for Dublin City for the year 2028 is 625,750 (Low) to 640,000 (High) persons.

### Housing Supply Targets

The Department of Housing, Local Government and Heritage issued Section 28 guidelines - Projected Housing Demand by Local Authority Area 2020 – 2031 ESRI NPF Scenario Housing Supply Target of S28 Housing Supply Target Methodology for Development Planning, December 2020 - to provide planning authorities with the figures and methodology to incorporate national and regional population and housing projections into their statutory functions.

2. NPF Table 4.1: Ireland 2040

Table 2-7 below applies the approach prescribed to estimate projected housing demand for the city. The results of this approach identifies the need for 47,941 residential units from 2017 through to 2028 within Dublin City Council, which must then be refined to the development plan period, following the prescribed methodology. Estimated homeless (3,905)<sup>3</sup> is added to this need; and the volume of housing delivered from 2017 to 2020 (11,708) is subtracted. Using this calculation, the Housing Demand for the years 2022 to 2028, the relevant development plan period, is approximately 40,000<sup>4</sup> residential units for the six year period.

**Table 2-7: Projected Housing Demand for Dublin City Area 2020 – 2031<sup>5</sup>**

Table 2-7: Dublin City Council		Total Households	Number of Relevant Years	Annual Average
<b>A</b>	ESRI NPF scenario projected new household demand 2017 to end Q4 2028 <sup>6</sup>	47,941	12	3,995
<b>B</b>	Actual new housing supply 2017 to end Q4 2022 (actual to Q4 2020 and estimated 2021 and 2022 Q1 – Q4)	11,708	6	1,951
<b>C</b>	Homeless households (June 2021) and unmet demand (as per 2016 Census)	3,905	-	-
<b>D</b>	Plan Housing Demand = Total (A-B+C), (Projected ESRI NPF demand – new completions) + Unmet demand	40,138	6	6,690

3. The most recent homeless figures for June 2021 taken together with the overcrowded household figure from Census 2016 to give an updated figure of unmet need (overcrowded and homeless) at 3,905.
4. Note: this number is rounded from 40,138
5. Prepared in compliance with Appendix 1 of the Section 28 Guidelines: Housing Supply Target Methodology for Development Planning, December 2020
6. ESRI Baseline Scenario of projected new housing demand from 2017 to Q4 2022 is 47,534; almost in line with the ESRI NPF scenario included above.

## Summary

Based on the population targets and calculated housing need set out within national and regional planning policy, guidelines and prescribed methodology, the development plan must accommodate between 21,350 - 31,450 additional persons up to an overall population target of between 625,750 and 640,000 by 2028. The housing demand calculated sets a requirement for the development plan to provide for approximately 40,000 housing units between 2022 and 2028.

## 2.3 The Core Strategy

This section sets out the key elements that comprise the Core Strategy including an assessment of the location and quantum of appropriately zoned lands available to accommodate the population and housing targets for the city, detailed above. It is a central function of the Core Strategy that it demonstrates that there is sufficient zoned suitable land to meet the requirements of the projected targets.

### Climate Change

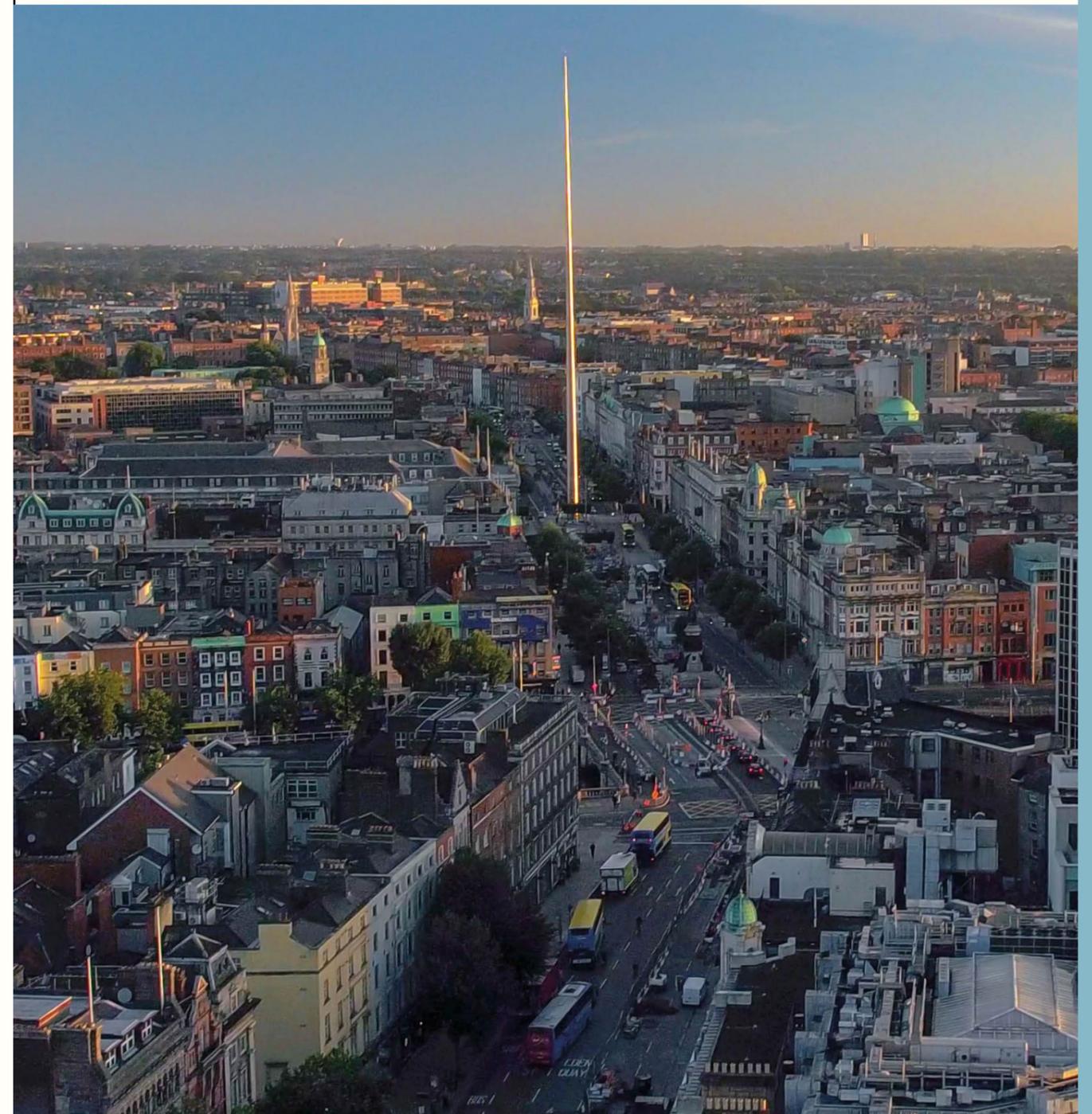
Central to the entire Core Strategy is the clear purpose of driving forward the steps necessary that deliver climate action. Dublin City is uniquely placed to provide for new housing in locations that fully support sustainable forms of development and allow large numbers of people live, move and work in a way that limits their carbon footprint. City life provides the critical mass that creates the opportunity for people to engage with a wide range of services and social opportunities as well as a work location all within distances that are well served by high quality public transport, premium cycle routes and attractive public realm. This development plan seeks to implement a Core Strategy that continues to build mixed use communities within the city that can sustain and grow a low carbon society (see Chapter 3 for greater detail). This development plan also seeks to support the principle of "Just Transition" to ensure that no members of society are left behind when transitioning to a zero carbon society.

### 2.3.1. Land Capacity Assessment

Dublin City Council covers an area of just under 12,000 hectares, with just over 10,000 hectares of land zoned (the remaining unzoned lands comprises of road carriageways, footpaths and rail corridors). The 10,000 hectares of zoned land is divided between the 14 zoning objectives, nine of which can provide for residential use, namely Z1, Z2,

Z3, Z4, Z5, Z8, Z10, Z12 and Z14. These nine zoning objectives, in total, make up 5,850 ha of the overall zoned landbank.

A land capacity analysis was carried out by the Planning Department to calculate the yield of undeveloped land; with a particular focus on the 17 Strategic Development Regeneration Areas that are prioritised for development over the development plan period (see also Chapter 13). Of this 5,850 ha of land zoned for residential or mixed (including residential) uses; it has been estimated that there are approximately 550 hectares available to develop during this development plan cycle which can provide approximately 48,500 residential units.



The analysis undertaken demonstrates that Dublin City Council has the capacity to accommodate the required need of 40,000 residential units over the development plan period within its administrative area. The breakdown of this available land and associated housing capacity is detailed in Table 2-8 and Table 2-9.

### Capacity of SDRA Lands

The SDRA lands are critical to the Core Strategy. All SDRAs (both new and previously identified) have been examined to determine capacity for future housing growth, taking into account sustainable densities and relevant SDZs and LAPs where relevant.

**Table 2-8: Capacity of SDRA Designated Lands for Residential Use or a Mixture of Residential and Other Uses**

SDRA Ref.	City Area Name	Estimated Capacity	Area (HA)
SDRA 1	Clongriffin/Belmayne and Environs	6,950 - 7,350	52
SDRA 2	Ballymun	2,200 - 2,350	35
SDRA 3	Finglas Village Environs & Jamestown Lands	2,800	52
SDRA 4	Park West/Cherry Orchard	2,500 - 3,100	49
SDRA 5	Naas Road	3,300	18
SDRA 6	Docklands	7,900	24
SDRA 7	Heuston and Environs	1,250	14
SDRA 8	Grangegorman/Broadstone	500	10
SDRA 9	Emmet Road	1,050	15
SDRA 10	North East Inner City	850	12
SDRA 11	St. Teresa's Gardens	950	13
SDRA 12	Dolphin House	350	6
SDRA 13	Markets Area and Environs	400	8
SDRA 14	St. James Medical Campus and Environs	-	-
SDRA 15	Liberties and Newmarket Square	2,500	30
SDRA 16	Oscar Traynor Road	850	17
SDRA 17	Werburgh Street	100	2
	<b>Total</b>	34,350 - 35,550	357

It is the intent of the Council to monitor and keep under review the Core Strategy and particularly the implementation of the SDRAs during the life of the development plan; and propose changes, if necessary, to secure successful implementation of the Core Strategy.

### Capacity of Lands Outside of SDRAs

As part of the preparation of this development plan, a detailed analysis of the zoning maps was undertaken to identify lands that required changes to zonings under four main categories. These included:

- (i) zoning of lands to more appropriate uses to encourage infill development and implement elements of the Z6 Study completed under the 2016 Dublin City Development Plan;
- (ii) the need to update the zoning where development is now complete;
- (iii) the need to amend small scale anomalies and discrepancies and
- (iv) the need to amend some community and amenity uses to more appropriate zoning objectives.

This analysis resulted in changes to an area of c. 300 hectares, of which, 200 hectares comprised of the above mentioned nine relevant zoning objectives that provide for housing.

Table 2-9 below sets out the area of existing zoned lands that accommodates both existing and potential new housing i.e. the area of land zoned at the end of the last development plan (including all zoning variations) that will remain zoned under the development period from 2022 - 2028. Table 2-9 also sets out the area of land proposed for a change of zoning.

**Table 2-9: Summary Table of Existing Zoned Lands with Housing Capacity and Proposed Rezoning**

Relevant zoning Objectives	2022 – 2028 Plan Period (Existing zoned lands)			2022 – 2028 Plan Period (Proposed rezonings to existing zoned lands)		
	Overall Area (Ha)	Available Area (Ha)*	Capacity (residential units) of available area <sup>7</sup>	Relevant zoning Objectives	Overall Area (Ha)	Residential Capacity Estimate
<b>Z1, Z2, Z3, Z4, Z5, Z8, Z10, Z12 &amp; Z14</b>	5,850	501	45,350	Z1, Z2, Z3, Z4, Z5, Z8, Z10, Z12 & Z14	200 (of which 45 have capacity)	2,500

Taking into account the number of reasons zoning changes have been made (as outlined above); only a portion of the zoning changes have a potential housing capacity. A significant portion of the zoning changes made reflect completions of new developments. These particular zoning

<sup>7</sup> The hectareage and capacity figures includes SDRA capacity plus estimated capacity of other lands zoned in the 2016 Plan.

changes are unlikely to provide any significant residential yields.

### 2.3.2 Summary - Total Land Capacity and Zoning Requirements

Table 2-10 summarises the potential capacity of zoned lands within the development plan; combining the SDRAs areas with other city lands (including extant permissions and new zonings).

There is zoned capacity for approximately 48,500 units on approximately 550 hectares of developable land within the lifetime of the development plan.

**Table 2-10: Total Capacity of City Lands**

City Area Name	Estimated Capacity	Area (HA)
SDRA lands	34,350 - 35,550	357
Other City lands (excluding SDRAs)	13,000 <sup>8</sup>	189
<b>Current zoned total</b>	<b>48,500<sup>9</sup></b>	<b>550</b>
Potential lands at Glasnevin & Naas Road, Phase 1 (see Section 2.3.5)	6,000	
<b>Potential total</b>	<b>54,500</b>	

Based on this housing capacity, there is evidently sufficient zoned land to meet the needs of the population and housing targets set by the Ministerial Guidelines and the NPF. In addition to this, there are also significant regeneration lands<sup>10</sup> as yet not zoned for housing/mixed use that have potential to deliver additional housing which can be expedited to ensure that the Core Strategy is implemented in the appropriate timescale. For the purposes of clarity, these are included in Table 2-10 as potential lands.

The later phases of these land areas are currently proposed for housing and regeneration beyond the six year life of this development plan. In light of the Government strategy Housing for All, these areas will be considered for variation where they are associated with projects led by Dublin City Council and/or the Land Development Agency; with the Core Strategy updated to remain in accordance with the NPF and RSES.

The Core Strategy Compliance Table, Table 2-11 below, sets out the level of exceedance at approximately 20%. This headroom is considered in line with the 20 – 25% surplus identified in the Draft Development Plan

8. This figure includes the changes of zoning outlined in Table 2-9 added to extant permissions in non-SDRA locations.
9. Number averaged and rounded for ease of reference.
10. Section 2.3.5 provides more information on these lands.

Guidelines, published August 2021.

**Table 2-11: Core Strategy Compliance Table**

Appropriately Zoned Lands Available (Ha) 2022 - 2028	Residential Capacity of Available Land (Residential Units)	Housing Need Demand Requirement (Residential Units)	Exceedance (%)
550	48,500	40,150	8,350 (20%)

In considering the capacity analyses set out above, regard must be had to the historical trends for housing delivery as detailed in Section 2.2.1 above and the fact that there are significant complexities in delivering housing on brownfield lands in urban areas including issues such as economic viability, site assembly and site ownership, funding, timescales for delivering the necessary physical infrastructure and the nature of speculative land management.

The SDRAs areas targeted for housing growth in this development plan are aligned to existing and planned public transport corridors and guided by national policy set out in the NPF and RSES. They provide for planned, integrated and sustainable growth over a number of development plan periods for Dublin City Council. Most of the land targeted for new housing in the city is located in SDRAs, which are for the most part, brownfield and regeneration sites. These SDRAs will take long periods of time to be fully delivered, with many running across two development plan cycles to reach completion. To achieve the high quality, integrated approach necessary for successful regeneration, it is critical that the entire envelope of these lands is zoned for development and subject to detailed master-planning and/or local statutory plans that address how they will be delivered over time. This challenge is recognised in the recently published draft Development Plan Guidelines (August 2021). The full build-out of these strategic areas will accord with the timeframes of the RSES until 2031 and the NPF until 2040.

Alongside these strategic lands, there are smaller scale infill opportunities on vacant or redevelopment sites within zoned areas across the city which are likely to come forward during the lifetime of the development plan, and will also play an important role in contributing to meeting the housing targets and this is recognised within the Core Strategy (see Table 2-10, Other City Lands).

### 2.3.3 Housing Strategy and HNDA

#### Housing Strategy

A Housing Strategy has been prepared to meet the statutory requirements set out under the Planning and Development Act 2000 (as amended) and in particular, Part V of said Act. The Act requires each planning authority to prepare a housing strategy which will cover the period of its development plan. The Housing Strategy forms an integral part of the Dublin City Development Plan by incorporating national and regional housing policies and housing demand and supply requirements at a local level. The Housing Strategy is set out in Appendix 1.

Following the publication of National and Regional level planning policy, the Housing Strategy is now supported by an evidence-based interim Housing Need Demand Assessment (HNDA).

#### Housing Need Demand Assessment

HNDA is a tool that is aimed at assisting local authorities to develop long term strategic views of housing need across all tenures, and to provide a robust evidence base to inform policies around housing and to support the preparation of housing strategies. HNDAs are designed to give broad, long-run estimates of potential future housing need, rather than precision estimates. The HNDA is set out in Annex 1 to Appendix 1.

The total housing need figure over the development plan period used in the HNDA is a combination of a household projection scenario (in this case the Convergence Scenario) and an estimate of existing unmet housing need spread over a longer time period; as discussed in the HNDA. It is the policy of the Council to provide fully for the unmet demand during the lifetime of this development plan, whilst recognising that the scale of construction required to meet the target is significant.

The HNDA results in relation to the affordability of housing reflect the impact of rising house and rental prices alongside low levels of construction of both social and private housing over the previous decade.

### 2.3.4 Tiered Approach and Phasing

The NPF tiered approach under NPO 72a requires a local authority to differentiate between zoned lands that are serviced and zoned lands that are serviceable within the life of the development plan. Dublin City is exceptional in that the entire plan area is fully zoned and located

within the metropolitan area of Dublin. Whilst there may be local infrastructural needs and upgrades needed for certain sites, all lands within the city are capable of being serviced and/or are connected to the public water systems. All are located proximate to public transport networks and public road and cycle routes. A detailed infrastructural capacity assessment is included in Appendix 10.

All SDRA lands, identified in Table 2-8 above are aligned with the RSES strategic development areas. All of these areas have a short to medium term phasing schedule and can be implemented at any time independently, with the exception of the Kylemore Road/Naas Road lands which are given a medium to long term phasing schedule by RSES. This is because the wider Kylemore Road/Ballymount/Naas Road area is significant in scale and requires both significant investment, statutory planning and phasing. The SDRA at the Naas Road (former LAP lands) will be implemented in the short term, reflecting the long standing zoning of this area for regeneration purposes.

### 2.3.5 Future Development Areas

As part of a major review of Z6 and Z7 zoned lands across the city during the lifetime of the 2016 Dublin City Development Plan, a number of large scale, industrially zoned lands were identified as having significant potential for regeneration as new mixed use communities. A number of these lands were zoned for this purpose by way of variation of the 2016 Plan and have been included in this development plan in the capacity analysis.

Two significant areas identified in the Z6 and Z7 zoned lands study remain mostly zoned Z6 within the development plan:

- Kylemore Road/Naas Road lands and
- Glasnevin (the Dublin Industrial Estate and surrounding lands).

It is the intent of the Council that, following feasibility studies and/or the preparation of a Local Area Plan (or, if designated, a Strategic Development Zone) that these industrial lands will be brought forward as regeneration lands during the lifetime of the development plan.

These land-banks fall under the RSES strategic development areas called 'Industrial Lands' where the potential is given as 're-intensification of older industrial lands subject to feasibility'. Any feasibility carried out on these lands over the course of the development plan period will include a service capacity investment audit detailing infrastructural requirements to necessitate the densification and intensification of the areas given locational proximity to existing public transport corridors.

The scale and extent of both areas is significant and has great potential to provide high quality new housing and commercial development within the city and to progress the NPF targets for housing delivery on brownfield lands within urban areas. However, there are significant challenges in delivering such lands including provision of physical and social infrastructure, fragmented land ownership and the challenges of implementation. It is likely that the regeneration of these lands will be over a long time frame and the overall impact on the Core Strategy for this development plan will be limited to the first phases. This possibility has been accounted for in Table 2-10 above. In the face of such challenges, this development plan recognises the importance of good community consultation and will engage with residents on a proactive basis and take on views where applicable. See also Priority LAPs under Section 2.7.1 below for objectives relating to both these areas.

## 2.4 Settlement Strategy

The Dublin City Settlement Strategy is guided by the policy framework set out at a national and regional level. Dublin City comprises of the central areas and a series of well-established urban villages serving suburban housing located on main transport corridors. This existing pattern of development and movement forms the basis for Dublin's settlement strategy. Compact growth will be promoted throughout the city through appropriate infill development and consolidation of brownfield sites and targeted growth along key transport corridors.

Broadly, the settlement hierarchy prioritises development in the inner city and the Key Urban Villages. It also specifically targets the Strategic Development and Regeneration Areas, which are primarily brownfield lands located in both inner and outer city areas, where there is capacity to absorb a greater intensification of development owing to their proximity to public transport corridors and supporting urban infrastructure. The SDRA's align with the Strategic Development Areas, as set out in the Regional Spatial and Economic Strategy for the Metropolitan Area Strategic Plan for Dublin. All SDRAs are accompanied by guiding principles set out under Chapter 13 of the development plan. Some SDRA's are also governed by an existing LAP or Planning Scheme. In general, a mixed use approach is promoted in the SDRAs, with the objective to create vibrant self-sustaining residential communities served by commensurate social and physical infrastructure as well as commercial development.

The Key Urban Villages (KUV) represent Level 3 Town and /or District centres as per the RSES's Retail Hierarchy for the Region. This development plan identifies 12 Key Urban Villages for the city, of

which five are located on SDRA designated lands including Ballymun, Clongriffin / Belmayne, Finglas, Naas Road and Point Village/Poolbeg. The remaining KUVs are located throughout the city at Ballyfermot, Crumlin Shopping Centre, Donaghmede Shopping Centre, Northside Shopping Centre, Omni, Phibsborough and Rathmines (see also Retail Strategy, Appendix 2).

The settlement strategy is also based on the key principles of healthy place-making and the 15 minute city (see also Chapter 5: Quality Housing and Sustainable Neighbourhoods). The RSES promotes 'healthy place-making' which focuses on the delivery of compact and sustainable growth that incorporates well-designed, lifetime adaptable development in close proximity to existing services and facilities.

## 2.5 Economic and Employment Strategy

The strategy for the city economy and enterprise is to safeguard and enhance Dublin's role as Ireland's internationally competitive capital; to promote strategic and targeted employment growth; to support regeneration and tackle vacancy; to support the creation of high quality urban spaces and the transition to a low-carbon, green, circular economy; to support key economic sectors; and to foster local economic development and social enterprise. This approach aligns with the overall goals of NPF, RSES and MASP for the economic development of Dublin City as Ireland's leading global city of scale (see Chapter 6: City Economy and Enterprise).

The overall approach to the provision of employment lands in the Dublin City area has regard to the role of the city as the country's most significant employment centre which attracts significant numbers of workers from surrounding local authority areas. The city has seen a significant change in the character of its employment land over the last number of years. Previous low intensity industrial land has in many instances been redeveloped for high quality office use and other more intensive employment land uses. This has been particularly evident in Dublin Docklands. The economic strategy seeks to build on these trends and to continue to support the shift from low intensity, more land-extensive employment uses towards more intensive office, service, retail, tourism and culture related employment activity. In line with the principles of the 15 minute city, the strategy also promotes a more mixed use philosophy, with employment land uses to be developed in conjunction or in close proximity to residential development. In particular, this will be promoted on former industrial Z6 lands, many of which are now zoned Z10, as well as in the SDRAs and Z14 zoned lands and in Key Urban Villages throughout the city.

## 2.6 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 and consolidate the role of the Key Urban Villages with a level of retail development commensurate to the catchment to cater for surrounding communities. Below this tier, the strategy provides for daily shopping needs and local services for a residential community in urban villages. This approach reflects the settlement strategy for the city and is consistent with the Retail Planning Guidelines (DoECLG, 2012) and the Regional Spatial and Economic Strategy (RSES), Eastern and Midland Regional Assembly (EMRA), 2019 (see Appendix 2: Retail Strategy).

## 2.7 Implementation

The implementation and delivery of the Core Strategy is a key objective of the City Council. A multifaceted approach will be adopted to support delivery through mechanisms such as plan making and active land management, engagement with other sectors and agencies, as well as monitoring and evaluation measures.

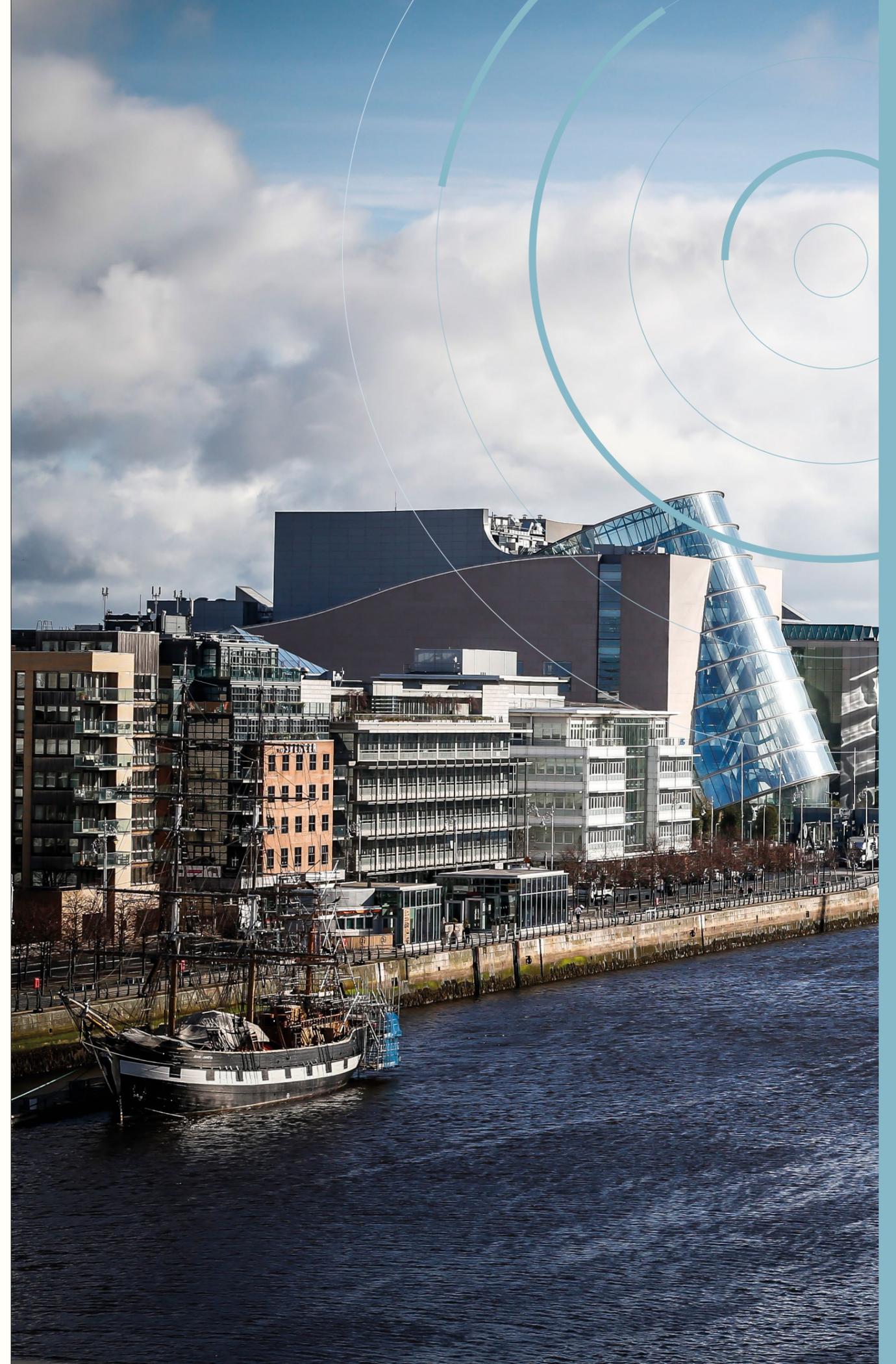
### 2.7.1 Plan Making

#### Strategic Development Zones (SDZs)

Dublin City Council has prepared Planning Schemes for three Strategic Development Zones (SDZ), including Grangegorman SDZ, the Docklands SDZ and Poolbeg West.

A Planning Scheme for Grangegorman was approved by An Bord Pleanála in July 2012. This significant re-development project (c. 30 hectares) is managed by the Grangegorman Development Agency, whose role it is to deliver a modern campus for Technology University Dublin (TU Dublin), 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. Implementation of the SDZ is on-going. When complete, the SDZ will deliver c.380,000 sq. m. of repurposed and new buildings and accommodate a population of c.25,000 people, including c.2,500 staff.

The 2014 approved Planning Scheme for the North Lotts and Grand Canal Dock SDZ is nearing completion. Approximately 400,000 sq. m. of commercial and residential development has been permitted with the vast majority of the lands already complete or under construction.



The government designated SDZ at Poolbeg West Planning Scheme was approved by An Bord Pleanála in April 2019.

It plans for an appropriate mix of housing in order to create a socially balanced community, served by quality amenities and services. Under the Scheme, approximately 3,500 residential units will be delivered. Significant commercial, office and enterprise floorspace (c. 100,000 sq. m.) is also proposed for the area. Applications for infrastructure have already been granted and it is anticipated that these lands will deliver housing during the lifetime of the development plan.

The Council will continue to promote the development and implementation of the three adopted Planning Schemes over the period of the development plan.

### Local Area Plans (LAPs) and Village Improvement Plans (VIPs)

Dublin City Council prepares Local Area Plans to deliver the vision, Core Strategy and to coordinate the development of significant new housing/regeneration for the city at a more local level. The function of a Local Area Plan is to set out principles for the future sustainable development of the area, ensuring consistency with the provisions of the Dublin City Development Plan. LAPs are usually required for areas in need of renewal or areas likely to be subject to large-scale development.

#### Operational LAPs

The Council will continue to implement the LAPs currently in place at the time of adoption of the development plan. The operational LAPs for Dublin City Council are listed in Table 2-12 below.

**Table 2-12: List of Operational Local Area Plans**

Name	Date of Adoption	Date of Expiry
Ballymun	October 2017	October 2023
Ashtown/Pelletstown	December 2013	(Extended) December 2023
Park West - Cherry Orchard	October 2019	October 2025
Clongriffin-Belmayne	December 2012	(Extended) December 2022
George's Quay	July 2012	(Extended) July 2022
Naas Road	January 2013	(Extended) January 2023

### Priority LAPs

The rationale for the selection of areas to prepare an LAP is informed by the relevant sections of the Planning and Development Act 2000, as amended; Section 28 Planning Guidelines on Sustainable Residential Development, 2007 and the LAP Guidelines 2013.

The Council proposes three new LAPs to be prepared during the development plan period. These are listed in Table 2-13 below. Both the Naas Road lands and the Dublin Industrial Estate, Glasnevin have been referenced under Section 2.3.5 Future Development Areas above. Both areas present substantial land-banks with significant redevelopment and regeneration potential, requiring a long lead in time to develop a workable framework for delivery as well as significant social and physical infrastructure requirements.

The proposed LAP for the North East Inner City (NEIC) is based primarily on its need for a co-ordinated and planned approach to its future physical redevelopment and importantly its social regeneration. It is an area specifically named in the RSES, resulting in its designation as an SDRA in this development plan.

**Table 2-13: Schedule of Local Area Plans to be Commenced over the Plan Period**

Name of Proposed Local Area Plan
North East Inner City
Naas Road Lands
Glasnevin, (Dublin Industrial Estate and environs)

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

<b>CSO1</b>	<b>Feasibility Study and Local Statutory Plan for Z6 Zoned Lands at Glasnevin</b> To prepare a feasibility study and a local statutory plan for the Z6 zoned lands at Glasnevin (Dublin Industrial Estate and environs) in consultation with the relevant stakeholders, including an infrastructural audit with costings and implementation strategy to enable sustainable regeneration and development.
<b>CSO2</b>	<b>Local Statutory Plan for lands at Kylemore Road/Naas Road and Ballymount</b> To prepare a local statutory plan in conjunction with South Dublin County Council for lands at Kylemore Road/Naas Road and Ballymount lands to enable a co-ordinated and phased development on these lands over the medium to long term.
<b>CSO3</b>	<b>Local Statutory Plan for the North East Inner City (NEIC)</b> To prepare a local statutory plan for the North East Inner City (NEIC) in conjunction with the relevant stakeholders.

**Other Local Areas Plans/Village Improvement Plans (VIPs)**

In addition to the above priority list of LAPs to be progressed over the development plan period, it is proposed to prepare a number of other Local Area Plans and/or Village Improvement Plans (VIPs) as set out in Table 2-14 below, subject to resources. The preparation of these plans will be based on a prioritised selection procedure to be agreed during the implementation phase of the plan. Such prioritisation will be on the basis of:

- Areas that require economic, physical and social renewal.
- Development potential and ability to assist in the delivery of the Core Strategy.
- Need for regeneration within an area based on the Pobal Index of Deprivation.

**Table 2-14: Schedule of Other LAPs/VIPs**

	<b>Name of Area</b>
1	Donaghmede KUV
2	Northside KUV
3	Phibsborough KUV
4	Rathmines KUV
5	Santry/Whitehall (incl. Omni KUV)
6	Donnybrook
7	Drimnagh
8	Drumcondra
9	Harold's Cross
10	Kilmainham/Inchicore
11	Liberties
12	Ranelagh
13	Ringsend/Irishtown
14	South East Inner City
15	Stoneybatter

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

<b>CSO4</b>	<b>Programme for the Preparation of Local Area Plans/Village Improvement Plans</b> To implement a programme for the preparation of Local Area Plans/Village Improvement Plans and to prioritise areas in accordance with the strategic objectives of the Core Strategy including those areas which are experiencing or likely to experience large scale development and regeneration.
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**Local Environmental Improvement Plans/Local Strategies**

The planning authority may prepare smaller scale plans/strategies such as Local Environmental Improvement Plans (LEIPs), masterplans and local strategies to inform policy/investment and actions at a local scale.

It is considered that this type of non-statutory local based approach that engages with the public and addresses key issues such as movement, public realm, open space, community facilities, education, greening etc., will allow for locally based strategies to be developed that can inform future actions and investment by the Council. Other plans such as 'The Dorset Street Together Plan' is an example of a local initiative that could be used to inform the future LEIP for this area.

Local Environmental Improvement Plans (LEIPS) or other appropriate plans will be prepared in collaboration with and consultation with the

local area committee, in so far as priorities and resources permit, with the objective of preparing a number of LEIPs for each administrative area taken from Table 2-15 below.

**Table 2-15: List of Proposed Local Environmental Improvement Plans (LEIPs)**

	Name of Area
1	Artane
2	Ballyfermot
3	Bluebell
4	Cabra
5	Camac Park
6	Chapelizod
7	Clontarf
8	Crumlin - Kimmage
9	Dolphin's Barn
10	Donnycarney, including Malahide Road and Collins Avenue
11	Dorset Street
12	Glasnevin
13	East Wall Area
14	Finglas
15	Killester Village
16	Navan Road
17	North Strand – North Strand/Ballybough/Clonliffe
18	Sheriff Street/North Wall
19	Sandymount
20	Terenure
21	Walkinstown

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

<b>CSO5</b>	<b>Programme for the Preparation of Local Environmental Improvement Plans</b> To implement a programme for the preparation of Local Environmental Improvement Plans and to prioritise areas in accordance with the strategic objectives of the Core Strategy.
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### 2.7.2 Active Land Management

The Core Strategy will be delivered by the implementation of an active land management strategy. Successful active land management involves a multi-layered approach including the incentivisation of development through the implementation of measures such as the vacant site levy

and working collaboratively with key stakeholders to achieve core objectives. Funding opportunities such as the Urban Regeneration and Development Fund can also be harnessed to kick start development and enhance development opportunities.

#### Brownfield and Infill Lands

National and regional policy places an emphasis on compact growth and supports the sustainable development of brownfield and infill lands, through consolidation to support the optimal use of the finite resource of land.

Arising from the active land management strategy, Dublin City Council will prepare, update and monitor brownfield and infill development of a strategic nature throughout the city to actively encourage and support the development of such lands.

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

<b>CSO6</b>	<b>Active Land Management Register and Database</b> To develop an active land management register and database for the city, which shall include mapping of brownfield and other lands, such as vacant, under-utilised or large undeveloped sites, tracking progress on planning applications and identification of barriers to development, with the aim of promoting and co-ordinating development on the lands identified.
<b>CSO7</b>	<b>Promote Delivery of Residential Development and Compact Growth</b> To promote the delivery of residential development and compact growth through active land management measures and a co-ordinated approach to developing appropriately zoned lands aligned with key public transport infrastructure, including the SDRAs, vacant sites and underutilised areas.

#### Vacant Sites Levy/Living City Initiative

Dublin City Council's Active Land Management Unit established the Vacant Sites Register, under the Urban Regeneration and Housing Act 2015, amended (the Act), on 1st January 2017. The Act provides for a levy on vacant sites and this is a key measure in implementing the Core Strategy.

Vacant development sites are both a challenge and an opportunity for the city to provide for additional housing, employment and other uses. The purpose of the Vacant Site Levy is to activate land that is considered

vacant but zoned for uses that could optimise the lands for a more efficient and effective land use management, enabling the realisation of a more compact and consolidated city.

The Vacant Site Levy continues to be implemented within Dublin City Council through monitoring, inspection, site visits and engagement with relevant stakeholders. Chapter 14 of the development plan provides further details on zoning objectives and vacant sites, setting out the criteria under which a site may be deemed vacant.

Another tool is the Living City Initiative (LCI) which is a tax incentive scheme to assist and encourage people to live in the inner city areas of Dublin City. It allows owners and investors to claim tax relief for money spent on refurbishment and/or conversion of residential property. The Living City Initiative unit of Dublin City Council has produced a guide to the LCI tax incentive scheme to help owners and investors to access the scheme and encourage the re-use of buildings in the designated Strategic Special Regeneration Area in Dublin <https://www.dublincity.ie/residential/planning/active-land-management/living-city-initiative>

It is an Objective of Dublin City Council:	
<b>CSO8</b>	<b>Promote Active Land Management</b> To promote active land management including the vacant site levy and the Living City Initiative as a means to encourage brownfield development and densification in the city.
<b>CSO9</b>	<b>Vacant Sites</b> To implement the vacant site levy for vacant development sites as appropriate in the city and to continue to make a publicly available register of vacant sites as set out in the Urban Regeneration and Housing Act, 2015 or any superseding Act.
<b>CSO10</b>	<b>Support the Development of Brownfield, Vacant and Regeneration Sites</b> To prepare, where appropriate, masterplans and other non -statutory plans or strategies to actively encourage and support the development of brownfield, vacant and regeneration sites.

**Derelict Sites/CPO**

The Derelict Sites Act 1990 defines a derelict site as any land that detracts, or is likely to detract, to a material degree from the amenity, character or appearance of land in the neighbourhood of the land in question. The Derelict Sites Act continues to be implemented within

Dublin City Council through monitoring, inspection, site visits and engagement with relevant stakeholders.

Where the context requires, the use of Compulsory Purchase Orders will be pursued as a possible active land management measure.

It is an Objective of Dublin City Council:	
<b>CSO11</b>	<b>Derelict Sites Act and Compulsory Purchase</b> To deliver development through the use of the Derelict Sites Act 1990 and through the compulsory purchase of land as part of active land management to achieve the objectives of compact growth and the proper planning and sustainable development of an area.

**Land Development Agency (LDA)**

The main functions of the LDA are to coordinate appropriate State lands for regeneration and development, opening up key sites for housing delivery and to drive strategic land assembly from a mix of public and private sources, making these available for housing in a control-led manner with the objective of supporting long-term stability in the Irish housing market. Dublin City Council will liaise, as appropriate, with the Land Development Agency to facilitate the delivery of housing across the city.

**2.7.3 URDF Funding**

Project Ireland 2040 established various funding mechanisms in order to deliver the objectives of compact growth, including the Urban Regeneration and Development Fund (URDF) which supports sustainable development through the regeneration of cities and large towns. There were eight successful URDF bids by Dublin City Council, during the last development plan, including:

- Rutland Street NEIC (North East Inner City)
- Artists workspaces
- Inchicore / Kilmainham
- Naas Road LAP lands
- Park West/Cherry Orchard Industrial Lands
- Santry River Restoration Project

- North Inner City Concept Area
- South Inner City Concept Area

The Council will continue to harness the potential of such funding schemes to promote and realise the regeneration of the city and the deliver the objectives of the Core Strategy.

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

<b>CSO12</b>	<b>Seek Funding for the Delivery of Compact Growth</b>
	To seek funding from appropriate sources including the URDF, to secure the delivery of compact growth and national and regional planning objectives.

**Kilmainham Inchicore Development Strategy (KIDS)**

The Kilmainham Inchicore Development Strategy (KIDS) is a non-statutory strategy funded by the Urban Regeneration and Development Fund (URDF). The strategy identifies a number of potential projects including the enhancement of Kilmainham and Inchicore villages, the Camac River Greenway and a Greening Strategy.

The implementation of the KIDS will improve connections between Kilmainham and Inchicore villages, strengthen the quality of the public realm and enhance the landscape character of the area which in turn will act as a catalyst for the urban regeneration of the area.

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

<b>CSO13</b>	<b>Kilmainham and Inchicore Development Strategy Projects</b>
	To seek funding under Call 3 of the URDF for the planning, detailed design and construction of the Kilmainham and Inchicore Development Strategy projects.

## 2.7.4 Development Management

Development management will play a leading role in the implementation of the development plan on a site by site basis, ensuring that development applications (planning application, Part 8, Section 5 etc.) are in substantial compliance with policies, objectives, and standards as set out in this development plan.

## 2.7.5 Enhanced Co-ordination

Implementation of the Core Strategy is essential to achieving the vision set out for Dublin City. Through enhanced engagement and effective co-ordination with the city's stakeholders including DHLGH, OPR, EMRA, neighbouring local authorities, agencies (NTA, TII, IR, IW, OPW, NPWS etc.) networks, bodies, citizens, and other stakeholders, greater communication on the development plan and its delivery can be established. The Council will continue to utilise mechanisms such as online forums and discussion platforms to engage with stakeholders and communities during the implementation of the development plan.

More specifically, where LAPs or other large development areas, including SDRAs are located adjacent to or within close proximity to a neighbouring local authority, a consultative and collaborative approach will be taken, for example the area of Ashtown /Pelletstown lies in close proximity to Fingal County Council's Dunsink area, identified in the MASP as a strategic development area for Fingal County Council and the Naas Road land bank straddles the administrative areas of the Dublin City Council and South Dublin County Council.

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

<b>CSO14</b>	<b>Co-ordinated Approach to Future Development of Strategic Growth Areas</b>
	To facilitate a co-ordinated approach to the future development of strategic growth areas including the Naas Road area, lands at Dunsink and the Belmayne-Clongriffin area, with South Dublin County Council, Fingal County Council respectively and relevant stakeholders.

## 2.7.6 Monitoring and Evaluation

A biennial report will be prepared and published to provide an assessment and evaluation of progress on the development plan to date with an opportunity to provide recommendations to amend policy or objectives to align with evaluation of monitoring outcomes. An annual Development Plan Core Strategy Monitoring Report on the City Performance Indicators will also be prepared.

An agreed scheduled programme of works arising from policies and objectives of the plan will be prepared to ensure proactive delivery of same in a timely manner, the progress of which, will be reported as part of the 2 year progress report.

Monitoring of both the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), which have informed and guided the policies and objectives in the development plan, will take place periodically but specifically where local plan-making takes place and in the event of any variation proposal during the life of the development plan. For further detail on the monitoring and implementation of the development plan, see Chapter 16.

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

<b>CSO15</b>	<b>Progress Report on the Implementation of the Development Plan</b> To prepare and publish a progress report on the implementation of the development plan within two years from the adoption of the development plan.
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# CHAPTER 3

Climate  
Action



## 3.1 Introduction

### Background

Climate change is one of the most pressing global challenges facing this, and future generations.

Climate change can be defined as the alterations to climate directly or indirectly attributed to human activities, which release greenhouse gases into the atmosphere.

Greenhouse gases (GHGs), namely carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrogen oxide (NO<sub>x</sub>), accumulate and prevent heat energy from leaving the Earth, resulting in what is referred to as the greenhouse effect.

While global mean temperatures caused by GHG emissions have been increasing since the industrial revolution, the rate at which temperatures are increasing has doubled since the mid-1980s and, in 2018, the accumulation of greenhouse gases was at a new record high of 457 parts per million (ppm) CO<sub>2</sub> equivalent (compared with 330 ppm in 1970 and 286 ppm in 1870).

The expression of increased concentrations of GHGs is experienced as changes in average weather or climate change impacts. These include: extreme weather events; sea level rise; flooding; coastal erosion; drought; increased rainfall; and extreme temperatures. None of these events occurs in isolation, but rather as compound events with cascading impacts that have direct and indirect impacts on the environment, society and the economy.

If we continue to do nothing, levels of atmospheric carbon dioxide will continue to increase, average temperatures will continue to rise and the climate will become more volatile.

### Climate Change and Dublin City

As acknowledged in the Dublin City Council Climate Action Plan (CCAP) (2019-2024), the effects of climate change are already impacting Dublin City at a significant rate and are very likely to increase in their frequency and intensity.

For example, the average sea level in Dublin Bay has risen by nearly twice the global average. In the last 20 years, the number of days with heavy rainfall has also increased as have the amount of extreme flooding events in Dublin in the last 10 years.

Dublin City has also experienced temperature extremes, such as in 2018 when Met Éireann issued its first ever Status Red warning for snow in February, followed by one of the hottest summers on record during June and July of the same year.

With over 15% of the country's population living within Dublin City Council's administrative area, the Council will be active in influencing and enabling the changes to allow for the city to play its role in transitioning to a low-carbon society in a just and equitable way.

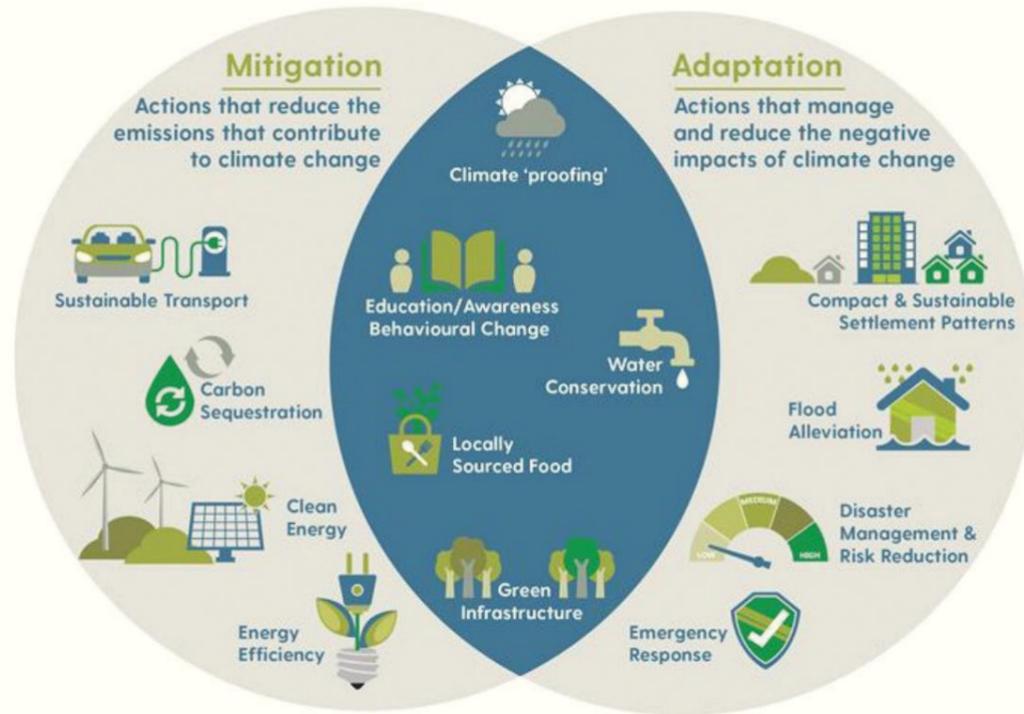
Reducing greenhouse gas emissions and building climate resilience can also create co-benefits including cleaner air, health benefits and more energy efficient buildings. This in turn will have positive benefits for residents, businesses and visitors alike. There are also economic opportunities to be realised in tackling climate change through innovative and technological solutions such as renewable energy, sensor technologies and 'Smart City' solutions such as those being trialled by Smart Dublin.

### Mitigation and Adaptation

Climate change can be addressed by two primary complementary responses, namely, mitigation and adaptation. As defined by the United Nations Intergovernmental Panel on Climate Change (UN IPCC):

- mitigation is a human intervention to reduce the sources, or enhance the sinks of greenhouse gases; and
- adaptation is the process of adjustment to actual or expected climate and its effects. In human systems, adaptation seeks to moderate or avoid harm or exploit beneficial opportunities. In some natural systems, human intervention may facilitate adjustment to expected climate and its effects.

**Figure 3-1: Examples of Climate Mitigation and Adaptation Measures**



Source: Eastern and Midlands CARO

As the examples shown in Figure 3.1 above suggest, mitigation addresses the causes of climate change, whereas adaptation addresses the impacts of climate change. While historically, priority has been given to mitigation measures, it is now recognised that adaptation is just as important as mitigation, and both actions taken in conjunction are crucial to limiting the impacts of climate change.

**International, National and Local Climate Policy**

In recent years, a succession of policies and actions have been developed at global, European, national, regional and local levels to address climate change, with an increasing focus on the decarbonisation of society.

At a European level, the 2030 Climate and Energy Framework, the European Green Deal and the EU Biodiversity Strategy to 2030 provide an overall framework for climate action in EU member states. The main aim of the European Green Deal is to be climate-neutral by 2050, which means an economy where there is a net-zero balance between GHG emission sources and sinks. To ensure the right trajectory, the Fit for 55 Plan sets out how the EU will achieve a reduction in carbon emissions by 55% compared with 1990 levels by 2030.

Nationally, the government’s 2019 Climate Action Plan (CAP) provides a detailed framework which identified how Ireland will achieve its 2030 targets to reduce greenhouse gas emissions by 30% compared with 2005 limits. This target was increased to 51% under ‘Our Shared Future’, the 2020 programme for government. The CAP commits to delivering a just transition, recognising the significant level of change required and that the burden must be as fairly distributed as possible.

In addition, under the National Adaptation Framework, twelve Sectoral Adaptation Plans were published by various government departments in 2019, setting out key risks faced across the different sectors and the approach being taken to address these risks and build climate resilience for the future.

More recently, the Climate Action and Low Carbon Development (Amendment) Bill 2021 has been adopted, putting Ireland on a legally binding path to net-Zero emissions no later than 2050, and to a 51% reduction in emissions (relative to a baseline of 2018) by the end of this decade.

At the city level, the Dublin City Climate Change Action Plan, 2019-2024 (CCAP) demonstrates Dublin City Council’s commitment to transitioning to a low carbon society and economy. The CCAP, which is reviewed quarterly and reported on annually, sets out four key targets and over 200 actions that the Council is undertaking in the areas of energy and buildings, transport, flood resilience, nature-based solutions and resource management.

**Figure 3-2: Action Areas identified in the Dublin City Climate Action Plan**



The CCAP is a key element of the Council’s strategic approach to climate action and has informed and guided the policies and objectives contained in this development plan.

### Spatial Planning and Reducing Carbon Emissions

In spatial planning policy terms, both the National Planning Framework (NPF) and the Eastern and Midland Regional Assembly's Regional Spatial and Economic Strategy (RSES) set out the role of the City Development Plan in relation to climate action.

The NPF's National Strategic Outcome (NSO) No. 8 'To Transition to a Low Carbon and Climate Resilient Society' establishes a national objective to transition to a competitive, low carbon economy by the year 2050 and National Policy Objective (NPO) 54 seeks to "reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emission reductions".

At the regional level, a key element of the RSES's climate strategy is the need to monitor progress towards achieving national commitment to reduce GHG emissions by 40% to 2030, and to support a transition to a low carbon society by 2050. EMRA is to establish a regional GHG emissions inventory and agree reduction targets in accordance with national plans.

In accordance with Regional Policy Objective (RPO 3.6) of the RSES, Dublin City Council will need to assess the impact of the development plan on carbon reduction targets, and to develop appropriate mechanisms to monitor greenhouse gas emissions in order to be in a position to fully measure progress against key milestones demonstrating carbon reduction over the coming years.

As outlined in the RSES, this exercise will be dependent on the publication of guidelines, prepared by the Department of Housing, Local Government and Heritage (DHLGH) which will provide clarification around the development of a suitable methodology for measuring carbon emissions appropriate to strategic land use designation and related transport infrastructure in the context of the preparation of city/county development plans.

In view of the changing context in respect of climate action policy at national level, Dublin City Council will consider a variation of the development plan within a reasonable period of time to ensure the development plan will be consistent with the approach to climate action recommended in any relevant guidelines issued by the DHLGH.

## 3.2 Achievements

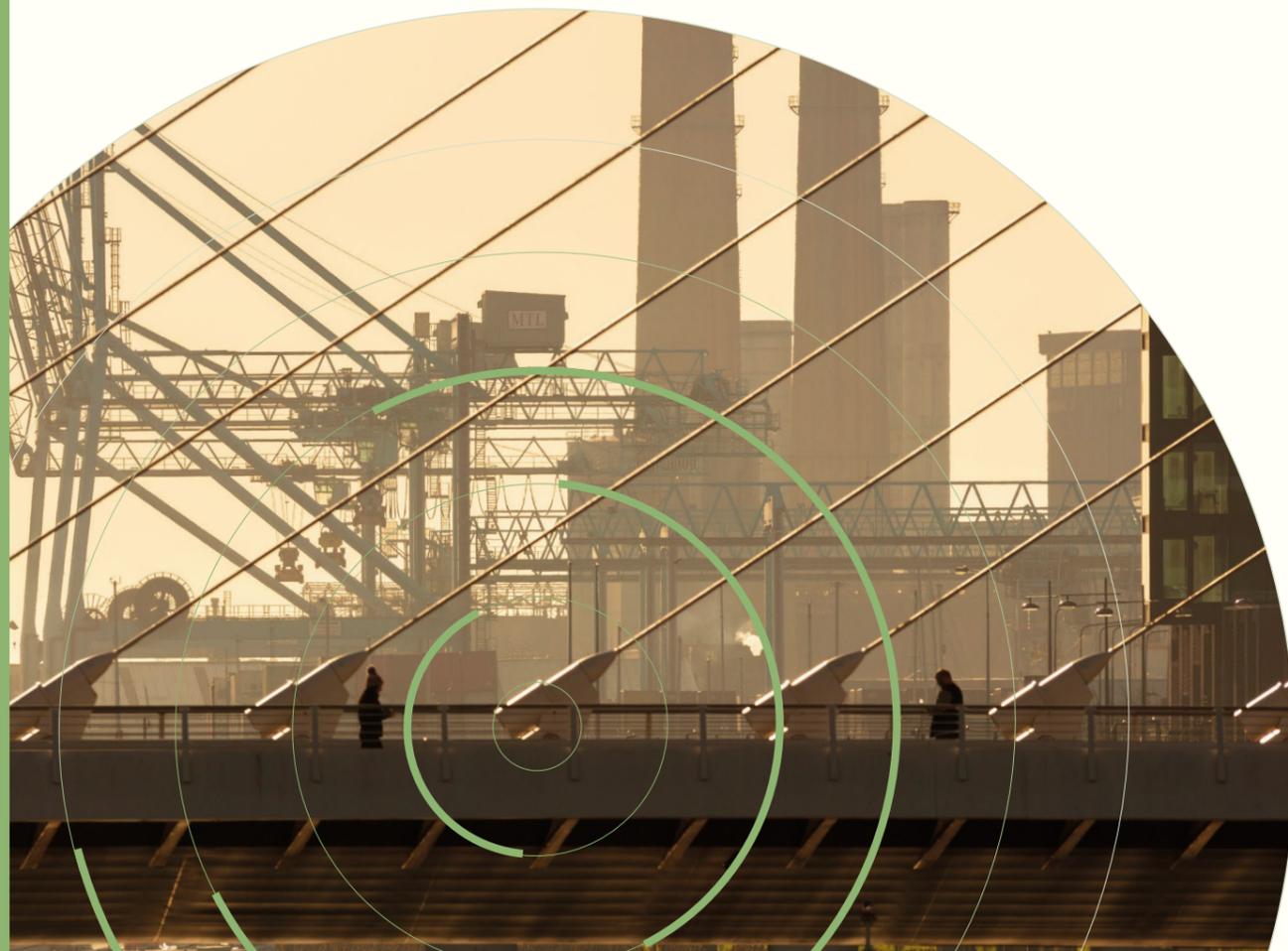
In addition to the significant flood protection and waste infrastructure initiatives described in Chapter 9, the Council has been active in progressing the following climate action related policies and projects:

### Climate Action Regional Office (CARO)

The Climate Action Regional Office (CARO) covering the four Dublin local authorities was established in 2018 with Dublin City Council as the lead authority. CARO's role includes assisting local authorities in preparing Climate Change Action Plans and developing education and awareness initiatives for the public.

### The Climate Change Action Plan for Dublin City (2019-2024)

In 2019, a Climate Change Action Plan (CCAP) was prepared by Codema for Dublin City Council that sets out over 200 actions across five key areas (energy and buildings, transport, flood resilience, nature-based solutions and resource management) in order to make Dublin City Council and its related operations more adaptive and resilient to the current and future impacts of climate change.



The CAP for Dublin City was completed in accordance with the requirements of the Covenant of Mayors for Climate and Energy to which Dublin City Council is a signatory. The annual report on the CCAP for Dublin City will reflect updated Covenant of Mayors CO2 emission reduction targets for the city.

As outlined in the CCAP, Dublin City Council has reduced its CO2 emissions by 24% in the last 10 years, has improved its energy efficiency by 29.8% and has met and exceeded its 2020 target of 33% by 8.6% (for a total of 41.6%).

In addition, Dublin City Council is continually upgrading its social housing units through its Fabric Upgrade Programme, and since 2013, over 8,000 units have been refurbished, resulting in significant energy and cost savings, and improved comfort levels for residents.

### **WHO Breathe Life Campaign**

In launching the Breathe Life Campaign with the local Comhairle na nÓg, DCC has made a commitment to future generations to ensure that Dublin is a city with clean air, clean water and a high quality of life. As per national and regional policies, the identification of decarbonised zones, low emission zones, and strategic energy zones in the development plan will be essential to ensuring future air quality.

### **The Dublin District Heating System (DDHS)**

Dublin City Council is currently developing the Dublin District Heating System (DDHS) to supply low-carbon heat to houses and businesses throughout the Docklands and the wider Poolbeg peninsula. Waste heat will be taken from the Poolbeg waste-to-energy facility and delivered through insulated pipes to the buildings connected to the system, replacing fossil fuel heating systems and, therefore, reducing air pollution and GHG emissions.

### **MODOS**

MODOS, a DCC circular economy training programme, is designed for small and medium sized businesses and consists of four modules which explain the circular economy and how it will provide benefits for businesses in terms of reducing costs, creating a competitive advantage and future proofing. The first series of modules were delivered to 37 small and medium sized businesses in 2020.

### **Energy Performance Contracting**

In July 2016 Dublin City Council was the first local authority in Ireland to implement Energy Performance Contracting (EPC) to facilitate energy-efficiency upgrades and guarantee energy savings for three of DCC's largest leisure centres - namely Markievicz Sports and Fitness Centre, Finglas Sports and Fitness Centre and Ballymun Sports and Fitness Centre. Such innovations led to DCC winning the Public Sector - Energy Leadership Award at the 2020 Sustainable Energy Authority of Ireland (SEAI) Energy Awards.

## **3.3 Challenges**

### **Decarbonising the City and Reducing Greenhouse Gas Emissions**

Fossil fuels such as oil, coal, gas and peat have been the main drivers of development and economic growth since the industrial revolution. Moving forward, the challenge is to decouple fossil fuels and economic growth, in order to reduce emissions while maintaining quality of life.

As Dublin City continues to grow, the need to sustainably manage water, land, transportation, energy, housing and waste disposal will increase. The challenge will be to reduce energy demand and greenhouse gas emissions and to encourage the development of decentralised, alternative sources of energy.

Under the recently adopted Climate Action and Low Carbon Development (Amendment) Act, Ireland is committed to cutting its greenhouse gas emissions by 51% by 2030 (relative to a baseline of 2018) and Dublin City will have a key part to play in achieving this target. The Dublin City Climate Action Plan sets targets for the Council's buildings, operations and social housing. These account for less than 4% of the total emissions in Dublin City, which highlights the need to work with stakeholders and tackle the remaining 96% of emissions produced citywide. Key challenges in this regard, include the need to improve the energy efficiency of existing building stock across the city and to reduce dependence on fossil fuel based transport.

## Flooding and Flood Risk

A significant climate-related challenge facing the city is that rising sea levels and more frequent and severe rainfall events are contributing to increased flooding and flood risk which is, in turn, putting the city's people, property and critical infrastructure at risk. To respond to this challenge, it will be necessary to adapt the response to flood risk management to address the impacts of climate change.

## Adapting to Climate Change

Dublin City faces the threat of extreme weather events, sea level rise and pluvial and fluvial flooding which will impact on communities, infrastructure, heritage, and the environment. The rise in mean annual temperatures will also create new challenges for Dublin City in particular as the air, surface and soil temperatures in cities are almost always warmer than in rural areas (a phenomenon known as the urban heat island effect). Extreme temperatures, hot and cold will also have adverse impacts on critical infrastructure, such as water supply, transportation and energy.

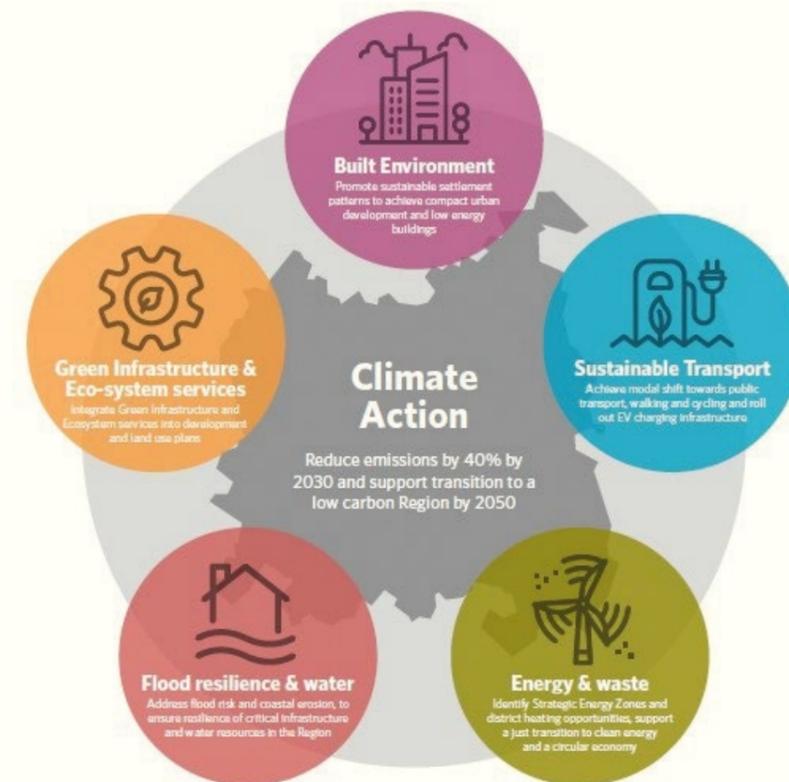
Dublin City must rise to the challenge of adapting and becoming more resilient to such events. This will entail making physical changes to the city's environment via nature based solutions (green walls, green roofs, green infrastructure) and hard engineering solutions (flood walls, barriers, early warning systems), but also by encouraging behaviour change, such as encouraging citizens to choose to use sustainable building materials, to cycle and walk more, to use less water and energy and to reduce the waste they produce.

## 3.4 Strategic Approach

Having regard to the action areas identified in the NPF and RSES, as well as those set out in the Dublin City Climate Change Action Plan, the main strategic areas addressed in the following sections of this chapter include:

- sustainable settlement patterns;
- the built environment;
- energy;
- waste;
- sustainable transport;
- flood resilience and water; and
- Green Infrastructure and ecosystem services.

Figure 3-3: RSES Climate Strategy



The overall strategic approach to climate action is to integrate climate mitigation and adaptation principles across all chapters of the plan in order to ensure that Dublin becomes a low carbon and climate resilient city.

While this chapter provides the overall strategic approach to climate action, related more specific detailed policy requirements are provided in each individual development plan chapter.

## 3.5 Policies and Objectives

The policies and objectives set out below accord with the overall objectives of national climate action policy, the Dublin City Council CCAP as well as the climate action principles set out in the NPF and RSES.

As climate action policy continues to develop with the publication of the draft Development Plan Guidelines for Planning Authorities and the anticipated introduction of new climate action legislation, Dublin City Council acknowledges that it may be necessary to adapt policies in future in order to ensure full compliance with any new legislative or policy requirements.

It is the Policy of Dublin City Council:	
<b>CA1</b>	<b>National Climate Action Policy</b> To support the implementation of national objectives on climate change including the 'Climate Action Plan 2019 to Tackle Climate Breakdown', the 'National Adaptation Framework' 2018 and the 'National Energy and Climate Plan for Ireland 2021-2030' and other relevant policy and legislation.
<b>CA2</b>	<b>Mitigation and Adaptation</b> To prioritise measures to address climate change by way of both effective mitigation and adaptation responses in accordance with available guidance and best practice.

It is an Objective of Dublin City Council:	
<b>CAO1</b>	<b>Dublin City Council Climate Change Action Plan</b> To implement Dublin City Council's 2019 Climate Change Action Plan in consultation and partnership with stakeholders including the Dublin Metropolitan Climate Action Regional Office (CARO), Codema, residents and elected representatives.
<b>CAO2</b>	<b>Variation of Development Plan to Reflect New Guidance / Legislation</b> To consider a future variation(s) of the development plan, where required, to ensure consistency with the approach to climate action recommended in forthcoming ministerial guidelines, any other relevant guidelines and/or relevant legislation and government climate action policy.
<b>CAO3</b>	<b>Quantification of Greenhouse Gases</b> To support the Eastern and Midland Regional Assembly (EMRA) in identifying a robust method for quantifying the relative GHG impacts of alternative spatial planning policies as part of the European Union ESPON 'QGasSP' research programme.

### 3.5.1 Sustainable Settlement Patterns

Settlement patterns, built form, mobility and the mix of land uses in the city will be key factors in transitioning to a low carbon city, as well as providing a range of other environmental, social, and economic benefits. Planning the city such that people are enabled to live and work and access facilities by walking and cycling or through the provision of convenient public transport options (bus / rail) will reduce the need to travel by car and the associated carbon emissions. This aligns with the 15 minute city concept whereby people have the ability to access most of their daily needs within 15 minutes on foot or bicycle from where they live. It also aligns with the overall approach set out in the government's Housing For All Plan (2021) which emphasises that compact growth contributes to a low carbon climate resilient society.

Chapter 2: Core Strategy sets out a sustainable settlement strategy for the City in which compact growth, including brownfield redevelopment and urban infill, is a priority in line with the National Planning Framework and the Regional Spatial and Economic Strategy.

Chapter 4: Shape and Structure of the City sets out a strategy which places a focus on the development of lands located within the existing footprint of the city, centred around convenient public transport options and developed to increased densities to prioritise sustainable low carbon movement and the creation of walkable mixed use neighbourhoods. This strategy is also reflected in Chapter 8: Sustainable Movement and Transport.



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

<b>CA3</b>	<b>Climate Resilient Settlement Patterns, Urban Forms and Mobility</b> To support the transition to a low carbon, climate resilient city by seeking sustainable settlement patterns, urban forms and mobility in accordance with the National Planning Framework 2018 and the Regional Spatial and Economic Strategy 2019.
<b>CA4</b>	<b>Climate Mitigation and Adaptation in Strategic Growth Areas</b> To ensure that new development in strategic growth areas (including Strategic Development and Regeneration Areas) integrates appropriate climate mitigation and adaptation measures.

**3.5.2 The Built Environment**

It is vital that the current and future form of the built environment will respond, and be resilient to the impacts of climate change. As a result, there is a need for both new and existing development not only to mitigate against climate change, but also to adapt to such changes.

Chapter 15: Development Management contains comprehensive guidance regarding the standards and criteria by which development proposals for the city will be assessed. A central guiding principle of this chapter is to ensure that climate action forms an integral consideration in the development management process.

**Climate Mitigation Actions and the Built Environment**

With regard to climate mitigation actions, given that existing commercial and residential development accounted for approximately 70% of total carbon dioxide emissions for the Dublin City area in 2016, these sectors require targeted intervention in order to reduce their impact on climate change. The government's Housing for All Plan will support the retrofit of 500,000 homes in Ireland by 2030 to a B2 Building Energy Rating (BER).

In line with this overall approach, proposals for major retrofitting of existing buildings should seek to reduce carbon dioxide emissions, improve the efficiency of resource use (such as water) and minimise the generation of pollution and waste from existing building stock. Such retrofitting projects should also seek to use innovative energy efficiency measures, such as decentralised and renewable energy in order to further reduce their carbon footprint.

Another key mitigation measure in relation to the built environment is to ensure that proposals for substantial demolition and reconstruction works can be justified having regard to the 'embodied carbon' of existing structures as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures.

Climate mitigation actions will also be required to be integrated into the building design, construction and operation of new development in the city. In this regard, sustainable building design will include consideration of the building fabric, energy efficient services, energy generation and material resource conservation.

A key climate mitigation action which should be implemented into all new development relates to the need to reduce energy demand, to increase energy efficiency and to provide renewable energy on-site if possible.

In this respect, it will be important to have regard to the potential of waste heat and district heating in addressing the heating needs of new development in the city, particularly having regard to the ongoing development of the Dublin District Heating System (DDHS).

**Climate Adaptation Actions and the Built Environment**

With regard to climate adaptation actions and the built environment, both existing and future development should be resilient to climate change. This will entail encouraging 'soft measures' such as promoting initiatives to encourage behaviour change and advising citizens of how to prepare for extreme weather events; 'green measures' which include green infrastructure and Sustainable Drainage Systems (SuDS), and finally, 'grey measures', namely infrastructure such as walls, embankments and attenuation tanks.

**Climate Action Energy Statements**

In order to ensure that all future development integrates the principles of energy efficiency in the built environment and the use of efficient and renewable sources of energy, all applications for significant new developments, or for significant refurbishment projects, shall be required to submit a Climate Action Energy Statement as part of any overall design statement for a proposed development (see Chapter 15, Section 15.7 for further detail).

This statement shall also provide outline information relating to the anticipated energy performance and CO<sub>2</sub> emissions associated with

the development as well as information outlining how the potential of district heating and other low carbon energy solutions have been considered in relation to the development.

Details as to the required contents of any such Climate Action Energy Statement is included in Chapter 15: Development Standards.

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

<b>CA5</b>	<p><b>Retrofitting and Reuse of Existing Buildings</b> To promote and support the retrofitting and reuse of existing buildings rather than their demolition and reconstruction where possible.</p>
<b>CA6</b>	<p><b>Energy Efficiency in Existing Buildings</b> To support high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro-fitting of appropriate energy efficiency measures in the existing building stock, and to actively retrofit Dublin Council housing stock to a B2 Building Energy Rating (BER) in line with the Government’s Housing for All Plan retrofit targets for 2030.</p>



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

<b>CA7</b>	<p><b>Climate Mitigation Actions in the Built Environment</b> To promote low carbon development in the city which will seek to reduce carbon dioxide emissions and which will meet the highest feasible environmental standards during construction and occupation. New development should generally demonstrate/provide for:</p> <ul style="list-style-type: none"> <li>a. building layout and design which maximises daylight, natural ventilation, active transport and public transport use;</li> <li>b. sustainable building/services/site design to maximise energy efficiency;</li> <li>c. sensitive energy efficiency improvements to existing buildings;</li> <li>d. energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments;</li> <li>e. on-site renewable energy infrastructure and renewable energy;</li> <li>f. minimising the generation of site and construction waste and maximising reuse or recycling;</li> <li>g. the use of construction materials that have low to zero embodied energy and CO2 emissions; and</li> <li>h. connection to (existing and planned) decentralised energy networks including the Dublin District Heating System where feasible.</li> </ul>
<b>CA8</b>	<p><b>Climate Adaptation Actions in the Built Environment</b> Development proposals should demonstrate sustainable design principles for new buildings/services/site. The Council will promote and support development which is resilient to climate change. This would include:</p> <ul style="list-style-type: none"> <li>a. measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect;</li> <li>b. ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings;</li> <li>c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);</li> <li>d. reducing flood risk, damage to property from extreme events– residential, public and commercial;</li> <li>e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;</li> <li>f. promoting and protecting biodiversity and green infrastructure.</li> </ul>

**It is the Policy of Dublin City Council:****CA9****Climate Action Energy Statements**

All new developments involving 30 residential units and/or more than 1,000 sq. m. of commercial floor space, or as otherwise required by the Planning Authority, will be required to submit a Climate Action Energy Statement as part of the overall Design Statement to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.

### 3.5.3 Energy

The decarbonisation of the energy sector by shifting from fossil fuels to low- or zero-carbon energy sources is a key element of climate action policy. As stated in Chapter 9: Sustainable Environmental Infrastructure, this will require the energy sector to embrace a more diverse range of low, zero-carbon and renewable energy sources and to provide for secure, resilient, decarbonised and decentralised utilities.

In addition, area based initiatives, such as Decarbonising Zones, and initiatives aimed at changing how energy is produced and consumed, such as the SEAI's Sustainable Energy Communities play an important role in transitioning towards low carbon energy solutions.

#### Renewable Energy

Renewable energy comes from natural sources that are continuously replenished by nature and is, therefore, a more sustainable alternative fossil fuels. Renewable energy sources include: wind energy, solar energy, water energy (hydro, wave and tidal energy), geothermal energy (from heat below the surface of the earth), ambient energy (from air) and biogas (anaerobic digestion).

The National Climate Action Plan includes a commitment that 70% of our electricity needs will come from renewable sources by 2030. The plan states that achieving this target will involve phasing out coal- and peat-fired electricity generation plants, increasing our renewable electricity, reinforcing our grid (including greater interconnection to allow electricity to flow between Ireland and other countries), and putting systems in place to manage intermittent sources of power, especially from wind.

In the spatial context of Dublin City, the principle renewable energy sources include solar power, micro-renewable energy and offshore wind energy. In addition, a potentially significant future source of low carbon energy for the city is geothermal energy.

#### Solar Energy

With regard to solar energy, there are a range of technologies available to exploit the benefits of the sun, including photovoltaic panels (PV), solar thermal panels, solar farms and solar energy storage facilities. Small to medium scale solar rooftop PV installations are suitable for urban areas, particularly large industrial roof spaces, where land availability is limited. Solar PV can be installed in new developments, or retrofitted on to existing buildings.

#### Wind Energy

It is envisaged that wind power will make the most significant contribution to the achievement of national targets for renewable electricity. Micro-renewable wind energy generation has a part to play in reaching these targets, and potential may exist for on-site and micro wind energy production in industrial areas and business parks subject to the requirement to protect residential amenity in surrounding areas. In residential areas of the city, micro-renewable wind energy generation is currently permissible under the provisions of the Planning and Development Regulations, 2001 (as amended).

Potential also exists for the production of electricity from large scale offshore wind energy facilities off the coast of Dublin City in the Irish Sea. In this regard, Dublin City supports the implementation of the 'Offshore Renewable Energy Development Plan' (OREDPA) published in 2014 by the Department of Communications Energy and Natural Resources (and subsequently reviewed in 2018) and will co-operate with state and semi-state agencies in relation to the implementation of projects in the Irish Sea.

Where appropriate, Dublin City Council will also seek to facilitate infrastructure such as grid facilities on the land side of any renewable energy proposals of the offshore wind resource, in accordance with the principles of the National Marine Planning Framework.

#### Geothermal Energy

Geothermal energy is heat energy stored below the surface of the Earth which can be used for heating and/or to generate electricity.

To support its commitments under the National Climate Action Plan and the 2019 Programme for Government, the government carried

out an “Assessment of Geothermal Resources for District Heating” and also prepared a “Roadmap for a Policy and Regulatory Framework for Geothermal Energy in Ireland”.

According to these documents, Ireland has a recognised potential for low-to-medium temperature geothermal energy resources (> 400 m deep) suitable for large-scale or district heating and cooling in municipal, residential and industrial areas.

To support the greater deployment of geothermal energy in Ireland, the government is developing a policy regulatory framework to facilitate the exploration for, and development of, geothermal energy resources.

**Other Sources of Renewable Energy**

In addition to the primary sources of renewable energy addressed above, other sources of renewable energy exist, which have the potential to contribute to the overall goal of decarbonising the energy sector. One such example relates to the extraction of energy and other resources from sewage sludge as referenced by the RSES (RPO10.13).

<b>It is the Policy of Dublin City Council:</b>	
<b>CA10</b>	<b>Energy from Renewable Sources</b> To support the production of energy from renewable sources, such as from 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 and environmental considerations.
<b>CA11</b>	<b>Micro-Renewable Energy Production</b> To support and encourage the development of small scale wind renewable facilities / micro-renewable energy production.
<b>CA12</b>	<b>Offshore Wind-Energy Production</b> To support the implementation of the 2014 ‘Offshore Renewable Energy Development Plan’ (OREDPA) and to facilitate infrastructure such as grid facilities on the land side of any renewable energy proposals of the offshore wind resource, where appropriate and having regard to the principles set out in the National Marine Planning Framework.
<b>CA13</b>	<b>Geothermal Energy</b> To support the exploration for, and development of, geothermal energy resources having regard to emerging government policy on geothermal energy.

**District Heating and Waste Heat**

District heating and waste heat recovery is a highly significant source of low carbon energy, and as set out in the RSES, in the form of projects such as the Dublin District Heat System will act as key enabling infrastructure for the city in the medium to long term.

District Heating networks typically use locally sourced heat energy, and distribute it to local homes and businesses, therefore, reducing Dublin’s reliance on imported energy and fuel. District heating utilises low carbon heat sources such as renewable energy and waste heat recovery, reducing Dublin’s CO2 emissions, while achieving energy efficiency and climate change mitigation.

District heating is specifically referred to in the 2019 Climate Action Plan which states in order to realise the potential of district heating the government will take action to: “ensure the potential of district heating is considered in all new developments and in particular in Strategic Development Zones (SDZs)”.

Furthermore, Action 70 of the Climate Action Plan states that the government will “support the delivery of two district heating projects under the Climate Action Fund”, one of which is the Dublin District Heating System (DDHS) centred at Poolbeg and the Docklands.

The main initial source of heat for this network is the Poolbeg waste to energy facility, which has the capacity to deliver 90 megawatts of heat, equivalent to the heating needs of 50,000 to 80,000 homes in the city.

The first phase of the DDHS was designed to serve the North Lotts and Grand Canal Strategic Development Zone (SDZ) and the Poolbeg West SDZ, as provided for in government policy.

Once the first phase of the DDHS is established, the next phase of its development would entail the imminent expansion of the network, firstly to areas directly adjacent to the SDZs which currently make up the Docklands Strategic Development and Regeneration Area (SDRA), and then on to the wider city through connections with existing, new, local and communally heated developments.

According to Codema, Dublin City has enough waste heat to provide for 1.75 times the total heating demand of the city’s buildings. Furthermore, Codema’s Spatial Energy Demand Analysis (SEDA), identified that over 75% of Dublin City areas have heat densities high enough to be considered feasible for connection to district heating systems.

In order to ensure the future development of District Heating in Dublin City, it will be necessary to ensure that significant new residential and commercial developments, particularly in SDRAs are ‘district heating enabled’, where feasible, in order to ensure that they are capable of being connected with local or citywide District Heating systems. Where this is not feasible, the proposed energy and heating solution should offer a similarly efficient and low carbon solution.

Details as to the requirements for specific SDRAs as well as details on the requirements a development must meet in order to be considered ‘district heating enabled’ is provided in Chapter 13: Strategic Development and Regeneration Areas and in Chapter 15: Development Management.

It is the Policy of Dublin City Council:	
CA14	<p><b>Waste Heat, District Heating and Decentralised Energy</b> To actively encourage the development of low carbon and highly efficient district heating and decentralised energy systems across the city utilising low carbon heat sources such as renewable energy and waste heat recovery and to promote the connection of new developments to district heating networks where such systems exist/can be developed in a given area.</p>
CA15	<p><b>The Dublin District Heating System (DDHS)</b> To support the development and expansion of any necessary energy infrastructure which will deliver the low carbon Docklands and Poolbeg catchment of the Dublin District Heating System (DDHS) project including, its pipeline infrastructure and its energy centre with energy storage and back-up heat production.</p>

It is the Policy of Dublin City Council:	
CA16	<p><b>Supporting the Potential of District Heating in Dublin City</b> To support the potential of district heating in Dublin City, all Climate Action Energy Statements submitted to the Council (see Policy CA9) shall include an assessment of the technical, environmental and economic feasibility of district or block heating or cooling, particularly where it is based entirely, or partially on energy from renewable and waste heat sources. In addition:</p> <ul style="list-style-type: none"> <li>• Climate Action Energy Statements for significant new residential and commercial developments in Strategic Development and Regeneration Areas (SDRAs), will assess the feasibility of making the development ‘district heating enabled’ in order to facilitate a connection to an available or developing district heating network in the area.</li> <li>• Climate Action Energy Statements for significant new residential and commercial developments in the Docklands SDRA will assess the feasibility of making the development ‘district heating enabled’ in order to facilitate a connection to the Dublin District Heating System.</li> </ul>
CA17	<p><b>Capture and Utilisation of Waste Heat</b> To encourage proposed and existing developments and facilities (such as data centres) to capture and utilise otherwise wasted heat, and use waste heat either on-site, or in an adjoining, and nearby sites, in compliance with all relevant Energy Efficiency Regulations.</p>

**Energy Initiatives, Strategic Energy Zones and Decarbonising Zones**

A number of significant strategies and initiatives have been introduced (or are being prepared) in order to further drive the transition towards low carbon energy use across the city as a whole as well as in local communities.

**Strategic Energy Zones**

This ongoing work will also assist in the identification of potential ‘Strategic Energy Zones’ in accordance with Regional Policy Objective (RPO) 7.35 of the RSES which states that “EMRA shall, in conjunction with local authorities in the Region, identify Strategic Energy Zones as areas suitable for larger energy generating projects, the role of community and micro energy production in urban and rural settings and the potential for renewable energy within industrial areas”.

### Local Initiatives

Public and stakeholder engagement is extremely important in addressing climate change and it is recognised that there is a need to foster and build momentum on wider citizen engagement in climate change, across all age groups.

A successful established example of community engagement in this regard is the SEAI's Sustainable Energy Communities initiative, which assists groups of people come together to improve how energy is used for the benefit of their community with the common goals of using less energy, using clean, renewable energy and using smart energy.

### Decarbonising Zones

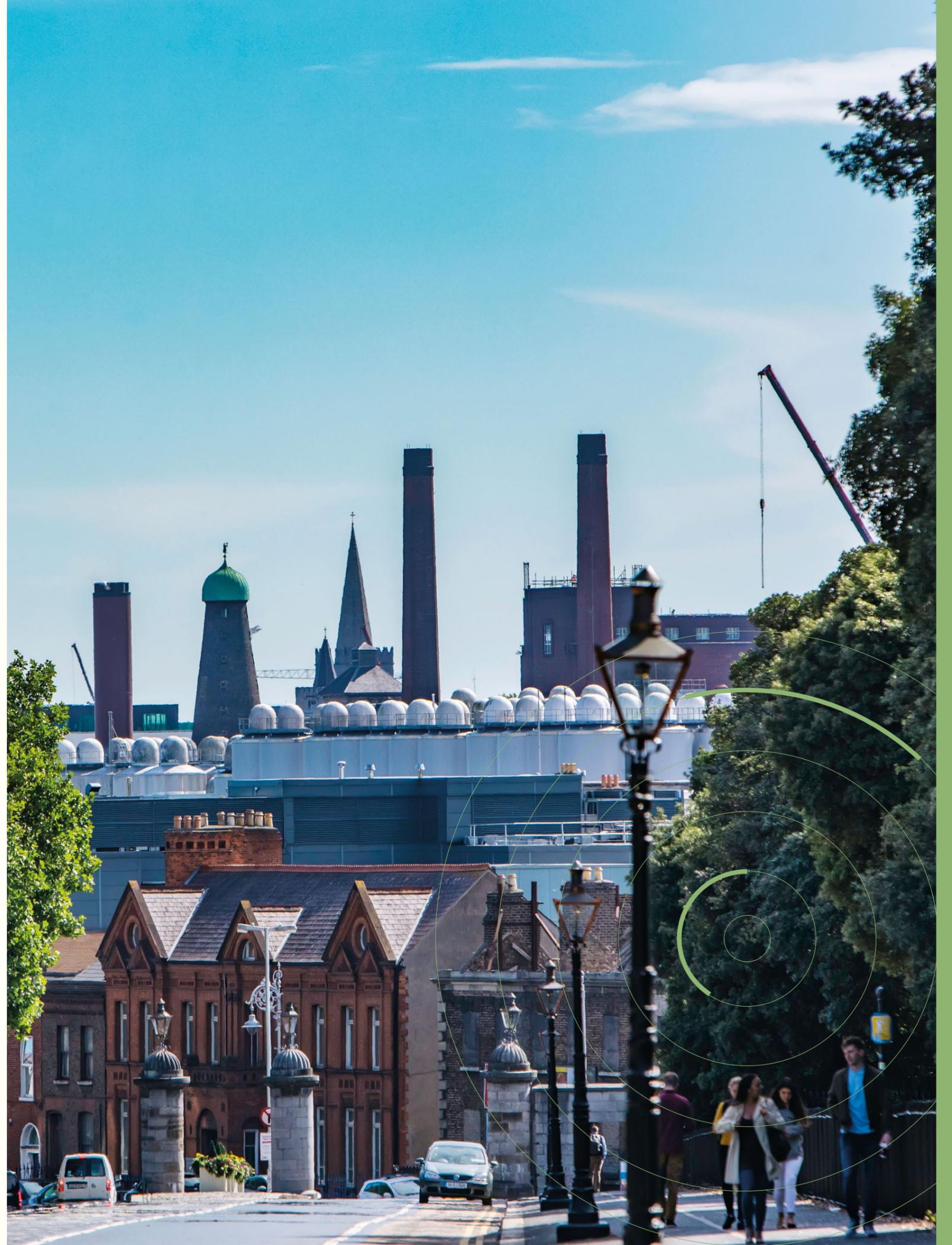
Action 165 of the 2019 Climate Action Plan also identified the need to engage at a local level and included a specific action which requires Local Authorities to identify and develop plans for at least one Decarbonising Zone (DZ) in their administrative area.

A Decarbonising Zone is a spatial area identified by the local authority, in which a range of climate mitigation measures can co-exist to address local low carbon energy, greenhouse gas emissions and climate needs.

Dublin City Council has identified Ringsend/Irishtown as a Decarbonising Zone and work is progressing in conjunction with Codema and CARO on an implementation plan to provide for the development demonstrator projects which will harnessing a range of energies technologies and initiatives.

### Dublin Regional Energy Masterplan

Codema is developing the Dublin Region Energy Master Plan, which will develop evidence-based, and costed pathways for the Dublin region to achieve its carbon emission reduction targets to 2030 and 2050, building on the energy areas identified in the Spatial Energy Demand Analyses (SEDAs) for the four Dublin local authority areas.



It is the Policy of Dublin City Council:	
CA18	<b>Decarbonising Zones</b> To support the specific polices and projects identified in the Decarbonisation Zone of Ringsend/Irishtown in order to address local low carbon energy, greenhouse gas emissions and climate needs and commit to establishing Decarbonising Zones in each LEA within the lifetime of this plan, with a view to designating all of Dublin City as a decarbonised zone by the end of this Development Plan.
CA19	<b>Strategic Energy Zones</b> To support the designation of potential Strategic Energy Zones in the Dublin City Area in conjunction with the Eastern and Midland Regional Authority.
CA20	<b>Sustainable Energy Communities</b> To support the ongoing efforts and future development of Sustainable Energy Communities in Dublin City through the SEAI 'Sustainable Energy Communities' Initiative.
CA21	<b>Dublin Regional Energy Masterplan</b> To support the preparation of the Dublin Regional Energy Masterplan by Codema and to support its implementation in conjunction with neighbouring Dublin Local Authorities, Dublin Metropolitan CARO and other relevant stakeholders.

### 3.5.4 Waste

#### Promoting the Circular Economy

Chapter 9: Sustainable Environmental Infrastructure as well as Chapter 15: Development Standards seek to integrate a more sustainable approach to waste based on circular economy principles.

National climate action policy emphasises the need to take action to address climate action across all sectors of society and the economy. In the waste sector, policy on climate action is focused on a shift towards a 'circular economy' encompassing three core principles: designing out waste and pollution; keeping products and material in use; and regenerating natural systems.

The government's commitment to these principles is underlined by the publication of the Circular Economy Bill 2021, which will provide a national policy framework for Ireland's transition to a circular economy. It will also seek to implement many of the actions contained in the recently published Waste Action Plan for a Circular Economy which sets out Ireland's National Waste Policy for 2020-2025.

#### Construction and Demolition Waste

In addition to setting out policy measures relating to issues including municipal waste, food waste and single use plastic, the Waste Action Plan addresses the issue of construction and demolition waste as it relates to the planning system.

The Waste Action Plan highlights the ongoing revision of the 2006 Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Waste Projects as well as the intention to bring construction and demolition waste within the framework of statutory planning guidelines. It also notes that construction and waste management plan guidelines will be updated to ensure that there is a consistent application of planning requirements.

It is the Policy of Dublin City Council:	
CA22	<b>The Circular Economy</b> To support the shift towards the circular economy approach as set out in 'a Waste Action Plan for a Circular Economy 2020 to 2025, Ireland's National Waste Policy, or as updated.
CA23	<b>Waste Management Plans for Construction and Demolition Projects</b> To have regard to existing Best Practice Guidance on Waste Management Plans for Construction and Demolition Projects as well as any future updates to these guidelines in order to ensure the consistent application of planning requirements.

### 3.5.5 Sustainable Transport

According to data collected by the SEAI, the transport sector was the single largest consumer of energy in Ireland, accounting for 42.3% of energy use in 2018. In terms of greenhouse gas emissions, data collected by the EPA indicates that the transport sector was responsible for 20.4% of total greenhouse gas emissions in 2019, second only to the agriculture sector. This data demonstrates the need not only to reduce transport by private vehicles, but also to reduce the direct emissions from vehicles themselves.

Chapter 8: Sustainable Movement and Transport sets out a strategy which responds to these challenges by seeking to minimise the need to travel and by promoting a shift from private car use towards more sustainable forms of transport (see Chapter 8, Section 8.5.6: Sustainable Modes). It also addresses the recent policy and technological developments relating to electric vehicles and alternative fuels which present an opportunity to significantly decarbonise transport across the city.

#### Decarbonising Transport and Electric Vehicles (EVs)

The 2019 National Climate Action Plan calls for the combination of measures to influence the spatial pattern of development, urban structure and overall mobility, with low carbon technology measures, such as a significant increase in the EV fleet.

The Plan sets out a government target to accelerate the take up of EV cars and vans so that Ireland reaches 100% of all new cars and vans being EVs by 2030. This that means approximately one third of all vehicles sold during the decade will be Battery Electric Vehicles (BEV) or Plug-in Hybrid Electric Vehicles (PHEV).

In order to cater for this growth in electric vehicles, it will be necessary to ensure that sufficient charging points and rapid charging infrastructure are provided to appropriate design and siting considerations and having regard to the Planning and Development Regulations (2001) as amended, which have been



updated to include EV vehicle charging point installation. Regard will be had to advances being made in EV charging technology as well as the development of new, efficient, innovative and accessible ways of providing charging points.

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

<b>CA24</b>	<p><b>Electric Vehicles</b></p> <p>To ensure that sufficient charging points and rapid charging infrastructure are provided on existing streets and in new developments subject to appropriate design, siting and built heritage considerations and having regard to the Planning and Development Regulations (2001) as amended, which have been updated to include EV vehicle charging point installation.</p>
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**It is an Objective of Dublin City Council:**

**CAO4 Regional Strategy for Electric Vehicle (EV) Charging**  
 To support and implement the forthcoming Regional Strategy for Electric Vehicle (EV) charging over the lifetime of the plan in order to facilitate the transition to low carbon vehicles required to achieve 2030 national targets.

**3.5.6 Flood Resilience and Water**

With more extreme rainfall events anticipated with climate change Dublin is likely to experience increased flooding (pluvial, fluvial and coastal, groundwater and network) in vulnerable areas of the City. Climate change projections also show a shift in the seasonality of rainfall, with an increase in winter and a decrease in summer. Coupled with changes in temperature, these changes pose a threat to people, critical infrastructure including water supply and security, ecology and property.

The Floods Directive calls for member states to undertake strategic flood risk assessments and to identify flood risk management measures. The Office of Public Works (OPW) has prepared flood maps for future climate scenarios and Flood Risk Management Plans outlining measures such as flood alleviation schemes / flood defence works (grey infrastructure) to manage flood risk within the relevant river catchments.

Green Infrastructure (GI) as part of Sustainable Drainage System (SuDS), also has a role to play in reducing flood risk and in integrated water resource management. GI reduces the rate and volume of water entering the drains by intercepting it, providing temporary and permanent storage areas, and allowing water to infiltrate into the ground rather than being directed to drains. In addition, green infrastructure can filter out pollutants and sediments from over-land surface run-off and it can be designed to capture and store rainwater for reuse / conservation.

Establishing space for rivers corridors also plays a role in adaptation responses to achieve flood resilience. Protecting existing river corridors and landscaping and providing natural flood management measures such as the creation of wetlands within river corridors can help to manage river flooding by reducing the volume of runoff, by promoting water infiltration into the soil and slowing runoff to streams, and by delaying the downstream passage of flood flows.

The development plan has been subject to, and is accompanied by a Strategic Flood Risk Assessment (SFRA), prepared in accordance with the Guidelines for Planning Authorities (DEHLG and OPW, 2009). Consequently, this plan zones appropriate sites for development and identifies how flood risk can be reduced.

Chapter 9: Sustainable Environmental Infrastructure and Flood Risk sets out a River Corridor policy approach for the city's rivers. It also contains policies and objectives on SuDS (see also Appendix 12); Green Roofs (see also Appendix 11); Surface Water Management Plans (see also Appendix 13) and policies and objectives on the separation of foul and surface water drainage systems, water conservation and coastal zone management.

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

<b>CA25</b>	<b>Flood and Water Resource Resilience</b> To support the delivery of soft, green and grey adaptation measures to enhance flood and water resource resilience in the city and support the delivery of grey adaptation measures to enhance flood and water resource resilience where necessary.
<b>CA26</b>	<b>Flood Risk Assessment and Adaptation</b> To address flood risk at strategic level through the process of Strategic Flood Risk Assessment, and through improvements to the city's flood defences.
<b>CA27</b>	<b>Natural Flood Risk Mitigation</b> To encourage the use natural flood risk mitigation or nature based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.

**3.5.7 Green Infrastructure and Nature Based Solutions**

Green Infrastructure (GI) can assist the city to adapt and become resilient to the effects of climate change while also playing a role in climate mitigation. The city's GI features include natural and semi-natural features (the marine environment, parks, woodland, waterbodies, etc.) and nature based infrastructure (such as green roofs, tree pits, rain gardens and green walls).

These natural assets and urban greening elements provide a range of functions and benefits (ecosystem services) that contribute towards climate change adaptation and mitigation. The city's trees, vegetation and soil capture and store carbon and provide evaporative cooling and shading in the city, mitigating the urban heat island effect.

Increasing, restoring and connecting habitats rich in biodiversity that provide valuable ecosystem services, is essential to increasing the city's resilience to climate change and improving quality of life.

The provision of allotments and community gardens provide for food production which can contribute to reducing food miles and the provision of networks for sustainable travel modes such as cycle routes enables active travel thereby helping to reduce carbon emissions from transport.

Chapter 10: Green Infrastructure and Recreation sets out adaptive green infrastructure and urban greening policies and objectives to help implement climate action in the city. The forthcoming Dublin City GI Strategy will support new climate change actions as will the Draft Dublin City Biodiversity Action Plan (2021-2025).

It is the Policy of Dublin City Council:	
<b>CA28</b>	<b>Climate Action and Green Infrastructure</b> To protect, connect and expand the city's Green Infrastructure while optimising the climate change adaptation and mitigation services it provides.
<b>CA29</b>	<b>Coastal Zone Management</b> To support coastal zone management measures for adapting to climate change which include restoration of degraded ecosystems, increased flood resilience, water quality improvement, habitat conservation and provision of amenities for the residents and visitors of Dublin city.

### 3.5.8 Integration of Climate Action Policies

#### 'Mainstreaming' Climate Action

The approach to climate action adopted in this development plan means that every chapter of the plan contributes to the overall effort to adapt to and mitigate the impacts of climate change.

The summary table overleaf, provides a brief overview of the principal ways that each relevant chapter in the development plan makes a concrete contribution to climate action efforts and how in broad terms, each chapter addresses the various climate action policy areas addressed in this chapter.

**Table 3-1: Summary of Climate Action Measures by Chapter**

<p><b>Chapter 1: Strategic Context</b></p> <ul style="list-style-type: none"> <li>• Supports compact growth and the continued consolidation of the city.</li> <li>• Supports the effective use of land well-served by public transport and the development of sustainable infrastructure.</li> <li>• Supports the transition to a low-carbon, resilient and sustainable city.</li> </ul>
<p><b>Chapter 2: Vision and Core Strategy</b></p> <ul style="list-style-type: none"> <li>• Supports compact growth via appropriate infill and brownfield development and targeted growth along key transport corridors.</li> <li>• Supports key healthy place-making and the 15 minute city.</li> </ul>
<p><b>Chapter 3: Climate Action</b></p> <ul style="list-style-type: none"> <li>• Supports the implementation of the DCC Climate Change Action Plan.</li> <li>• Supports integrating climate action measures into development proposals.</li> <li>• Supports the decarbonisation of the energy sector and the continuing development of renewable and low carbon sources of energy.</li> <li>• Supports local and citywide energy strategies and initiatives.</li> <li>• Supports the circular economy approach to waste.</li> <li>• Supports the transition towards more sustainable modes of movement and transport and the decarbonisation of transport.</li> <li>• Supports improving flood risk mitigation and adaptation measures including the use of nature based solutions and SuDS.</li> <li>• Supports the principles of nature based solutions and urban greening.</li> </ul>
<p><b>Chapter 4: Shape and Structure of the City</b></p> <ul style="list-style-type: none"> <li>• Supports directing and prioritising growth in locations which enable targeted infrastructure investment and the optimal use of public transport.</li> <li>• Supports the creation of a more compact city where development is closely aligned and integrated with public transport infrastructure.</li> <li>• Supports the creation of sustainable neighbourhoods in line with the 15 minute city principle designed to facilitate walking and cycling, close to public transport, and with a range of community infrastructure.</li> <li>• Promotes development that enhances natural heritage assets, improves biodiversity and develops a green infrastructure network.</li> </ul>
<p><b>Chapter 5: Quality Housing and Sustainable Neighbourhoods</b></p> <ul style="list-style-type: none"> <li>• Supports the delivery of compact growth through the development of high quality sustainable neighbourhoods in accordance with the 15 minute city approach.</li> <li>• Supports healthy place-making and the integration of climate action measures in the development of sustainable neighbourhoods.</li> </ul>

**Chapter 6: City Economy and Enterprise**

- Supports the transition to a low carbon, climate resilient city economy.
- Supports the growth of the 'green economy' including renewable energy, retrofitting, EVs and EV charging infrastructure.
- Emphasises the importance of 'quality of place' and of 'clean, green, safe' principles for the economic success of the city.

**Chapter 7: The City Centre and Urban Villages**

- Supports the consolidation and enhancement of the inner city and the creation of sustainable, mixed-use, and vibrant neighbourhoods.
- Emphasises public transport accessibility, the primacy of the city centre and the vitality and viability of existing and emerging centres.

**Chapter 8: Sustainable Movement and Transport**

- Supports integrating land use and transportation and encouraging higher-density development along public transport routes.
- Supports minimising the need to travel (based on the 15 minute city model), shifting to sustainable modes (such as active mobility and public transport) and encouraging behavioural change.
- Supports transitioning to low carbon mobility solutions including the decarbonisation of vehicles and a regional strategy for EV charging.
- Supports reduced or zero emissions solutions for how goods are delivered.

**Chapter 9: Sustainable Infrastructure, Energy and Flood Risk Management**

- Supports nature-based and adaptive flood risk management and the used of Sustainable Drainage Systems (SuDS).
- Supports the integration of watercourse/waterbodies management and protection with land use planning and development management.
- Supports the promotion and delivery of more sustainable forms of waste management in the city in line with circular economy principles.
- Supports minimising/preventing waste and maximising material recycling, reuse and re-purposing.
- Supports renewable energy use and generation at appropriate locations within the built and natural environment as well as the development of the Poolbeg peninsula as a Sustainable Energy and Infrastructure Hub.

**Chapter 10: Green Infrastructure**

- Supports the implementation of the Draft Dublin City Biodiversity Action Plan 2021–2025.
- Supports a co-ordinated and managed network of multifunctional green spaces linked to the wider regional Green Infrastructure network.
- Supports the integration Green Infrastructure and an ecosystem services approach into new developments / new growth areas.
- Supports the protection, maintenance, and enhancement of the watercourses and their riparian corridors in the city.
- Supports the protection and enhancement of the coast shoreline and marine environment as open space and valuable natural habitats.
- Requires tree planting in the planning and development of new development and to protect existing trees as part of new development.

**Chapter 11: Built Heritage and Archaeology**

- Supports retaining existing buildings and enhance their energy performance in keeping with best building conservation principles.
- Supports operation with other agencies in the investigation of climate change on the fabric of historic buildings.
- Supports the implementation of the Community Monuments Fund in order to ensure the monitoring and adaptation of archaeological monuments and mitigate against damage caused by climate change.

**Chapter 12: Culture**

- Supports the protection and enhancement of Dublin City's cultural resources to provide new opportunities for engagement with issues facing the city.
- Supports the provision of local arts and cultural facilities as part of the implementation of vibrant mixed use urban villages

**Chapter 13: Strategic Development and Regeneration Areas**

- Supports the creation of long term, viable and sustainable communities aligned with the principles of the 15 minute city.
- Supports the integration of greening and biodiversity measures including high quality public open space and micro greening measures.
- Provides for sustainable surface water management and the installation of Sustainable Urban Drainage Systems (SUDS).
- Promotes opportunities for enhanced river corridors.
- Supports innovative approaches to energy efficiency, energy conservation and the use of renewable energy.
- Supports the district heat enabled development and connection to existing and proposed district heating systems where feasible.

**Chapter 14: Land Use Zoning**

- Supports the development of a compact, integrated, and climate resilient city by promoting particular classes of use in appropriate locations.
- Supports the consolidation of existing centres and the redevelopment of brownfield land to support the efficient use of land.
- Provides for the safeguarding of green infrastructure as well as community and social infrastructure.

**Chapter 15: Development Standards**

- Supports development which minimises resource consumption, reduces waste, conserves water, promotes efficient energy use and uses appropriate renewable technologies.
- Supports the use of sustainably sourced materials which are to be re-used and recycled wherever possible.
- Encourages the use of green building materials and low embodied energy products such as low carbon cement and recycled materials.
- Encourages developments which enhance biodiversity and provide for accessible open space and landscaping.
- Requires development to integrate surface water management principles including Sustainable Urban Drainage Systems (SuDS).

**Chapter 16: Monitoring and Implementation**

- Supports the monitoring of and successful implementation of the climate action related policies set out in the plan.



Hi my name is Sam, I am a ten year old boy from Raheny. In my design I show a hospital. To help the environment I think you should convert an old building to a Hospital. Solar panels and shelter for the homeless are also important. Eco transport (like the train here) should be considered. Trees should be planted and plenty of fields should exist. Equality in Dublin should be advertised. An Animal shelter should be in every small estate. My slogan is: Even a small city like Dublin can make a big change.

Thankyou for reading.  
Signed Sam

Picture by Sam McLoughlin (Overall Winner), North Bay Educate Together National School



# CHAPTER 4

## Shape and Structure of the City



## 4.1 Introduction

This chapter sets out the overarching framework and strategy to guide the future sustainable development of the city. The objective is to ensure that growth is directed to, and prioritised in, the right locations to enable continued targeted investment in infrastructure and services and the optimal use of public transport.

The intent is to guide and manage the city's evolution to ensure that it develops in a sustainable and climate resilient manner in accordance with national and regional policy. High quality 'placemaking' will be required to ensure a compact city where people want to live and work.

Guiding principles regarding criteria such as height, density, urban design, quality architecture and public realm are set out. Key goals are to ensure that the city is:

- liveable and inclusive;
- resilient and environmentally sustainable;
- healthy, integrated and connected;
- compact and efficient in its use of resources; and
- strong economically with a vibrant cultural life.

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. The development of a strong, dynamic and vibrant city core complemented by an integrated network of well serviced, high quality neighbourhoods (in accordance with the principles of the 15 minute city<sup>11</sup>) is the key spatial and development strategy in this plan.

**11.** The 15-minute city concept envisages that within 15 minutes on foot or bike from where they live that people should have the ability to access most of their daily needs. Refer to Chapter 5 - Quality Housing and Sustainable Communities.

## Spatial Structure of Dublin City

Dublin City spans a geographic area of 115 sq. km and its spatial structure is shaped by both its natural setting and man-made features. The River Liffey, along with the canals, contains both the 'old' medieval city and the unique Georgian squares and streets. These features, coupled with the larger areas of Victorian and Edwardian architecture north and south of the canals, and the urban villages, underpin the city's strong character and identity, which is recognised internationally.

Dublin's character is derived from its historical layers, ranging from its medieval origins to substantial new contemporary interventions in the built environment in areas such as the Docklands. The basic building blocks of this unique urban character consist of individual buildings, streets, urban spaces, neighbourhoods and landscapes. The development plan aims to protect and enhance the unique character of the city, derived from both the natural and built environments. Opportunities for new development will be required to respect the character of the city by taking account of the intrinsic value of our built heritage, landscape and natural environment.

## 4.2 Achievements

Following a period of economic stagnation in the recession, the city has seen a substantial transformation over the last number of years and witnessed significant growth and investment. This growth has been underpinned by a clear spatial policy direction of expansion of the city eastwards to the Docklands and westwards to Heuston; creating new development and regeneration areas; consolidating the physical development of the city by tackling brownfield, vacant and under-utilised lands; and developing Key Urban Villages as sustainable hubs to anchor the suburbs.

In this regard, Dublin City Council has made significant progress in supporting the development of a number of successful neighbourhoods with the ongoing implementation of its Local Area Plans (LAPs) and Strategic Development Zones (SDZs) resulting in the creation of new communities at Ashtown-Pelletstown, at Clongriffin-Belmayne and within the North and South Docklands. Further LAPs have been adopted for Ballymun and Parkwest-Cherry Orchard, as well as a new Planning Scheme for the Poolbeg West SDZ. It is envisaged that these key regeneration areas will continue to become the focus of further consolidation through the delivery of new housing and commerce alongside social and community infrastructure. The spatial structure that has evolved in the city over the past number of years will continue to be consolidated and enhanced.

There has also been significant redevelopment of brownfield lands throughout the city, many for higher density residential and mixed-use developments. Many of these projects have had significant environmental and regeneration benefits. The progressive consolidation of the city has also been assisted by a strategic review of all low intensity industrial areas which was undertaken over the last plan period. This review culminated in the rezoning of a number of sites for more intensive development.

One of the areas that has seen some of the most significant growth and investment is the north and south Docklands area which has now been substantially built out under the framework of the North Lotts and Grand Canal Dock SDZ Planning Scheme adopted in 2014. To date, over 2,000 housing units and 400,000 sq. metres of commercial development have been delivered, as well as new streets and urban spaces. Key landmark projects include the redevelopment of the Boland's Mills complex, a strategic yet long derelict site at Grand Canal Dock that is now being transformed into a major new commercial and residential quarter including a new public waterfront public plaza and the regeneration of a number of historic protected structures. There has also been significant development at the Grangegorman Campus with the ongoing consolidation of the Technological University Dublin, as well as the delivery of significant new public realm improvements.

The city has also continued to expand and consolidate to the west and south west with the regeneration of large brownfield sites in the Liberties and at Heuston Station, including the redevelopment of the Clancy Army Barracks. The City Council has also been active in seeking the regeneration of its designated Strategic Development and Regeneration Areas (SDRAs) via framework development plans and schematic master plans. Key SDRAs that are currently under development include the Clongriffin-Belmayne where significant Strategic Housing Development (SHD) applications have been granted planning permission. The ongoing regeneration of significant regeneration sites including St. Michaels Estate, O'Devaney Gardens, Dolphin House and St. Teresa's Gardens continues to play an important role in densifying and consolidating the city at a neighbourhood level.

There have also been a number of significant public realm improvement projects undertaken since 2016, including the Grafton Street Quarter Public Realm Masterplan and the Dublin Docklands SDZ Public Realm Plan. Green Infrastructure (GI) development in the City has also been a notable feature including the implementation of the Liberties Greening Strategy with the opening of Weavers Park (playground) and St. Luke's (public realm enhancements works for the setting of a protected

structure) both located off Cork Street and St. Audeon's / the Peace Park on High Street. A greening strategy for the North East Inner City is also being implemented. The city centre has also been improved through the pedestrianisation of a number of streets to the benefit of the city core. The ongoing roll out of the pedestrian wayfinding scheme across the city centre, has significantly enhanced the urban environment and the attractiveness of the city centre to residents, visitors and investors.



### 4.3 Challenges

- Key challenges for the city include:
- achieving the balance between providing for compact growth, appropriate densification and placemaking in accordance with national and regional policy, yet ensuring innovative and sensitive development that respects the city's unique character and enhances its natural and heritage assets;
- promoting sustainable building heights in the right locations to ensure efficient use of resources, services and public transport infrastructure;
- ensuring the long-term resilience of the city centre to climate change and ensuring that it is as a place where people want to live, work, invest and visit;
- ongoing issues of dereliction, urban decay, underutilised and vacant sites particularly in the inner city and the need to implement effective active land management to promote balanced and sustainable economic and residential development;
- ensuring the sustainable development and consolidation of Key Urban Villages to provide a focal point to the communities and neighbourhoods that they serve and that such centres are successfully promoted for further investment, regeneration and environmental improvement; and
- cultivating the inner and outer suburbs and providing neighbourhoods with a choice of homes for a diverse mix of households and communities and aligning and prioritising the provision of appropriate physical and social infrastructure, including Green Infrastructure, services and retail, with future development and areas of consolidation and intensification.

### 4.4 The Strategic Approach

The vision for the urban form and structure of the city is to achieve a high quality, sustainable urban environment, which is attractive to residents, workers and visitors. The key strategic approaches to achieving this vision underpinning the development plan are:

- In accordance with the objectives of the National Planning Framework (NPF), The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Region, including the Metropolitan Area Strategic Plan (MASP) set out therein, the creation of a more compact city where development is closely aligned and integrated with existing and proposed public transport infrastructure and where residents can live close to their places of work or study and easily move around the city, thereby, reducing urban sprawl and unsustainable travel patterns and ensuring maximum benefit from investment in public transport infrastructure.
- The creation of a consolidated city, whereby infill and brownfield sites are sustainably developed, regenerated and new urban environments are created, and where underutilised sites and buildings are actively repurposed and intensified. This will be facilitated by promoting active land management, including initiatives such as the Vacant Site Levy and the Living City Initiative.
- The promotion of development that incorporates appropriate climate adaptation and mitigation measures and that will bring about meaningful climate change, including measures to ensure climate resilience and the transition to a low carbon economy.
- The creation and nurturing of sustainable neighbourhoods and healthy communities in line with the principle of the 15 minute city, which are designed to facilitate walking and cycling close to public transport (insofar as possible) and include a range of community infrastructure, all in quality, more intensive mixed-use environments.
- The promotion of development that enhances and nurtures our natural heritage assets, which improves biodiversity and which develops a green infrastructure network for recreation and amenity.
- To promote 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 and appropriately scaled buildings, which are appropriate to their context and which foster good placemaking.

- To ensure that the city's civic importance as the State's capital is reinforced and augmented through appropriate public realm and healthy placemaking interventions<sup>12</sup>.
- To support and maintain a strong economy in the city and provide a critical mass of development to support investment, innovation and the smart economy.
- To encourage development that enhances, integrates and respects the city's heritage and cultural assets and that is sensitive to the setting and context of buildings and features of conservation and archaeological merit.
- To continue to extend the form and structure of the city for the benefit of communities in the new developing areas such as Belmayne-Clongriffin, Ballymun and Cherry Orchard-Park West, including connectivity to these developing areas, and in doing so, embrace the potential for quality urban design and placemaking.
- To support the creation of sustainable communities with adequate access to a range of sports and recreational amenities, educational facilities and retail services, and that new residential development is delivered in tandem with commensurate social and community infrastructure.

## 4.5 Policies and Objectives

### 4.5.1 Approach to the Inner City and Docklands

#### The Inner City

Dublin, as the capital city, is at the heart of the city region. It is an international city and plays a significant administrative, economic and retail role in the State. The inner city, comprising the city centre and its immediately surrounding neighbourhoods within the canals, performs the function of a capital city core.

The city centre and its environs has seen remarkable growth and investment since the mid-1980s when there was extensive dereliction and vacancy. The strong economy in the years leading up to and following the millennium, together with planning mechanisms such as

12. 'Healthy placemaking' is a key principle of the RSES with the objective of promoting people's quality of life through the creation of healthy and attractive places to live, work, visit and study in.

Integrated Area Plans (IAPs), SDZs and strategic land-use zoning policies, as well the delivery of the Luas system has stimulated investment throughout the inner city. Whilst there was undoubtedly a period of stagnation during the Global Financial Crisis of the mid 2000's, the city has recovered well and is thriving. Although a tremendous amount of urban regeneration has lifted many areas of the inner city, investment has not always been balanced with pockets of excellence contrasting with areas still in need of rejuvenation.

The Covid-19 crisis has brought new challenges to the vitality and viability of the city particularly to the retail, hospitality, entertainment and culture sectors. The focus of the strategy for the inner city will be to encourage a more liveable inner city, balanced economic investment and an increased focus on residential development coupled with significantly enhanced public realm and mobility measures to encourage more pedestrians and cyclists.

In the post Covid-19 environment, the objective will be to:

- continue to position Dublin as a world class European capital city and build on the success of the significant investment and regeneration seen in the city over the last number of years;
- promote compact growth, appropriate climate action measures and the continued consolidation of the inner city;
- encourage sustainable patterns of mixed use development to ensure a strong, vibrant and economically resilient inner city; and
- encourage high quality, sustainable residential development in accordance with the principles of the 15 minute city in order to enliven the city, create vitality and contribute to the evening economy of the city and to counterbalance the loss of any physical employment space.

It is anticipated that the ongoing implementation of the Dublin City Public Realm Strategy in conjunction with the further expansion of the city cycle network and continued improvements in public transport infrastructure will help achieve these goals by enhancing linkages and making both recently developed and established areas more coherent and connected. Other measures such as greening city strategies

will further improve and enhance the physical urban environment. The development plan also seeks to strengthen placemaking in the city in order to consolidate and enhance the city centre, at the heart of the city region.

A key element of the strategy for the inner city is the continued consolidation and development of brownfield lands. This will be facilitated where appropriate through active land measures such as the Vacant Site Levy. The appropriate re-development of such lands represents an opportunity to significantly enhance the built environment of the inner city, especially those areas most in need of regeneration, by bringing housing and employment to them. The Living City Initiative will also incentivise residential occupation of vacant upper floors and encourage the upgrade of existing accommodation to bring derelict/disused properties back into use (see Chapter 2: Core Strategy for further policies regarding active land measures.) Social housing regeneration projects will also bring significant improvement to the inner city.

It is also envisaged that there will be further development of the Technological University Dublin campus at Grangegorman over the plan period. The development of the new university in this area and the provision of other services and facilities connected with it, has anchored the ongoing regeneration of this part of the city. Opportunities to develop clusters of economic development, employment and innovation in the fields of higher education will be encouraged in and around the campus. The development of the National Children's Hospital at St. James is also a significant investment for the inner city and opportunities for a health cluster aligned with the children's hospital and the future proposed National Maternity Hospital will be fully exploited.

There will also be a focus in developing and strengthening the inner city's retail and cultural attractions. Major new developments including the Parnell Cultural Quarter and the redevelopment of the city Victorian Fruit Market as well as land mark developments such as the redevelopment of Clery's Department Store and the Central Bank will be pivotal in reinforcing Dublin's role as the primary retail and cultural destination in the state. It is envisaged that Moore Street Market will also be developed as a significant new cultural and historical amenity with associated public realm upgrades as well as high quality mixed use development. The North East Inner City, to include Moore Street, is identified as a Strategic Development Regeneration Area with the objective to promote the significant development potential of this area and harness further potential funding opportunities. Connections and linkages between the north and south core will be enhanced through further interventions at Liffey Street and open space improved through the redevelopment of Wolfe Tone Square.

## Docklands and Dublin 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 area has been rapidly transformed in recent years and it is now home to a significant number of multinational corporations with notable clusters in the technology and finance sectors. Residential development has also been extensive. Further development of the historic Docklands area is proposed under the Poolbeg West SDZ Planning Scheme. It is envisaged that this area will accommodate over 3,500 new homes as well as 80,000–100,000 sq. m. of commercial floorspace, providing employment for up to 8,000 workers.

The challenge 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 this area is successfully integrated and connected with the city centre. In this regard, 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 leisure and recreational uses significantly enhances the vitality of this evolving urban environment and will be encouraged. The strategic approach to the future development of Docklands will build on these successes. Connections will continue to be enhanced and it is envisaged that new bridges over the Liffey and at the mouth of the Dodder will be delivered over the next plan period.

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 city structure and character, while having regard to the Dublin Port Company Masterplan 2012-2040. Further policies and objectives regarding Dublin Port are set out in Chapter 6: City Economy and Enterprise.

It is the Policy of Dublin City Council:	
SC1	<p><b>Consolidation of the Inner City</b> To consolidate and enhance the inner city, promote compact growth and maximise opportunities provided by existing and proposed public transport by linking the critical mass of existing and emerging communities such as Docklands, Heuston Quarter, Grangegorman, Stoneybatter, Smithfield, the Liberties and the North East Inner City with each other, and to other regeneration areas.</p>
SC2	<p><b>City's Character</b> To develop the city's character by:</p> <ul style="list-style-type: none"> <li>cherishing and enhancing Dublin's renowned streets, civic spaces and squares;</li> <li>developing a sustainable network of safe, clean, attractive streets, pedestrian routes and large pedestrian zones, lanes and cycleways in order to make the city more coherent and navigable and creating further new streets as part of the public realm when the opportunities arise;</li> <li>protecting the grain, scale and vitality of city streets and encouraging the development of appropriate and sustainable building heights to ensure efficient use of resources, services and public transport infrastructure and that protects the heritage and natural assets of the city;</li> <li>revitalising the north and south Georgian squares and their environs;</li> <li>upgrading Dame Street/College Green as part of the Grand Civic Spine;</li> <li>promoting the development of Moore Street and the Parnell Quarter as major new cultural and historical attractions for the city.</li> </ul>
SC3	<p><b>Mixed Use Development</b> To promote a mixed-use land use policy in the city centre, including the provision of high quality, sustainable residential development.</p>
SC4	<p><b>Recreational and Cultural Events</b> To promote and support a variety of recreational and cultural events in the city's civic spaces; as well as the development of new and the retention and enhancement of existing civic and cultural spaces.</p>
SC5	<p><b>Urban Design and Architectural Principles</b> 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 climate resilient, quality, compact, well-connected city and to ensure Dublin is a healthy and attractive city to live, work, visit and study in.</p>

It is the Policy of Dublin City Council:	
SC6	<p><b>Docklands</b> To recognise the distinctive character of the Docklands regeneration area and to work with the relevant authorities to increase connectivity with the city centre.</p>
SC7	<p><b>Dublin Port</b> 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.</p>

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

The inner suburbs comprise the established suburban communities located outside of the canal belt and the outer city refers to the newly developing areas on the fringe of the city administrative area including Clongriffin-Belmayne, Ashtown-Pelletstown, Park West and Cherry Orchard.

These areas have seen significant development over the past number of years for intensive higher density housing, particularly at Clongriffin-Belmayne and Ashtown-Pelletstown. Within the inner suburbs, there has also been significant investment with a number of infill and former industrial sites being regenerated for high quality housing and mixed use development.

A key objective will be to ensure that these large suburban areas are integrated into the structure of the city, both in relation to the city centre and the metropolitan area. Future development will be aligned with the strategic development areas and corridors set out under the Dublin MASP and further opportunities for intensification of infill, brownfield and underutilised land fully explored, particularly where it aligns with existing and future public transport infrastructure.

In developing the inner suburbs and outer city, there will be an increased focus on the importance of the strategic green network and it is acknowledged that such features contribute to the built and natural landscape of the city and play an integral role in addressing the challenges of climate change.

Over the next plan period, the strategic approach is also to strengthen the hierarchy of urban villages in the inner suburbs and outer city and consolidate and develop them as key focal points for the communities that they serve. The urban centres can provide opportunities for good urban placemaking, are centres for local services and form a basis for sustainable city living. 12 Key Urban Villages (KUVs) have been identified

in the city suburbs (refer to Chapter 7: The City Centre, Urban Villages and Retail and Appendix 2: Retail Strategy). It is envisaged that these will be strong spatial hubs and provide a range of retail, commercial, employment, community and other services. Urban villages will play a key role in developing the concept of a 15 minute city.

Notwithstanding the potential of these centres, some have not benefited from investment and some remain underdeveloped and degraded. In many instances, there are significant opportunities for consolidation and for physical and environmental enhancement. Opportunities to upgrade, consolidate and improve cycling and pedestrian infrastructure from these centres to surrounding neighbourhoods will be fully exploited. These centres should be capable of achieving a distinctive spatial identity with a high quality physical environment.

Also within the outer city are the smaller neighbourhood centres. These support the other higher order urban villages. They provide an important role for local communities for day to day needs and are considered appropriate localities for a range of community services. The strategic approach of the plan is to continue to consolidate and environmentally upgrade these local centres.

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

<b>SC8</b>	<p><b>Development of the Inner Suburbs</b> To support the development of the inner suburbs and outer city in accordance with the strategic development areas and corridors set out under the Dublin Metropolitan Area Strategic Plan and fully maximise opportunities for intensification of infill, brownfield and underutilised land where it aligns with existing and pipeline public transport infrastructure.</p>
<b>SC9</b>	<p><b>Key Urban Villages, Urban Villages and Neighbourhood Centres</b> To develop and support the hierarchy of the suburban centres, including Key Urban Villages, Urban Villages and Neighbourhood Centres, in order to:</p> <ul style="list-style-type: none"> <li>• support the sustainable consolidation of the city and align with the principles of the 15 minute city;</li> <li>• provide for the essential economic and community support for local neighbourhoods; and</li> <li>• promote and enhance the distinctive character and sense of place of these areas by ensuring an appropriate mix of retail and retail services.</li> </ul>



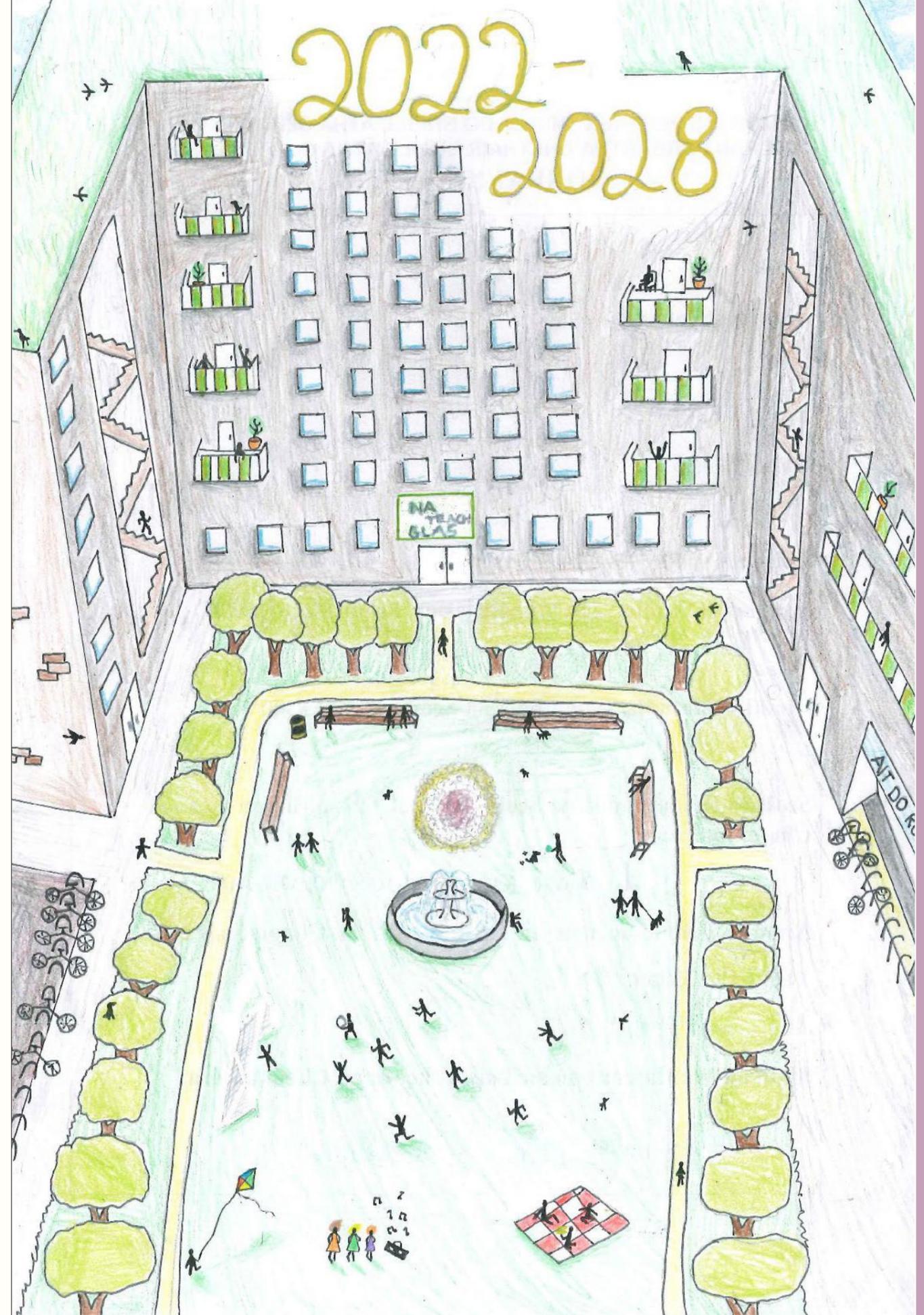
### 4.5.3 Urban Density

Dublin's City core is characterised by a low to medium rise built form. Densities vary across the city and are typically much lower in the suburbs, and increase in the city centre, particularly in new developing areas such as Dublin Docklands. The environmental and sustainability benefits of increasing urban densities are now well accepted principles and enshrined in policy terms under the 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.

The NPF recognises that there is a need to increase densities on underutilised lands within core urban areas in order to promote consolidation and compact growth, prevent further sprawl and address the challenges of climate change. It is a requirement under the NPF that at least half of all future housing and employment growth in Dublin be located within and close to the existing 'built up' area of the city, specifically within the canals and the M50 ring. The RSES and Dublin MASP also promotes greater densification and more intensive forms of development particularly on infill, brownfield and underutilised lands along key strategic public transport corridors. It is recognised at a national and regional policy level, 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.

It is acknowledged that good quality, higher density developments can make a positive contribution to the evolving urban form and structure of the city and can help to achieve sustainable land use and movement patterns. Increasing density can however, bring challenges in terms of ensuring appropriate levels of amenity for existing and future residents and integrating higher density schemes successfully with the existing built fabric.

The objective is to provide opportunities for increased density in a sustainable manner whilst ensuring the highest standards of design as well as the protection of existing amenities and the natural and historical assets of the city. There will be continued consolidation of the city to optimise the efficient use of urban land. Higher densities will be promoted in the city centre, within KUVs, certain SDRAs and within the catchment of high capacity public transport. The goal is to provide for a compact city with attractive mixed-use neighbourhoods, a variety of housing types and tenure, adequate social and community infrastructure and adaptable housing, where people of all ages will choose to live as a matter of choice.



Picture by Saoirse Nic Uilliam, Gaelscoil Lios na n-Óg, Raghnallach

There are a number of inter-linked sustainable standards and safeguards throughout the development plan, all designed to ensure that quality density and placemaking is delivered through a variety of mechanisms such as contextual streetscapes, urban form, stepped heights in transitional zones, together with open space and amenity standards. There will also be an increased focus on creating an enhanced green infrastructure network as a key mechanism for addressing climate change and providing for quality recreation, biodiversity, sustainable drainage and decarbonisation as an integral part of the city form and structure (see Chapter 10: Green Infrastructure and Recreation).

In some instances, higher density development will be informed by Architectural Conservation Areas (ACAs), the Record of Protected Structures and other heritage designations. In this regard, such development will be required to minimise potential adverse impacts through appropriate siting, scale and massing. Further guidance regarding urban density is set out in Appendix 3 - Achieving Sustainable Compact Growth: Policy for Density and Building Height in the City.



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

<b>SC 10</b>	<p><b>Urban Density</b> To ensure appropriate densities and the creation of sustainable communities in accordance with the principles set out in 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 and any amendment thereof.</p>
<b>SC 11</b>	<p><b>Compact Growth</b> In alignment with the Metropolitan Area Strategic Plan, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands, particularly on public transport corridors, which will:</p> <ul style="list-style-type: none"> <li>• enhance the urban form and spatial structure of the city;</li> <li>• be appropriate to their context and respect the established character of the area;</li> </ul> <p><b>SC 11</b></p> <ul style="list-style-type: none"> <li>• include due consideration of the protection of surrounding communities and provide for enhanced amenities for existing and future residents;</li> <li>• be supported by a full range of social and community infrastructure such as schools, shops and recreational areas;</li> <li>• and have regard to the criteria set out in Chapter 15: Development Standards, including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture.</li> </ul>
<b>SC 12</b>	<p><b>Housing Mix</b> To promote a variety of housing and apartment types and sizes, as well as tenure diversity and mix, which will create both a distinctive sense of place in particular areas and neighbourhoods, including coherent streets and open spaces and provide for communities to thrive.</p>
<b>SC 13</b>	<p><b>Green Infrastructure</b> To recognise and promote Green Infrastructure and landscape as a key mechanism to address climate change and as an integral part of the form and structure of the city, including streets and public spaces.</p>

#### 4.5.4 Increased Height as Part of the Urban Form and Spatial Structure of Dublin

Aligned with the principle of greater densification, will be the requirement to consider greater height in appropriate locations. It is important to note however, that higher density does not necessarily equate to high rise buildings and plot ratio and site coverage all contribute to the density of a particular built form. Appropriate higher density schemes can often be achieved by using mid-rise typologies and key to the success of such development is high quality design and placemaking.

The Urban Development and Building Height Guidelines for Planning Authorities published in December 2018 state that increasing prevailing building heights has a critical role to play in addressing both the scale and density of development. The guidelines also note that increased building height is a factor in assisting modern placemaking and improving the overall quality of our urban environments. The strategic approach, therefore, is to promote more intensive forms of development, including increased height, whilst ensuring that high quality places and a good quality of life are achieved.

Policy and guidance regarding building height is set out in Appendix 3. The City Council advocates that when considering building height, regard must be had to the prevailing context within which the site is located and broader consideration must also be given to potential impacts such as overshadowing and overlooking, particularly in the lower scaled suburban areas of the city.

The appropriateness of building heights is also a key consideration within the historic core, particularly in key sensitive areas of the city such as the Georgian core, the Liffey Quays and medieval centre. Proposals for increased height in these areas must demonstrate that they do not have an adverse impact on these sensitive environments and that they make a positive contribution to the historic context. The City Council remains committed to the need to protect and enhance conservation areas, architectural conservation areas and the historic core of the city.

Furthermore, the strategic approach pursued under this plan will be to ensure a design led approach to optimising height. Appropriate heights should be based on an evaluation of the sites attributes and its function, its surrounding context and capacity for growth and the most appropriate development form. It is a requirement that a masterplan will be prepared for any site greater than 0.5ha to allow for the early testing of appropriate open space, sunlight, daylight, visual impacts wind effect etc. and that this is used to inform design development.

Proposals seeking to optimise height in achieving higher densities must demonstrate how they will assist in delivering vibrant and equitable neighbourhoods that are walkable, compact, green, accessible, mixed and balanced and that respond positively to the existing or emerging context. Appendix 3 also sets out a detailed set of performance based criteria for the assessment of proposals of enhanced scale and height so as to ensure the protection of the natural and heritage assets of the city.

Appendix 3 sets out specific guidance regarding the appropriate locations where enhanced density and scale including increased height will be promoted and also performance criteria for the assessment of such development. Appendix 3 also details the different classifications of building height in the city i.e. prevailing height in a given area; locally higher buildings (which are typically up to 50m); and landmark/tall buildings which are significant features in the city scape.

#### Landmark/Tall Buildings

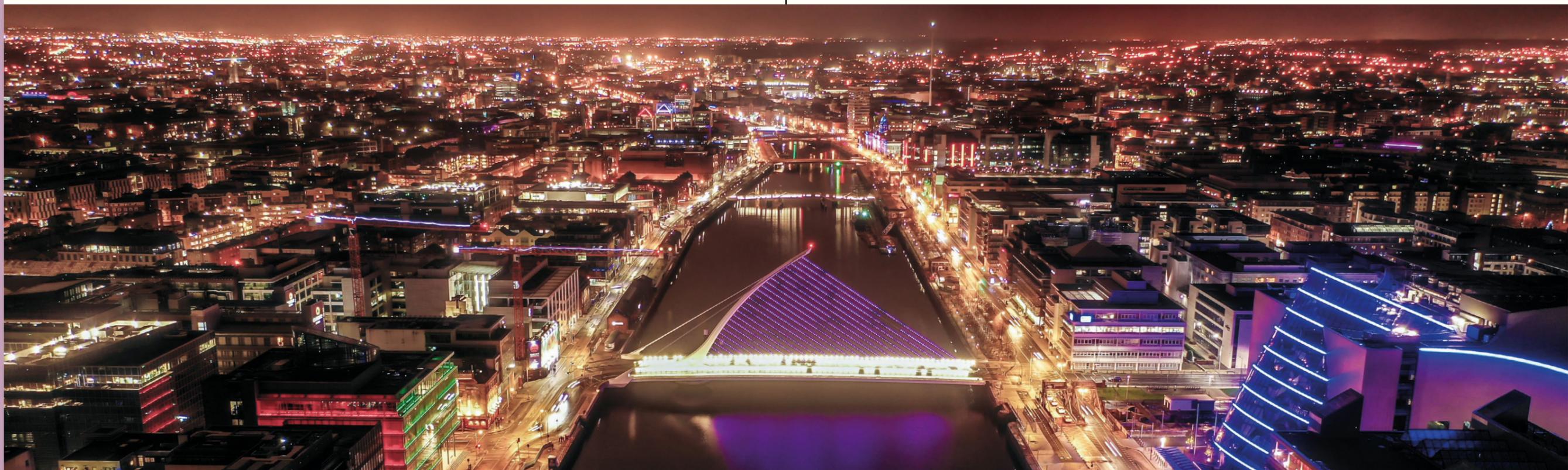
Dublin City Council acknowledges that taller landmark buildings can play an important visual role and can make a positive contribution to the skyline of a city. A landmark/tall building is defined as a building that is substantially taller than its surroundings and that causes a significant change to the skyline. As such, landmark/tall buildings shall be used to signal major urban functions such as high capacity public transport interchanges or to create a civic statement. Dublin City Council recognises the merit of taller buildings, including landmark/tall buildings, in a very limited number of locations, at a scale appropriate for Dublin.

Accordingly, the spatial approach to landmark/tall buildings in the city is in essence to protect the vast majority of the city as a predominantly low-rise city, including established residential areas and conservation areas within the historic core, while also recognising the potential and the need for taller landmark buildings to deliver more sustainable compact growth. It is considered that landmark/tall buildings are most appropriately located in areas identified for large scale regeneration and redevelopment; that are well connected centres of employment; which have the capacity to create their own character and identity and where the existing character of the area would not be adversely impacted by the scale, mass and height of such tall building/s. 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.

In all cases, all proposals for enhanced scale and height, including landmark/tall buildings must respect their context and address the assessment criteria set out in Appendix 3, to ensure that such developments achieve high standards in relation to design, sustainability, amenity, impacts on the receiving environment and the protection or framing of important views.

It is the Policy of Dublin City Council:	
	<b>Building Height Strategy</b>
<b>SC 14</b>	To ensure a strategic approach to building height in the city that accords with The Urban Development and Building Height Guidelines for Planning Authorities (2018) and in particular, SPPR 1 to 4.
	<b>Building Height Uses</b>
<b>SC 15</b>	To support the development of an adequate mix of uses in proposals for larger scale development which are increasing height or proposing a taller building in accordance with SPPR 2.
	<b>Building Height Locations</b>
<b>SC 16</b>	To recognise the predominantly low rise character of Dublin City whilst also recognising the potential and need for increased height in appropriate locations including the city centre, Strategic Development Zones, Strategic Development Regeneration Areas, Key Urban Villages and other locations as identified in Appendix 3, provided that proposals ensure a balance between the reasonable protection of existing amenities and environmental sensitivities, protection of residential amenity and the established character of the area.

It is the Policy of Dublin City Council:	
	<b>Building Height</b>
	To protect and enhance the skyline of the city, and to ensure that all proposals with enhanced scale and height: <ul style="list-style-type: none"> <li>• follow a design led approach;</li> <li>• include a masterplan for any site over 0.5ha;</li> <li>• make a positive contribution to the urban character of the city and that responds positively to the existing or emerging context;</li> </ul>
<b>SC 17</b>	<ul style="list-style-type: none"> <li>• deliver vibrant and equitable neighbourhoods that are walkable, compact, green, accessible, mixed and balanced; and</li> <li>• have regard to the performance based criteria set out in Appendix 3.</li> </ul> <p>All new proposals in the inner city 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 and civic spaces of local and citywide importance.</p>
	<b>Landmark/Tall Buildings</b>
<b>SC 18</b>	To promote a co-ordinated approach to the provision of landmark/tall buildings through Local Area Plans, Strategic Development Zones and the Strategic Development and Regeneration Area principles, in order to prevent visual clutter or cumulative negative visual disruption of the skyline and that such proposals comply with the performance based criteria set out in Appendix 3.



### 4.5.5 Urban Design and Architecture

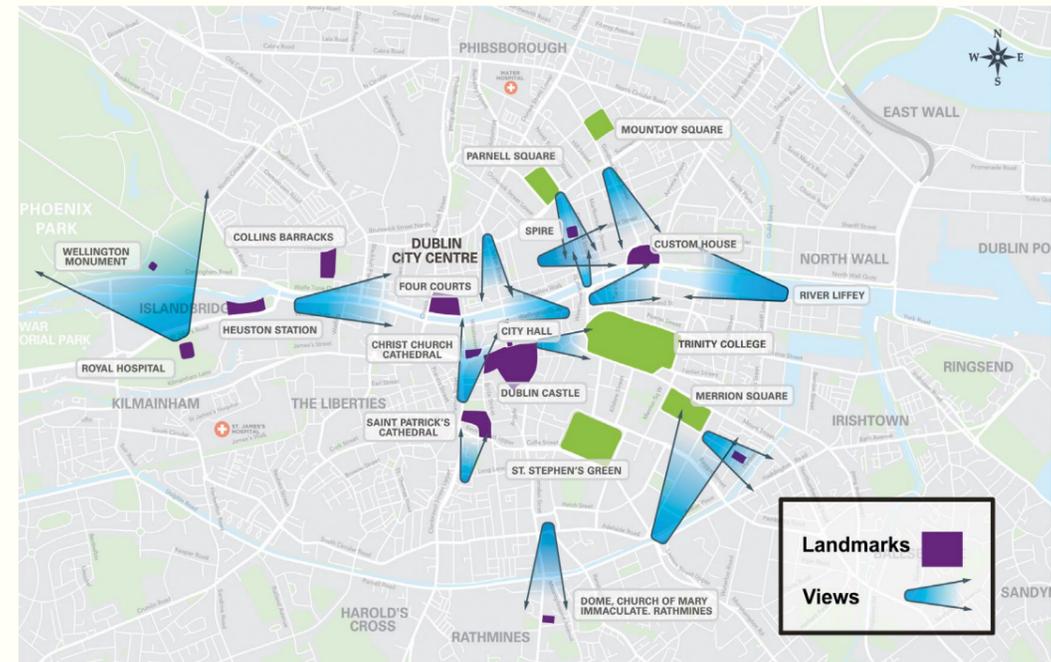
Well-considered urban design and architecture, including use of high quality materials and finishes, and well-designed buildings, spaces and landscapes make a positive contribution to the urban environment and improve the environmental performance, competitiveness and attractiveness of the city.

The quality of urban design and architecture improves economic value and is a key element in regeneration proposals. Good design can improve the experience of all the city's communities in everyday life. Furthermore, it is important to consider the economic and environmental 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. The City Council will strive to ensure exemplar design quality across the city, with the aim of achieving excellence in the ordinary, including the creation of new landmarks, streets and public spaces where appropriate.

Quality design and healthy placemaking are core principles of the NPF and the RSES, improving quality of life for all. The strategic approach is also to ensure that the principles of healthy placemaking are embraced and that high quality urban design that supports active lifestyles through good quality pedestrian and cycle links, particularly to places of work, education and recreation are promoted. Placemaking and sustainable communities are also supported through the creation of vibrant, safe and accessible spaces which facilitate recreation and social interaction. The City Council will actively promote the adherence to such core principles.

Design principles, policies and standards for urban design and architecture are set out in Chapter 15: Development Standards. Chapter 11: Built Heritage and Archaeology includes further guidance on development in Architectural Conservation Areas and protected structures.

Figure 4-1: Key Views and Prospects



A Design Statement should be submitted with all large scale residential and commercial developments including schemes in excess of 50 residential units and 1,000 sq. metres of commercial development setting out the development strategy for the site and providing details of the architectural and urban design approach. The statement should provide detail of how the development aligns with the Urban Design Manual – A Best Practice Guide 2009 and Design Manual for Urban Roads and Streets (2013). Further guidance on such Design Statements is set out in Chapter 15.

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

<b>SC 19</b>	<b>High Quality Architecture</b> To promote development which positively contributes to the city's built and natural environment, promotes healthy placemaking and incorporates exemplar 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.
<b>SC 20</b>	<b>Urban Design</b> Promote the guidance principles set out in the Urban Design Manual – A Best Practice Guide and in the Design Manual for Urban Roads and Streets (2013).
<b>SC 21</b>	<b>Architectural Design</b> To promote and facilitate innovation in architectural design to produce contemporary buildings which contribute to the city's character and which mitigates and is resilient to, the impacts of climate change.
<b>SC 22</b>	<b>Historical Architectural Character</b> 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.
<b>SC 23</b>	<b>Design Statements</b> That Design Statements shall be submitted for all large scale residential (+50 units) and commercial development proposals (+1,000 sq. m.) in accordance with the principles set out in Chapter 15.

#### 4.5.6 The Public Realm

A high-quality public realm makes the city a more attractive place to live, work and visit, and provides for an improved quality of life for all. It is an integral part of healthy placemaking as supported under the RSES. The public realm can have a very positive impact on Dublin's competitiveness with other city regions internationally, both for tourism and for investment.

Improvements to the public realm in recent years include the renovation of Grafton Street and implementation of the Docklands Public Realm Masterplan. The ongoing implementation of 'Your City - Your Space', Dublin City's Public Realm Strategy (2012), 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). Accessibility is also a key issue, and ease of access to persons of all ages and abilities is a significant indicator as to how inclusive Dublin is as a city. A universal design approach will be adopted to ensure the public realm is accessible and inclusive for a range of users.

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, redevelop Moore Street and its environs 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 strengthening of links between the north and south retail core will also be a priority.

The key objective will be to ensure that the City Council endorses the principles of healthy placemaking and continues to develop public realm strategies and to invest in the urban environment, in order to ensure that a coherent and walkable city centre is created which allows for ease of movement and is inviting to persons of all abilities.

Further policies regarding the city's public realm are set out in Chapter 7: The City Centre, Urban Villages and Retail.





# CHAPTER 5

## Quality Housing and Sustainable Neighbourhoods

## 5.1 Introduction

National and regional policy reinforces the need for 'healthy placemaking' and the delivery of well-designed, affordable, adaptable, infill and brownfield development close to existing services and facilities. Such development should be supported by universal design and improved urban amenities, including public spaces and parks, social and community infrastructure, as well as enhanced permeability, accessibility and connectivity.

Creating and maintaining successful urban neighbourhoods to underpin sustainable communities requires the efficient use of land at densities which ensure the viability of a range of facilities, amenities, services and good public transport connections. All of these components should be set within a high quality built environment in order to enhance liveability and create a good quality of life for all. The provision of affordable, accessible, quality homes and sustainable community infrastructure which meets 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. It is acknowledged that 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.

## 5.2 Achievements

The City Council encourages residential development through its proactive land management policies and planning frameworks. In the period since the adoption of the 2016 Plan, the city has seen a significant increase in the delivery of new housing with 7,078 dwellings completed in the Dublin City Council area between 2016 and mid-2020. In addition, since 2015, over 7,500 public housing units have been delivered with another 11,491 units currently in the pipeline. The Council has been successful in planning for new neighbourhoods and creating new communities at Ashtown-Pelletstown and Clongriffin-Belmayne in the city's northern suburbs and in North Lotts and Grand Canal Dock, through regeneration of the city's historic docklands area.

The City Council plays a key role in funding, delivering and running community facilities and services across the city. It provides a broad range of indoor and outdoor community amenities including over 1,500 hectares of parks, over a 100 children's playgrounds and over 20 public libraries. It invests every year in new social infrastructure and upgrades and improves a wide range of existing social infrastructure through capital projects including public realm upgrades, sports facility refurbishments and enhancements to public parks.

The Council also implements a wide range of strategies relating to disability, ageing and integration and has statutory responsibilities relating to disability, travellers and people experiencing exclusion. The Council have delivered a number of community projects on its publicly owned lands including the development of the new Le Fanu skate/bike park in Ballyfermot, a purpose-built public park at Weaver Square in the Liberties, a community city farm at St. Anne's Park, Raheny and the refurbishment of Kevin Street Library in Dublin 8.

The Council recently developed and launched its innovative Culture Near You tool, an online GIS-based map of culture in Dublin City that will enable a more robust and evidence-based approach to decision-making on the use and roll-out of new social and community infrastructure in the city in the future.

The Council has been pioneering in the area of civic engagement and active citizenship, creating the Public Participation Network and Your Dublin Your Voice opinion panel as a way to engage citizens in local decision making, facilitating them to take a more active role in influencing Council plans and policies.

## 5.3 Challenges

With significant population growth forecast, Dublin City must consider how best to plan for new and growing communities and an increasingly diverse as well as ageing population. It is important that the city has adequate social and affordable housing that is attractive to all. There is a necessity to provide high quality, appropriately managed, sustainable, adaptable housing units with good levels of amenity that readily provide for changing needs over time including the needs of families with children, older people and disabled persons.

The development plan includes a socially inclusive housing strategy for the existing and future population of the city including the needs of those that require social housing. The Housing Strategy (Appendix 1) indicates that there is sufficient, well-serviced land to meet the housing

targets set out in the Core Strategy. There remains however, ongoing challenges in terms of housing delivery in the city. There is a pressing need to facilitate a significant increase in affordable housing output whilst creating high quality accommodation to address a range of housing issues including homelessness.

There is also a need to ensure that there is a corresponding level of social and community infrastructure provision to match the rate of population growth planned for Dublin city over the plan period. This will require the creation of sustainable communities and compact neighbourhoods that are well served by social infrastructure at a neighbourhood level. The co-ordinated provision of a range of facilities and services to cater for all, such as schools, care centres, cultural and community spaces, will require an inter-agency response to ensure the timely provision of such social infrastructure. It will also be essential to ensure that community facilities and services between neighbourhoods and communities are optimised throughout the city.

## 5.4 The Strategic Approach

The delivery of quality homes and sustainable communities in the compact city is a key issue for our citizens and ensuring that Dublin remains competitive as a place to live and invest in. The approach is to build on the policies of the last development plan and implement the Core Strategy by:

- Supporting the Metropolitan Area Strategic Plan (MASP) which seeks the sustainable development of the Dublin Metropolitan Area.
- Providing for the right quantity of appropriate housing in the right locations that are accessible and affordable for all residents of the city through the implementation and delivery of the Housing Strategy.
- Completion and implementation of approved Local Area Plans (LAPs) and Strategic Development Zones (SDZs), in addition to Strategic Development and Regeneration Areas (SDRAs) and Key Urban Villages (KUVs), to drive the delivery of sustainable, dynamic urban centres, in line with the settlement strategy.
- Delivering good quality housing to cater for diverse housing needs - mix of tenures and typologies to meet people's full lifecycle and avoidance of large areas of mono use developments.

- Promote and facilitate the provision of the 15-minute city which provides for sustainable urban neighbourhoods and villages through healthy placemaking and the delivery of high quality housing served by local services.
- Engaging in active land management to promote regeneration including utilising the Vacant Sites Register, the Dublin Housing Task Force and Dublin City's Regeneration Programme.
- Inter-departmental Council collaboration to actively seek funding for housing and social infrastructure from national and European funding including LIHAF, URDF and the Serviced Sites Fund.
- In development management, ensuring that applications for significant large new developments are accompanied by an audit of community infrastructure 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.

## 5.5 Policies and Objectives

### 5.5.1 National and Regional Policy Context and the Housing Strategy

The National Planning Framework (NPF) and the Regional Spatial Economic Strategy (RSES) emphasise the importance of achieving compact sustainable growth and accelerated housing delivery while promoting people's quality of life through 'healthy placemaking'. It is a National Policy Objective (NPO 4) to "ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being".

The NPF focuses on the link between public health/ community wellbeing and the physical design of the environment, recognising that health can be influenced by decisions on land use and the layout of the built environment.

The 2020 Programme for Government recognises the need to plan to meet the future accommodation and healthcare needs of our diverse, ageing population by expanding the range of health and social care services in the community and putting in place healthcare supports and housing options for older persons as part of the development plan.

Fostering sustainable communities is also an objective of the government’s ‘Housing for All - a New Housing Plan for Ireland’ (2021), through government reforms of Part V and developing new guidance on achieving the most appropriate tenure mix within communities and new guidelines for Local and Economic Community Plans.

The Department of Housing, Local Government and Heritage (DHLGH) has published several guidelines relating to the government’s vision for housing and the promotion of sustainable neighbourhoods and communities, including: ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007), ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2020), ‘Sustainable Residential Development in Urban Areas’ and the accompanying ‘Urban Design Manual: A Best Practice Guide’ (2009) and the Design Manual for Urban Roads and Streets’ (DMURS)(2019). The development plan seeks to build upon and enhance the provisions of these guidelines.

The Dublin City Council Housing Strategy contained in Appendix 1 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, the Traveller community, homeless people and people with disabilities. The NPF includes the requirement to prepare a Housing Needs Demand Assessment (HNDA) to inform housing policies, housing strategies and associated land use zoning policies as well as assisting in determining where new policy areas are to be developed. The purpose of the HNDA is to provide a robust evidence base to support decisions and inform policies about new housing supply.

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

<b>QHSN1</b>	<p><b>National and Regional Policy</b></p> <p>To accord with the provisions of the National Planning Framework 2018, the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 (including the Metropolitan Area Strategic Plan) and the Ministerial Circular relating to Structural Housing Demand in Ireland and Housing Supply Targets, and the associated Section 28 Guidelines: Housing Supply Target Methodology for Development Planning (2020) and make provision for the scale of population growth and housing supply targets outlined in these plans and guidelines.</p>
<b>QHSN2</b>	<p><b>National Guidelines</b></p> <p>To have regard to the DEHLG Guidelines on ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007), ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2020), ‘Sustainable Residential Development in Urban Areas’ and the accompanying ‘Urban Design Manual: A Best Practice Guide’ (2009), Housing Options for our Aging Population 2020 and the Design Manual for Urban Roads and Streets’ (DMURS) (2019).</p>
<b>QHSN3</b>	<p><b>Housing Strategy and HNDA</b></p> <ul style="list-style-type: none"> <li>(i) To secure the implementation of the Dublin City Council Housing Strategy (Appendix 1) in accordance with the provision of national legislation.</li> <li>(ii) To encourage the establishment of sustainable residential communities by ensuring a wide variety of housing typologies and tenures is provided throughout the city in accordance with the provisions of the Housing Need Demand Assessment and any future Regional HNDA.</li> </ul>

**5.5.2 Regeneration, Compact Growth and Densification**

The City Council recognises 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. As set out in the Core Strategy in Chapter 2, the 17 identified SDRAs will be prioritised for development and intensification over the plan period.

There are significant tracts of vacant and underutilised land in the city. The vacant site levy will continue to be used as an effective active land management mechanism to encourage infill development on key sites throughout the city. Other measures such as the Living City Initiative and the use of the Derelict Sites Act 1990 through the compulsory purchase of land will be used to as a means to encourage brownfield development and compact growth in the city.

The Land Development Agency (LDA) has been established to develop and regenerate relevant public land for the delivery of housing, including providing services to local authorities in order to assist them in the performance of their functions relating to development of sites for housing, developing, managing and acquiring housing for rent or purchase and to promote sustainable development. The Council will work with the LDA to activate key sites and lands that will assist with the delivery of housing. For further active land measures to implement the Core Strategy, please see Chapter 2 ‘Core Strategy’.

In alignment with the MASP, to promote compact growth and sustainable densities through the consolidation and intensification of infill and brownfield lands in the city, it will be the policy of the City Council to achieve greater intensity in suburban areas through infill development, backland development, mews development and re-use of existing housing stock. The Council will continue to support the development of underutilised lands in the city. Larger regeneration proposals in the city will be required to show through masterplans or other appropriate means, that any proposed future development will support the development of socially balanced neighbourhoods and community, and will help provide for the integration of existing established communities with provision for local requirements including affordable housing, employment and community needs.

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

<b>QHSN4</b>	<p><b>Key Regeneration Areas</b> To promote the transformation of the key regeneration areas into successful socially integrated neighbourhoods 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 and to ensure a balanced community is provided in regeneration areas.</p>
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**It is the Policy of Dublin City Council:**

<b>QHSN5</b>	<p><b>Urban Consolidation</b> To promote and support residential consolidation and sustainable intensification through the consideration of applications for infill development, backland development, mews development, re-use/adaption of existing housing stock and use of upper floors, subject to the provision of good quality accommodation.</p>
<b>QHSN6</b>	<p><b>Upper Floors</b> To resist and where the opportunity arises, to reverse the loss of residential use on upper floors and actively support proposals that retain or bring upper floors into residential use in order to revitalise the social and physical fabric of the city through measures such as the Living City Initiative. Dublin City Council will actively engage with property owners and other stakeholders at a national level to investigate other alternative measures in addition to the Living City Initiative to expedite bringing upper floors into residential use, and will be actioned by the City Recovery Task Force and its successor.</p>
<b>QHSN7</b>	<p><b>Reduction of Vacancy</b> To promote measures to reduce vacancy and underuse of existing building stock and to support the refurbishment and retrofitting of existing buildings, including Dublin City Council’s Estate Renewal Programme.</p>
<b>QHSN8</b>	<p><b>Active Land Management</b> To promote residential development addressing any shortfall in housing provision through active land management, which will include land acquisition to assist regeneration and meet public housing needs, and a co-ordinated planned approach to developing appropriately zoned lands at key locations including regeneration areas, vacant sites and underutilised sites.</p>

It is the Policy of Dublin City Council:	
<b>QHSN9</b>	<p><b>Urban Density</b> To promote residential development at sustainable densities throughout the city in accordance with the Core Strategy, particularly on vacant and/or underutilised sites, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.</p>

It is an Objective of Dublin City Council:	
<b>QHSNO1</b>	<p><b>Land Development Agency</b> That Dublin City Council will be the lead developer on City Council owned land, unless there are exceptional circumstances, and will work with other agencies including the Land Development Agency, to co-ordinate appropriate State owned land and the strategic assembly of public and private land to facilitate regeneration, housing and other developments. Priority will be given to social and affordable housing tenure.</p>
<b>QHSNO2</b>	<p><b>Lands at Alfie Byrne Road</b> To undertake a land use and landscape masterplan for the underutilised lands located south east of Clontarf Road Railway station and railway line and fronting onto Alfie Byrne road to examine their potential for the following uses:</p> <ul style="list-style-type: none"> <li>• suitable developments to provide overlooking of the route to Clontarf Road Railway station;</li> <li>• upgraded coastal walkway linking to the Tolka River;</li> <li>• improved access and setting for the watersports centre;</li> <li>• provision of new fire station;</li> <li>• possible site for new second level school;</li> <li>• provision of new allotment and community gardens; and</li> <li>• demarcation and preservation of a circus/funfair location for occasional use.</li> </ul>
<b>QHSNO3</b>	<p><b>Darndale</b> To undertake a study of peripheral open space areas in Darndale to examine their potential for intensification for infill housing and positive social community facilities or spaces and to create opportunities for enhanced streetscapes.</p>
<b>QHSNO4</b>	<p><b>Densification of Suburbs</b> To support the ongoing densification of the suburbs and prepare a design guide regarding innovative housing models, designs and solutions for infill development, backland development, mews development, re-use of existing housing stock and best practice for attic conversions.</p>

It is an Objective of Dublin City Council:	
<b>QHSNO5</b>	<p><b>Peripheral Open Space Study</b> To undertake a study of peripheral open space areas in the North Central Area to examine their potential for intensification for infill development, enhanced greening and creation of urban streetscapes.</p>
<b>QHSNO6</b>	<p><b>Upper Floor Building Design</b> To draft additional upper floor building re-design guidelines that are sufficiently innovative and flexible to promote the residential use of vacant upper floors.</p>

### 5.5.3 Healthy Placemaking and the 15-Minute City

National and regional development policy has become increasingly focused on well-designed urban neighbourhoods and ‘healthy placemaking’. The objective of this policy is to strengthen the connection between people and the places they live by building on local character and encouraging an asset-based approach to the location, design and management of new development in order to create ‘liveable’ communities and urban environments that are attractive, distinct, inclusive, safe, secure, age friendly, accessible, walkable and healthy. Whilst placemaking is not a new concept, the NPF and RSES have placed a renewed emphasis on its importance as a link between community health and wellbeing, the physical design, layout and use of the built environment and public health policy.

In supporting the objectives of healthy placemaking, the Plan encourages the design of communities to support physical activity (i.e. via inclusion of cycle lanes and accessible recreation areas) in order to encourage residents to live healthier lives. In supporting the wellbeing of the city’s population, the Council will support the Healthy Dublin City Framework<sup>13</sup>, the Healthy Ireland Framework 2019-2025, and will endorse the principles of the “Declaration of Montreal on Wellbeing in Cities” which states that wellbeing and health should be at the heart of how we plan and design our city.

As outlined in the vision and introduction to the plan, a core objective of the plan is to promote the principle of the 15-minute city. The 15-minute city concept envisages that within 15 minutes on foot or bike from where

**13.** Healthy Dublin City aligns to Healthy Ireland, the National Framework for Improved Health and Wellbeing 2013-2025 and is designed to move the population towards healthier living. It aims to optimise opportunities where people can be supported and empowered in the environments where they live and work to ensure they achieve their fullest health potential.

they live, that people should have the ability to access most of their daily needs.

Sustainable neighbourhoods serve as focal points for their surrounding community, providing a range of uses, housing tenures and typologies, in addition to adaptable and inclusive social infrastructure, typically set within a high quality and universally accessible physical environment. The design of public spaces should facilitate a variety of needs through, for example, providing play opportunity for children, rest stops for older people and navigable surfaces and finishes to assist persons with a disability or mobility issues. The Council recognise the importance of public realm upgrades to delivering its healthy placemaking objectives.

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

**QHSN10**

**15-Minute City**

To promote the concept of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well-designed, safe and inclusive public spaces served by local services, amenities and sustainable modes of transport.



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

**Neighbourhood Development**

To encourage neighbourhood development which protects and enhances the quality of our built environment and supports public health and community wellbeing. Promote 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;
- integrate active recreation and physical activity facilities;
- encourage sustainable and low carbon transport modes through the promotion of alternative modes and ‘walkable communities’ whereby a range of facilities and services will be accessible within short walking or cycling distance;
- promote and implement low traffic neighbourhoods to ensure a high quality built environment and encourage active travel in delivering the 15 minute city model.
- promote sustainable design through energy efficiency, use of renewable energy and sustainable building materials and improved energy performance;
- promote the development of healthy, liveable and attractive places through public realm and environmental improvement projects;
- cater for all age groups and all levels of ability / mobility and ensuring that universal design is incorporated to maximise social inclusion;
- provide the necessary inclusive community facilities and design features to promote independence for older people and to maximise quality of life;
- have regard to the Guiding Principles for ‘Healthy Placemaking’ and ‘Integration of Land Use and Transport’ as set out in the Regional Spatial and Economic Strategy and national policy as set out in ‘Sustainable Residential Development in Urban Areas’ and the ‘Design Manual for Urban Roads and Streets (DMURS)’;
- are designed to promote safety and security and avoid anti-social behaviour.

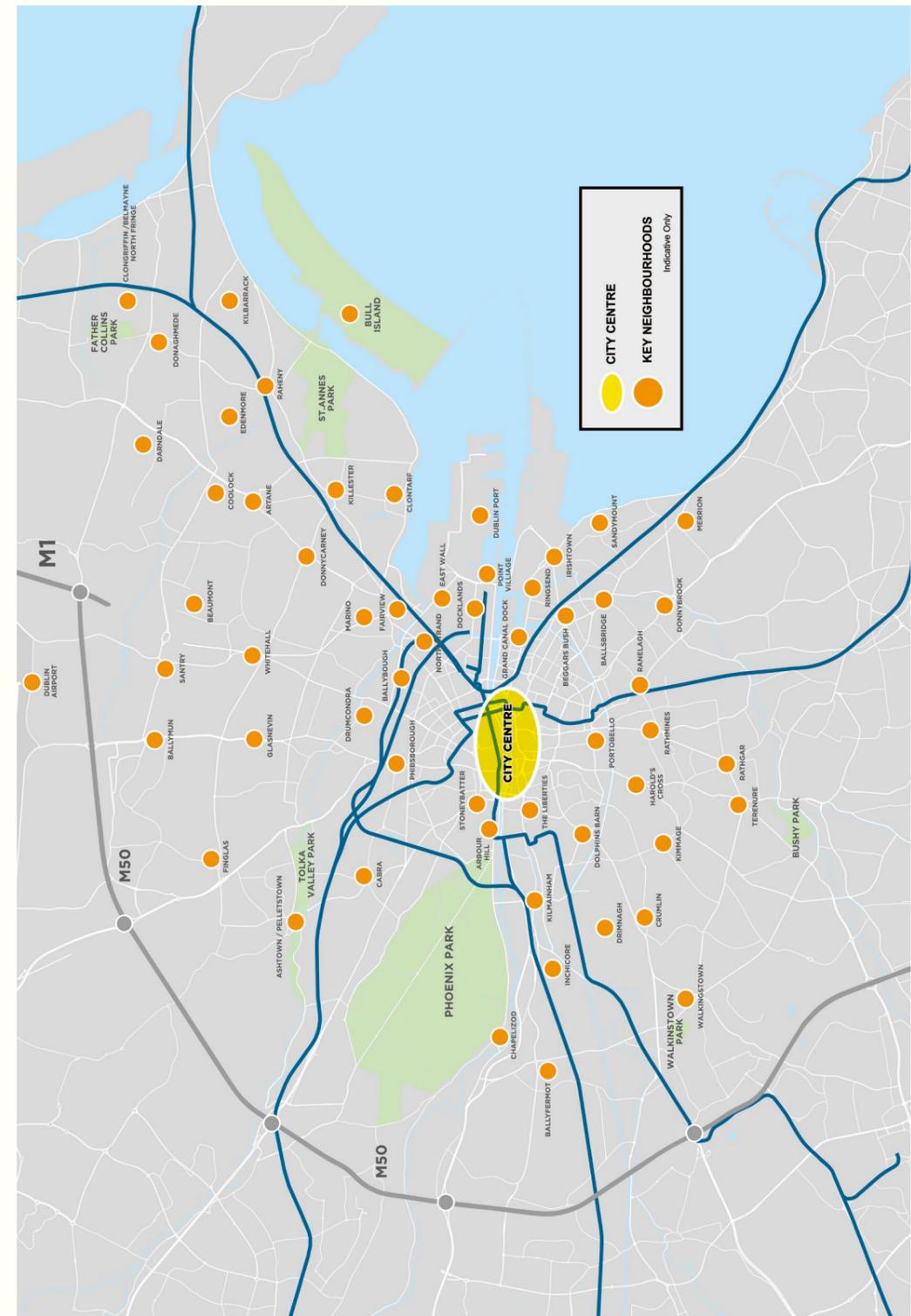
**QHSN11**

**Healthy Dublin City Framework and the Healthy Ireland Framework 2019-2025**

To support the Healthy Dublin City Framework and the Healthy Ireland Framework 2019-2025 in promoting a long-term vision of improving the physical and mental health and well-being of the population at all stages of life.

**QHSN12**

**Figure 5-1: A City of Neighbourhoods**



### 5.5.4 Social Inclusion

It is a strategic principle of the development plan to develop a network of sustainable neighbourhoods which have a range of facilities, a choice of tenure and universally designed adaptable house types, promote social inclusion and integration of all minority communities. Social inclusion is about ensuring that everyone has equal opportunity to participate in and contribute to, community life regardless of their age, ability, nationality, ethnic group, religion or any other of the many characteristics that contribute to diversity in our communities and society.

There are a number of groups with specific design and planning needs that must be considered in the planning and design of the built environment and in the location of social and community facilities. These groups include older people, children and young people, people with disabilities, ethnic minorities and the Traveller community.

**Older People:** In 2016, 72,355 people were aged 65 years and over, comprising 13% of the city’s population and representing an 8.8% increase since 2011. Under most recent Central Statistics Office (CSO) population projections, trends indicate that the number of people over the age of 65 is expected to increase nationally by approximately 34% in the period 2021-2031. As our population ages, it is vital to ensure accessible, affordable housing given the increased number of older persons in private rental accommodation. The quality of life of older people can be improved through planning and the incorporation of universal design principles in the design of the built environment, particularly, housing, community and care facilities and accessible transportation including public transport and footpaths.

**Children and Young People:** There are over 93,000 young people aged under 18 years living in Dublin City according to the 2016 Census, representing nearly 17% of the population. A young population requires childcare facilities, schools, play areas for children, youth facilities and higher education services.

**People with Disabilities:** Census 2016 indicates that 81,502 people in the city (14.7% of the population) had a disability, higher than the State average of 13.5%. The planning related issues relevant to people with a sensory disability, mental health disability, physical disability and intellectual disability include the need to facilitate independent living, access, mobility and to ensure access to employment opportunities. Due consideration must be given to the housing rights of people with disabilities under article 19 of the United Nations Convention on the Rights of Persons with Disabilities.

**Ethnic Minority Groups:** Facilities also need to be inclusive so that a community can integrate and socialise across different ethnic groups and facilities should reflect the varying needs of the community. In Dublin City, nearly 20% of residents were of non-Irish nationality in 2016 and in some parts of the city, the migrant population is significantly higher.

**The Traveller Community:** In Census 2016, 2,080 of the city’s population were from the Traveller Community, accounting for 0.4% of the overall population. Service provision and community facilities for Travellers should reflect and respect the varying needs of the Traveller community.

Dublin City Council will focus on identifying and meeting the needs of local communities and the above groups 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 also actively engage with the Social Inclusion Unit, the Public Participatory Network, the Local Community Development Committee and the Local Economic Development Committee. It will also be a priority to facilitate the delivery of the key goals of the Local Economic and Community Plan 2016-2021 (LECP), the subsequent LECP 2021-2026 and the forthcoming Integration Strategy 2021-2025. As outlined in Chapter 6 ‘City Economy and Enterprise’, it is the policy of the City Council to promote and facilitate the implementation of the policies and objectives of the Local Economic and Community Plan 2016-2021.

The promotion of inclusive neighbourhoods that caters for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all is a key priority of the plan. The design of all proposed development should strive to cater for all abilities and age groups including children, older people and people with a range of disabilities. Further details on development standards for universal design and access for all are provided in Chapter 15: Development Standards.

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

<b>QHSN13</b>	<p><b>High Quality Living Environment</b></p> <p>To support the entitlement of all members of the community to enjoy a high quality living environment and to support local communities, healthcare authorities and other bodies involved in the provision of facilities for groups with specific design/ planning needs.</p>
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It is the Policy of Dublin City Council:	
<b>QHSN14</b>	<b>Dublin City Council’s Integration Strategy 2021-2025</b> Having regard to the Migrant Integration Strategy 2017-2020 and any subsequent review, to support minority groups, including non-Irish nationals and Travellers in relation to their social, cultural and community needs in an integrated manner through the implementation of Dublin City Council’s Integration Strategy 2021-2025 and promote active participation consistent with the objectives of the RSES.
<b>QHSN15</b>	<b>Accessible Built Environment</b> To promote built environments and outdoor shared spaces which are accessible to all. New developments must be in accordance with the seven principles of Universal Design as advocated by the National Disability Authority, Building For Everyone: A Universal Design Approach 2012.
<b>QHSN16</b>	<b>Sustainable Neighbourhoods</b> To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle, i.e. children, people of working age, older people and people with disabilities.
<b>QHSN17</b>	<b>Needs of an Ageing Population</b> To support the needs of an ageing population in the community with reference to housing, mobility and the public realm having regard to Age Friendly Ireland's 'Age Friendly Principles and Guidelines for the Planning Authority 2020', the Draft Dublin City Age Friendly Strategy 2020-2025 and Housing Options for our Aging Population 2020.
<b>QHSN18</b>	<b>Youth Friendly City</b> To promote and support a youth friendly city including the delivery of facilities for children and young people, to include the delivery of youth targeted social, community and recreational infrastructure. To promote a built environment in the inner city, developing areas and Strategic Development Regeneration Areas which support the physical and emotional well-being of children and young people. To promote policies and objectives that have regard to the Children and Young People’s Plans prepared by the Dublin City North and Dublin City South Children and Young People’s Services Committees and any future DCC Youth Friendly City Strategy including any future youth homeless strategy.

It is the Policy of Dublin City Council:	
<b>QHSN19</b>	<b>Community Facilities for People with Specific Planning and Design Needs</b> To facilitate the provision of community facilities for people with specific planning and design needs, such as family resource centres, Traveller resource centres, youth centres and youth cafes, skateboarding areas and kids clubs subject to compliance with normal planning criteria.
<b>QHSN20</b>	<b>Gated Residential Development</b> It is the policy of Dublin City Council to support the creation of a permeable, connected and well-linked city and to avoid gated residential developments which exclude the public and local community and prevent development of sustainable neighbourhoods.

It is an Objective of Dublin City Council:	
<b>QHSNO7</b>	<b>Addressing Dementia</b> To support and encourage pilot schemes such as “Housing with Support Inchicore” to promote innovative ways of ensuring dementia inclusive living is provided for in the built environment, including the use of smart technology.
<b>QHSNO8</b>	<b>Women and Girl’s Safety in the Public Realm</b> The Council will, during the lifetime of this Plan complete a study of Women and Girl’s Safety in the public realm in order to identify the factors that make women and girls feel safe and unsafe in public spaces, and to make recommendations to guide future public realm changes and developments.

### 5.5.5 Housing for All

Housing with long-term adaptability and potential for flexibility allows for change as circumstances alter and people’s life cycle evolves. 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.

The City Council seeks to promote housing for all including purpose-built accommodation, assisted living units and lifetime housing. Location is a critical factor when considering supported/assisted living housing as access to public transport and local community facilities are significant factors in improving quality of life. It is also recognised by the Council that some supported/assisted living housing requires live in care and this should be considered when designing adapted housing units.

In terms of housing design, compliance with Part M of the Building regulations expands options available for persons with a disability. All proposals for development shall have regard to the provisions of the principles of Universal Design and the application of lifelong design thinking, as set out in Building For Everyone: A Universal Design Approach 2012, the Universal Design Guidelines for Homes in Ireland issued by the National Disability Authority, Housing Options for our Ageing Population, issued by the Department of Housing, Local Government and Heritage and, the Department of Health and Designing Housing to Meet the Needs of All issued by the Housing Agency.

### Housing for Older People

The provision of specific accommodation for older people is supported as this provides alternative residential choices for older people not wishing to enter a nursing home and who wish to remain within their communities. As a general rule, all new developments for step down housing for the older people should be located in close proximity to existing village centres and amenities and services.

As set out in Chapter 15: Development Standards, the Council will consider the subdivision of larger homes in the city and ancillary family accommodation, subject to compliance with the relevant residential standards, which can be utilised to densify the existing urban area and utilise the existing housing stock in a more effective way to cater for additional population and for the demographic changes occurring in the city.

It is the Policy of Dublin City Council:	
<b>QHSN21</b>	<p><b>Adaptable and Flexible Housing</b></p> <p>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 Lifetime Homes Guidance contained in Section 5.2 of the Department of the Environment, Heritage and Local Government's 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).</p>

<b>QHSN22</b>	<p><b>Independent Living</b></p> <p>To support the concept of independent living and assisted living for older people, to support and promote the provision of specific purpose built accommodation, including retirement villages, and to promote the opportunity for older people to avail of the option of 'rightsizing', that is the process of adjusting their housing to meet their current needs within their community.</p>
<b>QHSN23</b>	<p><b>Reconfiguration of Family Homes</b></p> <p>To support projects by Approved Housing Bodies and other organisations which enable older homeowners to reconfigure their family-sized homes in a way that meets the needs of an ageing population, creates new single occupancy rentals in an efficient and sustainable way, promotes intergenerational living and helps to regenerate mature urban neighbourhoods.</p>

It is an Objective of Dublin City Council:	
<b>QHSNO9</b>	<p><b>Intergenerational Models of Housing</b></p> <p>To investigate and encourage intergenerational models of housing for older people, building on pilot projects in the city, incorporating the principles set out in the Universal Design Guidelines for Homes in Ireland 2015 and drawing on international best practice models.</p>

### Housing for People with Disabilities

Dublin City Council is committed to implementing the framework for the delivery of housing for persons with disabilities set out under the 'National Housing Strategy for People with Disability (2011-2016 - extended to 2020). In the strategy, the term 'disability' is used to refer to persons in one or more of the following categories of disability: sensory disability, mental health disability, physical disability and intellectual disability.

A new national strategy National Housing Strategy for Persons with Disabilities 2022-2027 is being developed with the objective of facilitating the provision of housing options and related services to people with disabilities to allow individual choice and support independent living. The City Council's Strategic Plan for Housing People with a Disability 2016, and the subsequent updated plan, identify the pathways the Council will follow to house people with disabilities and describes the personal supports required for the disabled person to live independently. The Council also supports the Assisted Decision Making (Capacity) Act 2015.

It is the Policy of Dublin City Council:	
<b>QHSN24</b>	<b>Housing for People with Disabilities</b> To support access, for people with disabilities, to the appropriate range of housing and related support services, delivered in an integrated and sustainable manner, which promotes equality of opportunity, individual choice and independent living. To support the provision of specific purpose-built accommodation, including assisted/ supported living units, lifetime housing, and adaptation of existing properties.
<b>QHSN25</b>	<b>Dublin City Council’s Strategic Plan for Housing People with a Disability 2016</b> To support and facilitate the implementation of Dublin City Council’s Strategic Plan for Housing People with a Disability 2016 or any subsequent review.

It is an Objective of Dublin City Council:	
<b>QHSNO10</b>	<b>Universal Design</b> To require that a minimum of 10% of dwellings in all schemes over 100 units are designed to accommodate people with disabilities and older people in accordance with the Universal Design Guidelines for Homes in Ireland 2015.

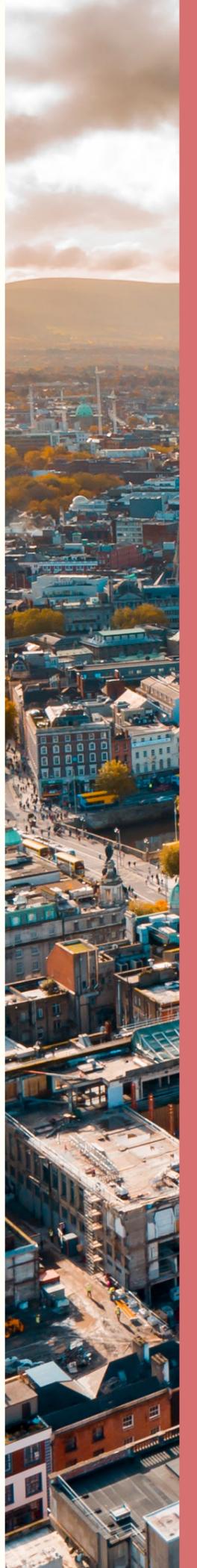
**Homeless Services**

Homelessness requires an inter-agency approach to provide housing options for those who need it. In line with the RSES, the Council will continue to implement the Homeless Action Plan 2019-2021 and support related initiatives to address homelessness, including the work of the Dublin Region Homeless Executive.

It is the Policy of Dublin City Council:	
<b>QHSN26</b>	<b>Homeless Action Plan Framework for Dublin 2019-2021</b> To support the implementation of the Homeless Action Plan Framework for Dublin 2019-2021 or any subsequent review and support related initiatives to address homelessness.
<b>QHSN27</b>	<b>Temporary Homeless Accommodation and Support Services</b> 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 750 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.

**Traveller Accommodation**

The Traveller Accommodation Programme 2019-2024, identifies the requirement to provide or assist in the provision of over 200 units across a full range of accommodation types over the period of the programme. The Council will continue to address the provision of accommodation appropriate to the particular needs of Travellers through the implementation of the programme.



It is the Policy of Dublin City Council:	
<b>QHSN28</b>	<p><b>Dublin City Council Traveller Accommodation Programme 2019-2024</b> 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 2019-2024 (and as updated during the life of the Plan). It is proposed to provide at least 200 accommodation units to address the provision of accommodation appropriate to the particular needs of Travellers over the life of the Development Plan.</p>
<b>QHSN29</b>	<p><b>Traveller Culture</b> To recognise the separate identity, culture, tradition and history of the Travelling people and to reduce the levels of disadvantage that Travellers experience.</p>

### Provision of Refuges and Emergency Accommodation

The City Council seeks to promote equality and progressively reduce all forms of social exclusion and facilitate the needs of all that can experience a sudden need for housing provision. The Council will work with other statutory agencies to facilitate and support appropriate accommodation and to improve the range and quality of services available.

It is the Policy of Dublin City Council:	
<b>QHSN30</b>	<p><b>Domestic Violence Refuges</b> To proactively facilitate and support Túsla, the Child and Family Agency, service providers and other relevant agencies in the provision of domestic violence refuges in the city and work towards the realisation of one refuge space for every 10,000 people, as per the recommendation of the Istanbul Convention, particularly when initiating planning on larger regeneration lands.</p>
<b>QHSN31</b>	<p><b>Emergency Accommodation</b> To facilitate and support relevant agencies in the development of emergency accommodation that is socially inclusive, including hostels for homeless individuals of all genders. Applications for emergency temporary accommodation including applications made by public bodies will be requested to submit evidence to demonstrate that there is not an over-concentration of emergency accommodation within an area, including a map showing all such facilities within a 0.75km radius of the proposed location of the new facility.</p>

### 5.5.6 Social, Affordable Purchase and Cost Rental Housing

The centrality of local authorities to delivering housing is recognised in Our Shared Future, the June 2020 Programme for Government and, among other priorities, the emphasis is on developing sustainable, mixed tenure communities.

The government's 'Housing for All - a New Housing Plan for Ireland' (2021) estimates that Ireland will need an average of 10,000 social homes each year over the next five years, with 9,500 of these being new-builds, and an average of 6,000 affordable homes for purchase or rent. An overarching governance structure will be established in the Department of the Taoiseach to oversee the implementation of Housing for All. Government departments, State agencies, Local Authorities, Approved Housing Bodies (AHBs), the Land Development Agency (LDA) and other delivery partners will work with the delivery office to achieve the implementation of the plan.

The Housing Strategy set out in Appendix 1, will be the key planning mechanism for the delivery of new affordable housing and sustainable communities.

The statutory context for the provision of social and affordable housing has changed under the Affordable Housing Act 2021. Dublin City Council will seek to facilitate the maximum allowable provision under the Planning Act (as amended) for affordable and social housing provision as part of future planning permissions, reflecting the high levels of demand within the city.

- The Affordable Housing Act provides for a requirement that any new planning permission granted for housing subject to the Act will have a 20% Part V requirement on that land where;
- At least half of the land or equivalent net monetary value obtained under Part V must be used for social housing support.
- The remainder can be used for affordable purchase housing, cost rental housing or both.
- If there is no requirement for affordable housing, the remainder can be used as an additional discount on construction costs, or for more social housing.
- The Planning Authority will review the Part V of the requirements contained in this Plan if the legislation underpinning this requirement is amended.

Dublin City Council is currently delivering through a variety of mechanisms approximately 80 social housing projects. Dublin City Council is also charged with piloting a cost rental development and has identified four potential developments for further cost rental schemes and eleven developments identified for affordable purchase homes. Over the plan period, the council will continue to take proactive measures, including the acquisition of land, to deliver the housing needs of the city and to use all suitable sites and properties owned by the council to deliver mixed income housing, community and cultural facilities. In terms of the development of publicly owned land, the City Council will aspire as far as is possible, to be the lead developer of such land.

Public housing is defined by the Council as high quality sustainable housing for all citizens regardless of income that is rented from one's local authority or its nominees (AHBs) so as to affordably and securely provide for one's particular housing needs. The Council will support the work of the Housing SPC, including the Public Housing Sub-Committee, in regard to public housing in the city and will support the housing mix agreed by the city council on future Council owned lands.

In addition to the implementation of Part V, the Council will work in partnership with the Department of Housing, Planning and Local Government, Approved Housing Bodies and other key stakeholders to deliver and manage social housing. Other mechanisms of delivery will include direct build, acquisitions, void management, long term leasing, enhanced leasing, repair to lease, private rental (RAS and HAP) and the Buy and Renew Scheme.

<b>It is the Policy of Dublin City Council:</b>	
<b>QHSN32</b>	<p><b>Social, Affordable Purchase and Cost Rental Housing</b> To promote the provision of social, affordable purchase, cost rental and rental housing in accordance with the Council's Housing Strategy, Part V of the Planning and Development Act, as amended by the Affordable Housing Act 2021 and government policy as outlined in the DHLG&amp;H's 'Social Housing Strategy 2020' and support the realisation of public housing.</p>
<b>QHSN33</b>	<p><b>Diversity of Housing Type and Tenure</b> To support local authorities, approved housing bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure, including social and affordable housing, new models of cost rental and affordable homeownership and co-operative housing.</p>

## 5.5.7 Specific Housing Typologies

### Apartments and Houses

The type of housing in the city has been changing, with apartments now constituting the main household type in the city. The share of apartments in Dublin City was 35.2% in 2016, up from 33.3% recorded in 2011 and forecast by the HNDA to be 40% by the end of the Plan period. Successful apartment living requires that the scheme must be designed as an integral part of the neighbourhood and it is the policy of this development plan to have regard to the relevant guidelines for apartment development and sustainable communities including the DEHLG Guidelines on 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007) and 'Sustainable Urban Housing: Design Standards for New Apartments' (2020).

Development opportunities for house developments are more limited in the city. However, there are opportunities for such schemes, particularly on small infill sites. All apartment and housing development shall provide an appropriate mix of housing types and shall clearly demonstrate how the resultant mix of units has had regard to the Housing Strategy, HNDA and the development standards set out in Chapter 15. In this respect, the Housing Strategy has identified particular challenges in the provision of a balanced residential mix the North Inner City and Liberties area, having regard to demographic changes in households and taking into account current housing stock. A defined mix of unit types will be required in these areas as set out in in Section 15.9.1 and Table 37 of the Housing Strategy. This requirement is necessary to ensure a mix of dwelling types and sizes so as to best cater for the expected future household needs in these areas, so that as household needs change, the need of citizens, in all stage of lifecycle and family circumstance can be met within or adjoining their existing neighbourhoods.

It is also recognised that Census 2016 recorded nearly 63,000 households renting privately in Dublin City. The City Council seeks to foster a strong, sustainable, professional and well regulated private rental sector which is fit for purpose in that it is affordable and accessible to those living in the private rental sector and in this regard, supports the provision of purpose built, high quality, well managed, private rented accommodation with a long term horizon. The City Council also promotes good property management to ensure that there is satisfactory upkeep and maintenance of communal areas and facilities.

<b>It is the Policy of Dublin City Council:</b>	
<b>QHSN34</b>	<p><b>High Quality Apartment Development</b> 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.</p>
<b>QHSN35</b>	<p><b>Houses and Apartments</b> To ensure that new houses and apartments provide for the needs of family accommodation with a satisfactory level of residential amenity in accordance with the standards for residential accommodation.</p>
<b>QHSN36</b>	<p><b>Housing and Apartment Mix</b> To encourage and foster the creation of attractive, mixed use, sustainable residential communities which contain a wide variety of housing and apartment types, sizes and tenures, in accordance with the Housing Strategy and HNDA, with supporting community facilities and residential amenities.</p> <p>Further detail in regard to unit mix is set out in Chapter 15: Development Standards. Unit mix requirements for the Liberties and the North Inner City are set out in Section 15.9.1 and Table 37 of the Housing Strategy in Appendix 1.</p>
<b>QHSN37</b>	<p><b>Management</b> To promote efficient and effective property management in order to secure the satisfactory upkeep and maintenance of communal areas in the context of the Multi Unit Developments Act 2011 and the Property Services (Regulation) Act 2011.</p>

**Build to Rent (BTR) and Shared Accommodation**

New housing typologies have emerged and developed in recent years including Build to Rent and Shared Accommodation (also known as ‘co-living’). The ‘Design Standards for New Apartments - Guidelines for Planning Authorities’ were updated in 2020 and aim to enable a mix of apartment types, make better provision for building refurbishment and infill schemes and address the emerging Build to Rent and Shared Accommodation sectors.

It is recognised that Build to Rent (BTR) serves an important role in meeting housing demand and can fill a gap in tenure mix in established areas of owner-occupier housing. Recent emerging trends however, would indicate that the dominance of BTR in large schemes can be to the detriment of build to sell units. Whilst such development has its

place in the hierarchy of provision of homes across the city, the Planning Authority will seek to avoid over proliferation of such use in certain areas and encourage such development as part of a healthy mix of tenure in order to create sustainable communities and neighbourhoods.

BTR should be concentrated in prime inner city areas and also in areas of high intensity employment use such as within 500 metres walking distance of a high employment area i.e. more than 500 employees per hectare, within 500m of major public transport interchanges (e.g. Connolly Station, Tara Street Station and Heuston Station) and within identified Strategic Development Regenerations Zones.

Furthermore, applications for BTR schemes should be required to demonstrate that there is not an over-concentration of Build to Rent Accommodation within an area, including a map showing all such facilities within 3km of a proposal. Such housing will be controlled in the interest of providing a mix of tenure and unit types. In assessing the matter of overconcentration, the Planning Authority will have regard to factors such as:

- the number and scale of other permitted BTR development in the vicinity (3km) of the site,
- the household tenure and housing type of existing housing stock in the approximate vicinity (3km) of the site,
- and the proximity of the proposal to high capacity urban public transport stops and interchange (such as DART, Luas and BusConnects).

There will be a general presumption against large scale residential developments (in excess of 100 units) which comprise of 100% BTR typology. To ensure a sustainable mix of tenure and long term sustainable communities, a minimum of 40% of standard build to sell apartments will be required in such instances. BTR schemes of less than 100 units will generally not be supported. The concept of Built to Rent requires a critical mass of accommodation to provide a meaningful provision of communal facilities and services. Smaller BTR schemes with less than 100 units will only be considered where it can be demonstrated that there is a strong need for the development and a detailed justification is provided.

In regard to shared accommodation and further to Specific Planning Policy Requirement 9 of ‘Sustainable Urban Housing: Design Standards for New Apartments’, 2020, the HNDA analysis does not indicate

a specific demand for shared accommodation in Dublin City and, therefore, there will be a general presumption against granting planning permission for this form of development.

It is the Policy of Dublin City Council:	
<b>QHSN38</b>	<p><b>Build to Rent Accommodation</b> To facilitate the provision of Build to Rent (BTR) Accommodation in the following specific locations:</p> <ul style="list-style-type: none"> <li>• Within the Inner City (i.e. within the canal ring).</li> <li>• Within 500 metre walking distance of a high employment area i.e. more than 500 employees per hectare.</li> <li>• Within 500 metres of major public transport interchanges (e.g. Connolly Station, Tara Street Station and Heuston Station), and</li> <li>• Within identified Strategic Development Regenerations Areas.</li> </ul> <p>There will be a general presumption against large scale residential developments (in excess of 100 units) which comprise of 100% BTR typology. To ensure a sustainable mix of tenure and long term sustainable communities, a minimum of 40% of standard build to sell apartments will be required in such instances.</p> <p>There will be a presumption against the proliferation and over concentration of BTR development in any one area. In this regard, applications for BTR developments should be accompanied by an assessment of other permitted BTR developments in the vicinity (3km) of the site to demonstrate that the development would not result in the over-concentration of one housing tenure in a particular area and take into regard the geographical area of the BTR.</p>
<b>QHSN39</b>	<p><b>Build to Rent Accommodation</b> To discourage BTR Accommodation schemes of less than 100 units due to the need to provide a critical mass of accommodation to provide a meaningful provision of communal facilities and services. Smaller BTR accommodation schemes with less than 100 units will only be considered in exceptional circumstances and where a detailed justification is provided.</p>

It is the Policy of Dublin City Council:	
<b>QHSN40</b>	<p><b>Built to Rent Accommodation</b> To foster community both within a BTR scheme and to encourage its integration into the existing community, the applicant will be requested to provide an evidenced based analysis that the proposed resident support facilities are appropriate to the intended rental market having regard to the scale and location of the proposal. The applicant must also demonstrate how the BTR scheme must contribute to the sustainable development of the broader community and neighbourhood.</p>
<b>QHSN41</b>	<p><b>Shared Accommodation/Co-living</b> That there will be a general presumption against the granting of planning permission for shared accommodation/co-living in Dublin City as per Specific Planning Policy Requirement (SPPR) 9 of 'Sustainable Urban Housing: Design Standards for New Apartments', 2020 and the HNSA analysis undertaken.</p>
<b>QHSN42</b>	<p><b>Build to Rent/Student Accommodation/Co-living Development</b> It is the policy of DCC to avoid the proliferation and concentration of clusters of build to rent/student accommodation/co-living development in any area of the city.</p>

**Provision of Student Accommodation**

Purpose-built student accommodation (PBSA) plays an important role in providing well managed student accommodation for the approximately 53,000 students in the city. Such schemes have also in many instances had positive impacts resulting in greater availability of housing stock in the private residential sector to meet housing demands and transformative regeneration benefits.

The National Student Accommodation Strategy, published in May 2017, identified the key target of the construction of at least an additional 16,374 PBSA bed spaces to provide an overall supply of 28,806 PBSA bed spaces in the Dublin area by 2024. The "Social, Economic and Land Use Study of the Impact of PBSA in Dublin City" commissioned by Dublin City Council in 2019, identified that the number of PBSA bed spaces had the potential to grow to a total of approximately 14,000 PBSA bed spaces by 2024, given the number of PBSA bed spaces approved and in the planning system.

The geographical spread shows the clustering of the facilities within 1km of the larger third level institutions within the city, allowing most

residents to easily walk to their place of education. International comparisons indicate that Dublin has a relatively low proportion of students accommodated in PBSA, with approximately 16% of the student population accommodated in PBSA in 2018, compared to approximately 38% in Edinburgh.

As identified by the National Student Accommodation Strategy, by developing and utilising an appropriate Management Plan for PBSA, the managers of PBSA can minimise any potential negative impacts from the PBSA developments and their occupants on surrounding properties and neighbourhoods and can create a positive and safe living environment for students and develop and enhance the neighbourhoods in which they are situated for the betterment of the whole community. As set out in the Chapter 15; Development Standards, applicants for student accommodation 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 1km of a proposal and must be accompanied by documentation outlining how the scheme will be professionally managed.

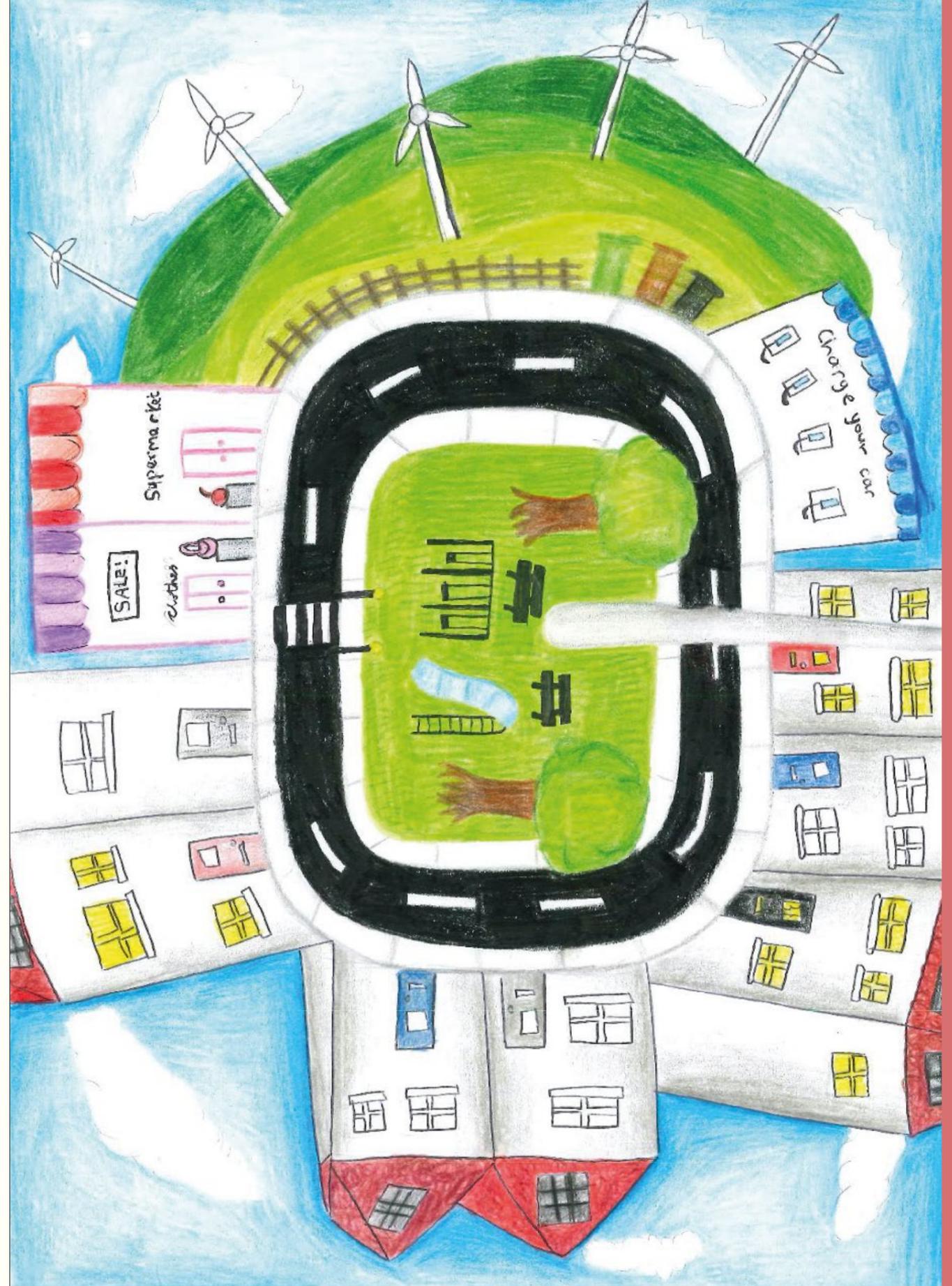
**It is the Policy of Dublin City Council:**

**QHSN43**

**Third-Level Student Accommodation**  
 To support the provision of high-quality, professionally managed and purpose-built third-level student accommodation in line with the provisions of the National Student Accommodation Strategy (2017), 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 chapter. There will be a presumption against allowing any student accommodation development to be converted to any other use during term time.

**Houseboats**

Innovative housing solutions, including working with Waterways Ireland to identify appropriate locations for the provision of additional houseboat serviced mooring locations will be supported by the City Council.



Picture by Katelyn Thomas, St. Catherine's Senior School, Cabra

It is the Policy of Dublin City Council:	
<b>QHSN44</b>	<b>Houseboats</b> To work with Waterways Ireland to identify appropriate locations for additional houseboat serviced mooring locations and ancillary facilities.

### 5.5.8 Social and Community Infrastructure

Social and community infrastructure is an essential part of all communities. The RSES states that successful places support a wide range of services and facilities that meet local and strategic needs and contribute towards a good quality of life. Facilities like schools, health centres, childcare facilities, libraries, recreation, sports, cultural facilities and playgrounds can function as a focal points within their neighbourhoods and can provide venues for social activities and events.

National and regional planning and development policy places a renewed emphasis on providing resources – such as social infrastructure – in the right place at the right time, as the basis for successful place-making and community development. MASP supports the provision of education, health and community facilities in tandem with the development of the region’s strategic development areas, to ensure that opportunities for social as well as physical regeneration are realised. Compact growth and connected infrastructure is to be achieved through an ‘integrated growth model’ which ensures that the provision of investment in new community, enterprise, arts and social infrastructure is coordinated and integrated with the growth and regeneration of designated strategic development areas or areas of significant future development.

The Council recognises that the provision of good quality and multi-functional social and community infrastructure in the city’s existing and developing areas is a key element in the development of successful neighbourhoods and sustainable communities. The alignment of new housing development to be phased in line with availability of essential social and community infrastructure, services and amenities will be a key focus of the plan-making process going forward in order to, where feasible, co-ordinate and phase development. Where feasible and practicable, key social and community infrastructure will be delivered in the first phases of development.

In this regard, it is a policy of the Council to ensure that all residential applications comprising of 50 or more units shall include a community and social audit to assess the provision of community facilities and infrastructure within the vicinity of the site and to identify whether there is a need to provide additional facilities to cater for the proposed development (refer to Chapter 15: Development Standards for further details).

The RSES also identifies a stronger role for Local Community Development Committees (LCDCs) in identifying social infrastructure needs and in co-ordinating the activities of local authorities, service providers and community stakeholders through the implementation of the Local Economic and Community Plan. The RSES also encourages the shared use and co-location of facilities in order to align service provision and to use development land more efficiently.

The Council will also seek to work with the LCDC to make the most efficient use of existing social and community infrastructure by co-locating and sharing the use of facilities amongst the wider community and by continuing to invest in infrastructure upgrade and regeneration projects to make these facilities more adaptable, inclusive and accessible to all community members.

It is the Policy of Dublin City Council:	
<b>QHSN45</b>	<b>High Quality Neighbourhood and Community Facilities</b> To encourage and facilitate the timely and planned provision of a range of high-quality neighbourhood and community facilities which are multifunctional in terms of their use, adaptable in terms of their design and located to ensure that they are accessible and inclusive to all.
<b>QHSN46</b>	<b>Community and Social Audit</b> To ensure that all residential applications comprising of 50 or more units shall include a community and social audit to assess the provision of community facilities and infrastructure within the vicinity of the site and identify whether there is a need to provide additional facilities to cater for the proposed development. Refer to Section 15.8.2 of Chapter 15: Development Standards.

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

<b>QHSN47</b>	<b>Phasing</b> 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.
<b>QHSN48</b>	<b>Inclusive Social and Community Infrastructure</b> To support the development of social and community infrastructure that is inclusive and accessible in its design and provides for needs of persons with disabilities, older people, migrant communities and children and adults with additional needs including the sensory needs of the neurodiverse.
<b>QHSN49</b>	<b>Amenities and Retail</b> To ensure all areas of the city, including those that have Local Area Plans, deliver social infrastructure, sports and recreational facilities, retail outlets, schools and infrastructure in accordance to an agreed phasing programme to ensure large neighbourhoods are not left isolated without essential services.

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

<b>QHSN011</b>	<b>Community Infrastructure Audit SDRAs</b> To carry out and maintain an audit of community infrastructure for Strategic Development and Regeneration Areas, where appropriate.
<b>QHSN012</b>	<b>Community Safety Strategy</b> That all housing developments over 100 units shall include a community safety strategy for implementation.
<b>QHSN013</b>	<b>Culture Near You Tool</b> To utilise the potential of the Council’s Culture Near You tool over the lifetime of the Plan in the preparation of social and community audits.

**Healthcare**

The provision of healthcare services in Dublin city is the primary responsibility of the Health Service Executive (HSE) who manage all of city’s main hospitals/ healthcare facilities, with additional healthcare provision by other statutory, voluntary and private healthcare providers.

The government’s 2018 Sláintecare Plan encourages the development and resourcing of ‘community healthcare’ which it identifies as the future direction of health and social care services in Ireland. The

National Planning Framework focuses on the development of acute hospital services, community healthcare services (i.e. primary care centres) and integrated health/ social care services (disability, mental health, services for older people), and requires that consideration is given to the location, number, profile and population needs when developing new facilities. In dealing with healthcare, regional policy highlights gaps in the regions healthcare infrastructure that need to be addressed to meet the health care needs of a growing and ageing population, in particular, the demand and capacity for primary care, acute care and social care services.

The Council will support the provision of public and private healthcare facilities, together with community support services, on suitably located and zoned lands in easily accessible locations throughout the city. Such facilities should benefit communities by providing multi-disciplinary health care, mental health and wellbeing services which could include initiatives such as men’s sheds. The Council will also seek to facilitate healthcare authorities in the provision, consolidation, co-location and enhancement of hospitals/ healthcare facilities and in the development of accessible community-based healthcare in residential areas including nursing homes and elder-care homes which provide for intermediate care.

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

<b>QHSN50</b>	<b>Sláintecare Plan</b> To support the Health Service Executive and other statutory, voluntary and private agencies in the provision of appropriate healthcare facilities - including the system of hospital care and the provision of community-based primary care facilities, mental health and wellbeing facilities including Men’s Sheds - and to encourage the integration of healthcare facilities in accessible locations within new and existing communities in accordance with the government Sláintecare Plan.
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**Schools and Education**

Schools and education facilities are essential social infrastructure for new and existing city neighbourhoods. National policy highlights the importance of aligning demographics with educational provision.

The Council recognise that strategic planning of, and investment in, the provision of education and training is central to delivering sustainable and inclusive communities and will continue to work with the Department of Education and Skills (DES) to examine the co-ordination between the city’s growth areas / emerging communities and the provision of new/ enhanced schools and education facilities at locations

which are easily accessible and well served by public transport, walking and cycling routes.

The Council seek to encourage innovative school design which provides for the efficient use of urban lands and which embraces sustainable mobility management (refer to Chapter 8). School typologies that contribute to the identity of a neighbourhood and which include adequate play, sport and recreational amenities will be promoted. The efficient use of lands will be encouraged through the development of new urban typologies of school building design which should have regard to the requirements set out by the DES Schools’ Design Guidelines (refer also to Chapter 15: Development Standards).

While education is the primary role of schools, they also provide a broader social and community function. Schools frequently facilitate out of hours social and community activities, such as use by sports clubs, night classes or local group meetings, all of which benefit the local and wider community. The Council will continue to support and encourage the efficient use / sharing of educational facilities in proximity to residential neighbourhoods and public transport. In addition to new school development, the Council will support and encourage the appropriate development and/or redevelopment of existing schools within the city, including encouraging multi-campus development that will enhance existing facilities, including on-site sports facilities.

The Plan also seeks to respond to a number of trends in the higher education sector, including the masterplanning, co-location and amalgamation of educational infrastructure which creates potential for former educational lands to be redeveloped for other purposes; the growth of the adult/ further education sector due to increased government resourcing; and the increasing role of Education and Training Boards in the forward planning of educational infrastructure.

The Council specifically recognises the importance of public and private 3rd level education and training institutions to our city - including Trinity College, University College Dublin, Dublin City University, Dublin Institute of Technology / Technological University Dublin, Griffith College, Dublin Business School, National College of Ireland, Royal College of Surgeons and the National College of Art and Design – and support their need for development, expansion and consolidation in line with national policy.

It is the Policy of Dublin City Council:	
<b>QHSN51</b>	<p><b>Education Provision</b></p> <ul style="list-style-type: none"> <li>(i) To support the provision of new schools and the expansion of existing school facilities having regard to the requirements of the DES.</li> <li>(ii) To support the ongoing development and provision of third level education, further education and lifelong learning in the city.</li> </ul>
<b>QHSN52</b>	<p><b>Shared Use of Educational Facilities</b></p> <ul style="list-style-type: none"> <li>(i) To encourage the co-location of schools/education facilities as part of education campuses and with other community uses to create community hubs.</li> <li>(ii) To support 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.</li> </ul>

It is an Objective of Dublin City Council:	
<b>QHSNO14</b>	<p><b>Assess Need for New or Expanded Educational Facilities</b></p> <ul style="list-style-type: none"> <li>(i) To continue to work with the Department of Education and Skills on the educational needs of the city through a Joint Working Group in order to assess the need for new or expanded educational facilities and to progress school projects in line with population growth in locations served by public transport and walking / cycling networks.</li> <li>(ii) To work with the Department of Further and Higher Education and the City of Dublin Education and Training Board in relation to the identification of suitable sites for new and extended education facilities.</li> </ul>

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

<b>QHSNO15</b>	<p><b>The Provision of Schools and the Planning System: A Code of Practice for Planning Authorities (2008)</b></p> <p>To seek to reserve lands for educational purposes, including the development of multi-campus arrangements where appropriate, in locations close to the areas of greatest residential expansion or greatest amount of unmet demand for school places and in close proximity to adjacent community facilities so that the benefits of co-location and possibility of sharing facilities can be maximised in accordance with The Provision of Schools and the Planning System: A Code of Practice for Planning Authorities (2008).</p>
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**Childcare Facilities**

The provision of good quality and fit-for-purpose neighbourhood-based and local childcare services are central to providing for sustainable communities.

The government’s Childcare Facilities: Guidelines for Planning Authorities (2001) and Circular on Childcare Facilities (2016) provide a policy framework to guide local authorities on the provision of childcare facilities in suitable locations including residential areas, employment nodes, large educational establishments, district and neighbourhood centres and in locations convenient to public transport networks. This guidance also recommends the provision of one childcare facility per 75 no. residential units with a pro-rata increase for residential developments in excess of this size threshold.

The provision of childcare facilities within new and existing residential areas shall have regard to the capacity and geographical distribution of established childcare facilities in the locality and the emerging demographic profile of the area. Flexibility on lower provision will only be provided on the basis of an evidence-based demographic and locational justification (see Section 15.8.4 of Chapter 15: Development Standards).

It is important also to ensure that pre-school facilities are protected from excessive air pollution. Applications for pre-school facilities located within or adjacent to areas identified as experiencing high levels of air pollution must include mitigation measures as part of their design. Locating outdoor play areas adjacent to busy junctions/roads should be avoided.

The Council will continue to work with the Dublin City Childcare Committee and the newly established childcare planning function within the Department of Children and Youth Affairs through the forward planning and development management processes in order to support the government’s objective to provide for sufficient high quality and affordable childcare services.

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

<b>QHSN53</b>	<p><b>Childcare Facilities</b></p> <p>To facilitate the provision of appropriately designed and sized fit-for-purpose affordable childcare facilities as an integral part of proposals for new residential and mixed-use developments, subject to an analysis of demographic and geographic need undertaken by the applicant in consultation with the Dublin City Council Childcare Committee, in order to ensure that their provision and location is in keeping with areas of population and employment growth.</p>
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**It is an Objective of Dublin City Council:**

<b>QHSNO16</b>	<p><b>Pre-School Facilities</b></p> <p>To ensure that pre-school facilities are appropriately sited and protected from air pollution. Where an application is made within or proximate to locations experiencing high levels of pollution, the application must adequately address the impact through design and repositioning, and provide a suitable, attractive protected outdoor environment before permission can be considered.</p>
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**Children’s Play**

National policy encourages the continued provision and enhancement of facilities and amenities for children and young people.

The Dublin City Play Strategy ‘Pollinating Play!’ 2020 – 2025 advocates for a child-friendly and playful city where all children and young people (ages 0-18) can enjoy and fully exercise their right to play and have child friendly physical activity. This would include access to playgrounds, youth focused spaces and opportunities for play friendly neighbourhoods and public realm. The development plan will support the creation of effective, fit-for-purpose and well-designed city play infrastructure that caters to a variety of needs and age groups in line with wider Council policy. Further policy regarding play, sports and recreational facilities is set out in Chapter 10: Green Infrastructure and Recreation and Chapter 15: Development Standards.

### Other Community Infrastructure

A range of community facilities and infrastructure will be essential to support 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.

The development of appropriate neighbourhood centres to include retail, retail services and facilities such as financial institutions and post offices also plays an important role in providing adequate facilities to local communities and neighbourhoods as set out in Chapter 7: The City Centre and Urban Villages. Cultural facilities also play an integral role in the creation of sustainable neighbourhoods (see Chapter 12: Culture).

### Places of Worship / Graveyards

The Council recognise the need for a range of religious facilities as an important component of community infrastructure. Places of worship often provide a community resource through which the residents of a neighbourhood can gain information, education, medical or welfare assistance and social contact.

### Libraries

The Dublin City Library Development Plan 'Libraries Unlimited: A Strategic Direction for Dublin City Libraries 2019-2023' recognises the pivotal role of public libraries across the city in enabling the Council to deliver information and services in support its citizens, visitors and workers. The Council currently operate 23 no. library branches across the city and as the role of the library service continues to evolve and develop, it will be important that they continue to meet the needs to local communities. The Council will continue to support the development and enhancement of library facilities in the city.

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

<b>QHSN54</b>	<b>Places of Worship and Multi-faith Facilities</b> To support and facilitate the development of places of worship and multi-faith facilities at suitable locations within the city and to liaise and work with all stakeholders where buildings are no longer required to find suitable, appropriate new uses and to retain existing community facilities where feasible. To ensure that new regeneration areas respond to the need for the provision of new faith facilities as part of their masterplans/Local Area Plans/SDZs where such need is identified.
<b>QHSN55</b>	<b>Burial Grounds</b> To facilitate the development of new or extended burial grounds, including green cemeteries, eco-burial grounds, columbarium walls and crematoria, having consideration for the burial preferences of multi-faith and non-religious communities, at suitable locations in the city, subject to appropriate safeguards with regard to environmental considerations, noise and traffic impacts.
<b>QHSN56</b>	<b>Culture in Regeneration</b> To recognise culture as an important mechanism in regeneration, with the potential to act as a catalyst for integration, community development and civic engagement.
<b>QHSN57</b>	<b>City's Library Service</b> To continue to develop and improve the city's library service to meet the needs of local communities by supporting the implementation of the Libraries Unlimited: A Strategic Direction for Dublin City Libraries 2019-2023.
<b>QHSN58</b>	<b>Community Facilities</b> To support the development, improvement and provision of a wide range of socially inclusive, multi-functional and diverse community facilities throughout the city where required and to engage with community and corporate stakeholders in the provision of same.

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

<b>QHSNO17</b>	<b>Ballymun Library</b> To undertake a feasibility study for Ballymun library on its possible relocation within Ballymun Town Centre.
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# CHAPTER 6

## City Economy and Enterprise



## 6.1 Introduction

### Ireland's Internationally Competitive Capital

Dublin is an international city and gateway to the European Union for many businesses. The city region contributes significantly to Ireland's economy and is a major economic driver for the country.

Dublin is seen as an attractive place to work and invest and is home to some of the most influential multinational corporations, with substantial clusters in technology and finance. The city has particular importance as an IT Hub (9 out of the top 10 global tech companies are located in Dublin) and is also a centre of emerging as well as established multinationals with a thriving start-up scene.

Dublin's economy is predominately a services based economy with that sector accounting for c.82% of the total activity while manufacturing and construction combined account for c.19%. As the State's capital, Dublin performs a significant economic, administrative and cultural role.

Dublin is also one of the leading research, development and innovation locations in the world and has a young and well educated population and a large number of universities, institutes and research centres.

### Economic Profile of Dublin City

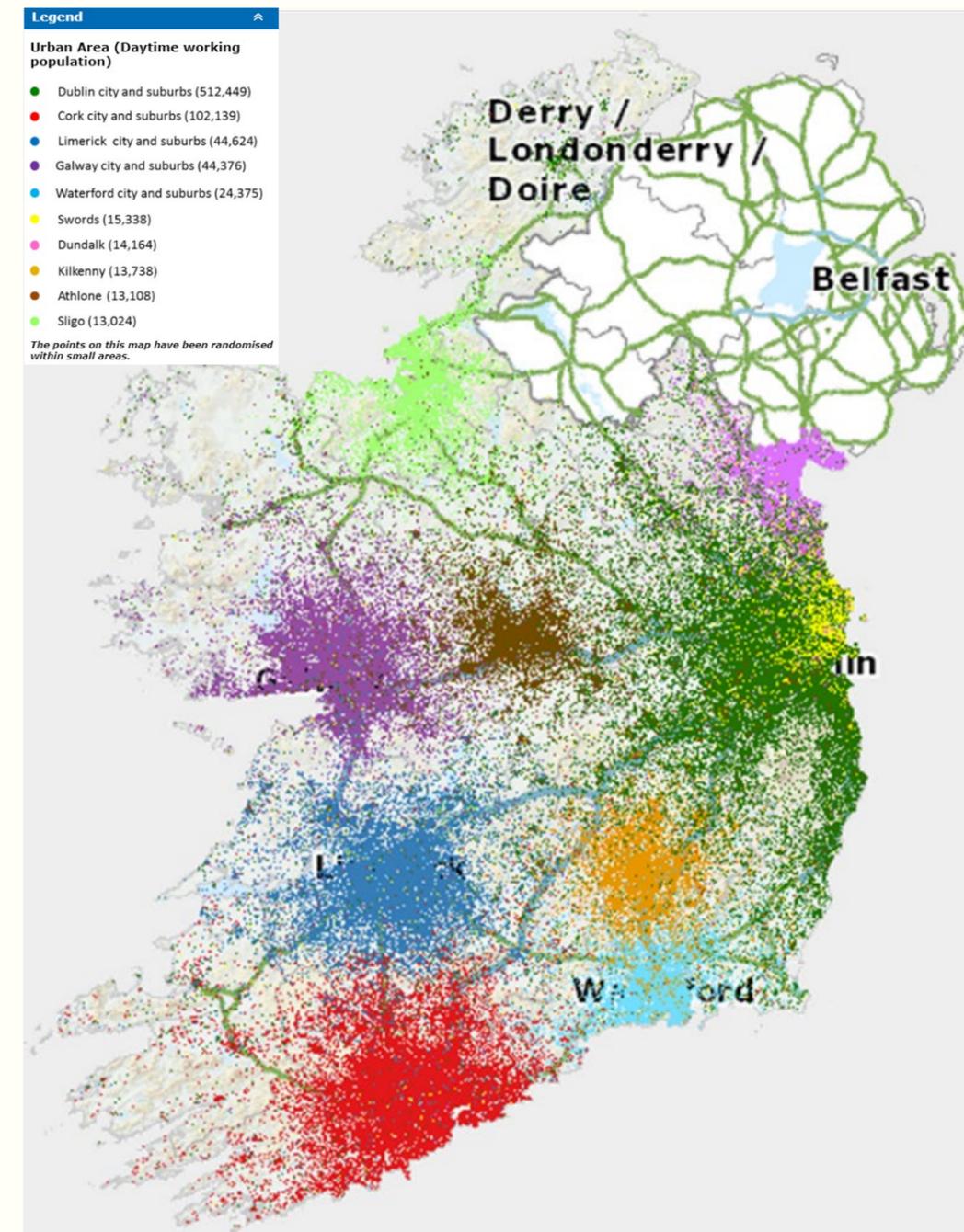
The population of Dublin City has steadily increased during the last quarter century. From 1991 to 2016, the population of Dublin City as increased by 75,321 persons (14%) from 479,233 to 554,554.

The 2016 Census results indicated that Dublin is a diverse city which has attracted people to move here from abroad. In 2016, the total number of non-Irish people was 17% of the usually resident population. The city is also characterised by a relatively high proportion of young adults between 20–39 years of age (38.6% compared with 27.8% for the state as a whole). There is also a relatively high proportion of the population in the working age cohorts of 25–64 years of age (58.7% compared with 53.4% for the state).

Dublin City is an important place of employment for people who do not live in the city. According to Census Place of Work data (POWCAR), in 2016 there were 256,634 resident workers and 319,092 jobs in Dublin

City which means that approximately 19.5% of jobs belonged to non-city residents. This pattern is clearly shown in Figure 6-1 which maps the origin of daytime workers in key centres in Ireland.

**Figure 6-1: Origin of Daytime Workers in Key Centres in Ireland**

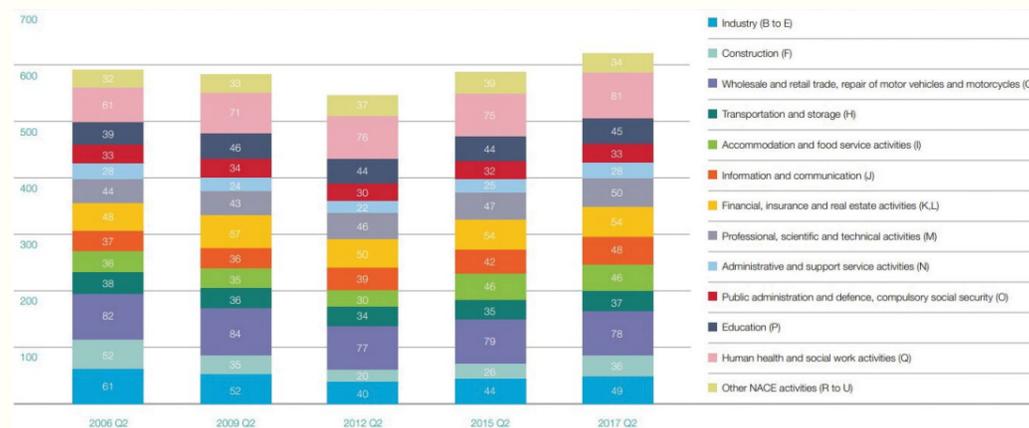


Source: Bannon Retail Report (2020) based on CSO Data.

Finally, Dublin’s labour force participation rate was 64.7% (compared to the national rate of 61.4%) and the proportion of persons over the age of 15 in the city who were at work was 56.4% (compared to 53.4% nationally). Dublin benefits from a highly educated workforce with 40% educated to third level or higher. It is also a digitally connected city, where 95% of households have fixed broadband.

Figure 6-2 which charts the development of employment by economic sector in the Dublin Region from 2006 to 2017, indicates that the region’s economy is continuing to grow and diversify, with notable increases since 2006 in human health and social work activities, accommodation and food services activities, and in the information and communication sector.

**Figure 6-2: Employment by Economic Sector in Dublin (000’s)**



Source: Dublin City Local Economic and Community Plan 2016 – 2021

**Economic Development Policy**

In spatial planning terms, economic policy is addressed in both the NPF and the RSES, as discussed in further detail below.

At a national level, recent economic development policy is focused on supporting the economy as it emerges from the Covid emergency with an Economic Recovery Plan for Ireland announced in June 2021.

The Plan notes that that the role of Dublin, as Ireland’s capital city and economic engine (generating 40% of the GDP of the state), is particularly important in this regard, and states that the Government will bring forward further measures to support the recovery of city centres as the impacts of the Covid pandemic on employment and other city-based economic activities becomes clearer. The next phase of the Dublin Regional Enterprise Plan 2022 – 2024 is currently being finalised to be launched in Q4 2021.

On a regional level, the Dublin Regional Enterprise Plan to 2020, was launched in early 2019 by the Minister for Business, Enterprise and Innovation. The Plan aims to foster collaboration between regional stakeholders on initiatives that can help to realise each region’s enterprise development potential.

The strategy states that Dublin, as Ireland’s capital city, has a key role in attracting FDI to the country and that it is important that Dublin continues to be a dynamic city that remains attractive for companies seeking a location of international scale for their global operations.

It also notes that it is critical that the planning and development of Ireland’s capital city creates a world-class urban area that continues to attract not only international investment but also international talent.

The government, along with stakeholders including Dublin City Council, is currently developing a new Regional Enterprise Plan for Dublin to 2024 in line with the National Economic Recovery Plan. As well as helping businesses rebuild after COVID-19, this updated Plan will focus on the challenges and opportunities arising from climate action and the growth of digitalisation.

At a local level, the Dublin City Council Local Economic and Community Plan (LECP) 2016-2021 which was prepared by the Dublin City Local Community Development Committee and the Economic Development and Enterprise Strategic Policy Committee consists of a six-year strategy document setting out twelve key social and economic goals for the City.

The vision set out in the plan is “to grow and sustain a city based on principles of equality, social justice and environmental sustainability where the needs of thriving, active and engaged local communities are served by a strong local economy”. The Dublin City Council Local Enterprise and Community Plan (LECP) 2022 – 2027 is under development for publication in early 2022.

**National and Regional Planning Policy**

At national level, a key strategic aim of the National Planning Framework (NPF) is “to support the future growth and success of Dublin as Ireland’s leading global city of scale, by better managing Dublin’s growth to ensure that more of it can be accommodated within and close to the city”.

Supporting entrepreneurialism and building competitive clusters is encouraged and the NPF promotes compact urban growth and the development of a limited number of redevelopment and regeneration areas for continued economic growth and investment that will complement the city centre and Docklands.

The NPF acknowledges that there is a need to improve housing choice, transport mobility and quality of life to ensure that the city retains its competitive advantage and that Dublin also needs to become a greener, more environmentally sustainable city in line with international competitors.

These strategic themes are also reflected in the Regional Spatial and Economic Strategy (RSES), which was aligned with the Government's 2015 National Enterprise Policy 'Enterprise 2025'. As is shown in Figure 6.3 overleaf the key elements of the economic strategy set out in the RSES is based on smart specialisation, clustering, orderly growth, future proofing and risk management and placemaking.

**Figure 6-3: RSES Economic Strategy**



The RSES emphasises the need to increase employment in strategic locations, to provide for people-intensive employment at sustainable locations near high quality public transport nodes, to build on commercial and research synergies in proximity to large employers, industry clusters and smart specialisation and to activate strategic sites to strengthen the local employment base in commuter towns.

In turn, the Metropolitan Area Spatial Plan (MASP) for Dublin (as set out in Chapter 5 of the RSES) calls for increased employment densities within Dublin City and suburbs and at other sustainable locations near high quality public transport nodes, near third level institutes and existing employment hubs, and for the relocation less intensive employment uses outside the M50 ring and existing built-up areas.

## 6.2 Achievements

During the period of the last development Plan, Dublin's economy continued its recovery from the last recession and there were a number of significant achievements which have added to the economic competitiveness, attractiveness and vitality of the city.

### Foreign Direct Investment

Significant foreign direct investment (FDI) of scale has been secured in Dublin City over the last plan period. Dublin is home to some of the most influential multinational corporations, with substantial clusters in technology, finance and professional services. Within Dublin Docklands, there are over 500 firms operating, including more than half the world's top 50 banks and top 20 insurance companies. Dublin is also a major global hub for fund administration, aircraft leasing, insurance and a range of wholesale banking activities.

A significant cluster of ICT type uses has emerged in the southeast inner city/Grand Canal Street area, following Google's decision to locate their European headquarters in Barrow Street in 2011. The area has become home to Facebook, LinkedIn, Airbnb and Amazon.

### Grand Canal Innovation District

The Grand Canal Innovation District (GCID) initiative was launched in 2018. The GCID is a national level €1 billion plan to create a hub for innovation world class university research facilities and a start-up ecosystem in the Grand Canals Dock, with a new TCD university campus acting as a connector.

The aim of the initiative is to provide a cluster linking start-ups and growing and established enterprises with research, innovation and academia to promote sustainable economic growth, enhance competitiveness and boost FDI and to benefit the local community.

### **SMART Districts**

Smart Dublin is an initiative founded by the four Dublin Local Authorities which brings together technology providers, academia and citizens to transform public services and enhance quality of life.

In order to accelerate innovation, Smart Dublin has adopted a 'Smart District Approach', concentrating new technology pilots in targeted locations across Dublin. The first Smart District, Smart Docklands, was launched in 2018, with four further districts having come on-stream to date; Smart DCU, Smart Sandyford, Smart Balbriggan and Smart D8.

### **EU Programme Participation Strategy**

Dublin City Council recently launched its EU Programme Participation Strategy 2021 – 2027 which will support the identification of opportunities within the EU Partnership Programmes and Projects and EU funding streams to realise Dublin City Council priorities but also contribute to the target areas identified by the European Commission.

This strategy, which builds on Dublin City Council's track record of participation in a range of EU Programmes, will focus on the following areas: Smart & Digital, Green & Climate, Social & Economics and Urban & Regional Development. A key pillar of the strategy is the establishment of a Dublin City Council EU Programmes Office to provide efficient support services for staff participating or intending to participate in EU partnership projects.

### **Placemaking and Branding**

A number of significant public realm improvement works have been implemented under the Public Realm Masterplan in addition to greening strategy interventions.

Significant work has also been undertaken with regard to Place Branding with the new initiative Dublin.ie. This platform ([www.dublin.ie](http://www.dublin.ie)) sets out key information regarding living, working, investing and studying in Dublin. A series of successful campaigns to encourage support for local business and to enhance citizen well-being were delivered as a recovery and resilience response to the impact of the pandemic. Dublin City Council also supports the visitor place brand [www.visitdublin.ie](http://www.visitdublin.ie) managed by Fáilte Ireland.

### **Regeneration and Vacancy**

There has been significant regeneration in Docklands (North Lotts and Grand Canal Dock area) both north and south of the river Liffey, with new office space in addition to residential and mixed use development. Poolbeg West has been designated as an SDZ and the Planning Scheme for the area proposes a significant quantum of office/enterprise space with a range of typologies to accommodate different types of uses.

A strategic Study of all Z6 and Z7 lands was undertaken over the last plan period, followed by a number of variations to the current Dublin City Development plan to facilitate the repurposing and redevelopment of these strategically located lands for more intensive and appropriate mixed use development.

### **Sectoral Developments**

There has been significant investment in the tourism sector and in particular, the provision of new hotels. In addition, new tourist visitor attractions have been developed, including, the Irish Emigration Museum (EPIC) on Custom House Quay, The Vaults at John Lane West and the Tenement Museum on Henrietta Street.

Fáilte Ireland initiated a number of tourism ventures of note such as the Docklands Visitor Experience Development (VEDP) Plan, a Visitor Orientation Strategy and have collaborated with Dublin City Council to develop 'Dubline', an international quality, walking heritage trail from Parnell Square to Kilmainham.

In the education sector, significant recent developments include the consolidation of the TU academic facilities into the new campus at Grangegorman and the ongoing programme of investment in the DCU campus. In the healthcare and health sciences sector, the construction of the National Children's Hospital has commenced on the St. James' Hospital site.

Finally, Dublin Port continues to modernise and consolidate its operations with the company making considerable infrastructural investment at the port to facilitate larger vessels and provide for increased capacity.

### Local Initiatives and Economic Development

A significant achievement in relation to the economic development of local communities across the city during the course of the last Development Plan period has been the implementation of the Dublin City Local Economic and Community Plan (LECP) 2016–2021.

The Dublin City Council Local Economic Office (LEO) are responsible for the implementation of the plan and have provided support to a number of projects and initiatives over the past number of years that contribute significantly to the city economy.

During the Covid 19 global pandemic; the Local Enterprise Office and Economic Development supported 19,939 businesses. Dublin City Council, through their financial team and LEO Financial team administered Direct Financial Supports to the value of €107.6 million.

## 6.3 Challenges

As a city with a growing, internationally-oriented and open economy, Dublin faces considerable challenges in maintaining economic growth. In the short to medium term, the Covid 19 crisis poses the greatest challenge to the city economy both in terms of the direct impact of business closures, but also changes in how people work, shop and relax in the city.

Brexit is another external challenge which has the potential to impact on sectors which are heavily reliant on the flow of goods to and from Britain and Northern Ireland.

Internal challenges include the ongoing shortage of quality affordable housing to cater for the city's growing working population as well bottlenecks in the provision of essential transportation, water services and sanitation infrastructure. Associated with this is the need to provide a high quality environment to make the more city liveable for existing and future residents.

Another challenge relates to the continuing concentrations of social and economic deprivation in some parts of the city and the need to progress the redevelopment of key regeneration sites in the city. This

challenge highlights the need to support inclusive growth throughout the region, particularly in deprived or underperforming areas, to ensure an appropriately qualified and skilled workforce, to improve levels of female participation in the workforce and to address pockets of deprivation and economic inequality in the city.

In the longer term, climate change may have significant impacts in terms of extreme weather events and flooding which could disrupt economic activity and damage critical infrastructure.

## 6.4 Strategic Approach

The strategic approach to the city economy and enterprise set out in this chapter aligns with the overall goals of national, regional and local economic and planning policy outlined above. As a result, the strategic approach underpinning the policies and objectives contained in the following section of this chapter will seek to:

- safeguard and enhance Dublin's role as Ireland's internationally competitive capital;
- promote strategic and targeted employment growth;
- support regeneration and tackle vacancy;
- underscore the importance of climate action, placemaking and quality of life;
- support key economic sectors; and
- support innovation and smart specialisation;
- foster local action, diversity, inclusiveness and openness.

This strategic approach also forms part of an overall spatial strategy for the development of the economy of Dublin City in the context of the wider Dublin metropolitan region, as is discussed in the next section.

## 6.5 Policies and Objectives

### 6.5.1 Ireland's Internationally Competitive Capital

Dublin's crucial economic role is recognised in the NPF which states that Dublin is Ireland's globally competitive city of scale and continues to drive much of the growth of the country as a whole while the RSES describes the city as an international business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. It is of central importance that Dublin's role as the national economic engine is not only protected but also further enhanced during the period of this Development Plan.

In addition to catering for the needs of Foreign Direct Investment, the need for ongoing support for Irish owned enterprises and SME's will be important to ensure that the City builds resilience in the enterprise sector so that it can evolve and adapt to the ever changing global economic environment and technological changes.

It is acknowledged that the creation of an ecosystem of innovative start-ups, social enterprises, micro-businesses and small businesses will be central to Dublin's continued economic success and the Council will seek, where possible, to promote the development of skills and entrepreneurship, sites for high tech and potential start-ups, smart city programmes and collaboration between public bodies, industries and research.

The central part Dublin plays in the 'all-island' economy is also recognised in the NPF, RSES, and more recently in a specific initiative which aims to further develop the Dublin to Belfast Economic Corridor<sup>14</sup> ([www.dbec.ie](http://www.dbec.ie)). As noted in the RSES, the Corridor has the capacity to provide the only potential paired city growth pole of scale on the Island-reaching a European benchmark 5 million population target to compete with similar city regions in the EU.

Given the significant changes in international relations associated with the exit of the United Kingdom from the European Union, it is increasingly important that Ireland as a whole and Dublin City in particular, seeks to reposition itself as a key member of the EU while retaining strong and mutually beneficial economic ties to UK.

14. See Dublin Belfast Economic Corridor (2021) The Dublin-Belfast Economic Corridor: Current Profile, Potential for Recovery and Opportunities for Cooperation.

The recent launch of Dublin City Council's EU Programme Participation Strategy 2021 – 2027 which provides for the establishment of a Dublin City Council EU Programmes Office represents an important element of the city's overall strategy to position itself as an internationally competitive, European capital city.



It is the Policy of Dublin City Council:	
<b>CEE1</b>	<p><b>Dublin’s Role as the National Economic Engine</b></p> <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open.</li> <li>(iii) To promote an internationalisation strategy building mutually-beneficial economic and other links with key cities globally to encourage investment and tourism in Dublin.</li> </ul>
<b>CEE2</b>	<p><b>Positive Approach to the Economic Impact of Applications</b></p> <p>To take a positive and proactive 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.</p>
<b>CEE3</b>	<p><b>Promoting and Facilitating Foreign Direct Investment</b></p> <ul style="list-style-type: none"> <li>(i) To promote and facilitate foreign direct investment into the city by working closely with the IDA and other agencies, and having regard to the needs of international investment.</li> <li>(ii) To recognise that there is a role for Dublin City Council in establishing a positive and attractive ‘brand’ for the city and in facilitating investment in the ongoing growth and regeneration of the city.</li> </ul>
<b>CEE4</b>	<p><b>Promoting and Facilitating Indigenous Enterprise Growth</b></p> <p>To support the creation of an ecosystem of innovative start-ups, social enterprise, micro-business and small business and, where possible, to promote the development of skills and entrepreneurship, sites for high tech and potential start-ups, smart city programmes and collaboration between public bodies, industries and research.</p>
<b>CEE5</b>	<p><b>Dublin-Belfast Economic Corridor</b></p> <p>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.</p>
<b>CEE6</b>	<p><b>Dublin as an EU Capital City</b></p> <p>To support the implementation of the Dublin City Council’s EU Programme Participation Strategy 2021 – 2027 and the work of the Council’s EU Programmes Office.</p>

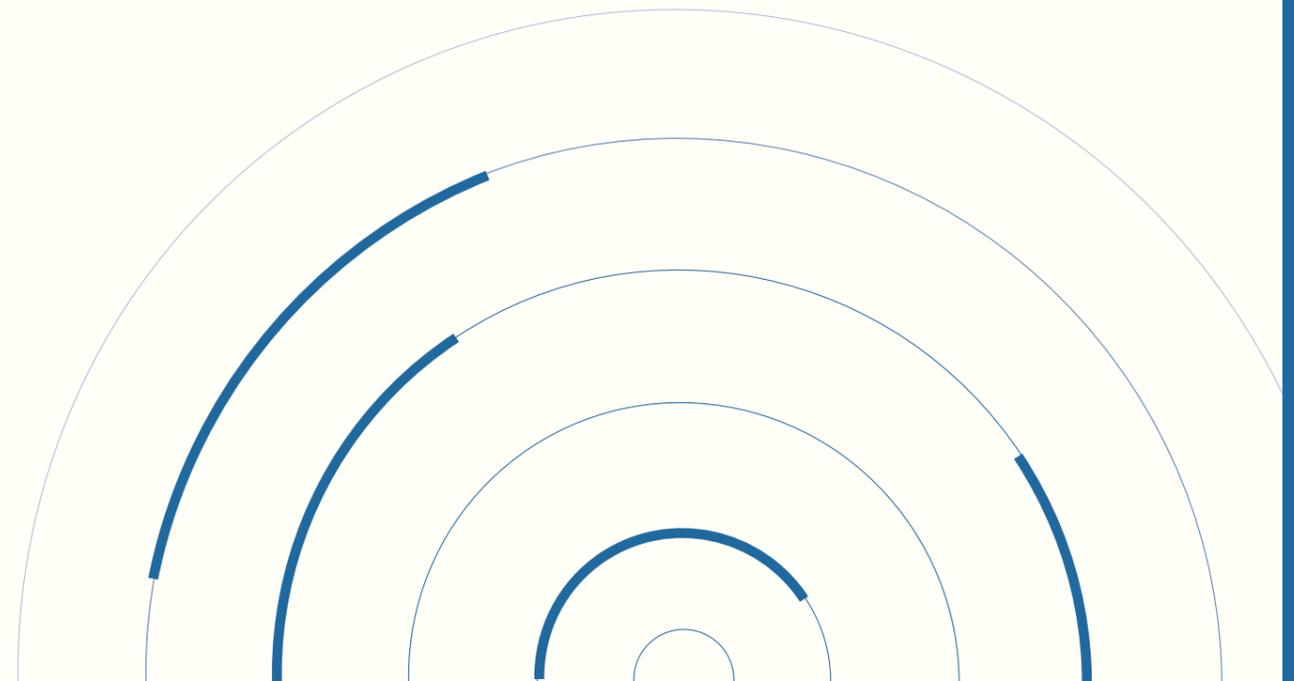
## 6.5.2 Strategic and Targeted Employment Growth

In order to maximise the potential of Dublin as a whole, it will be necessary to ensure the strategic and targeted growth of employment in specific areas of the city. This is in line with the NPF which emphasises the importance of identifying locations where enterprises can access competitively priced development lands, utilities and commercial properties to the highest standards available internationally.

### Strategic Development Areas and Corridors

Following on from this, the RSES and the MASP identified four strategic residential and employment development areas and corridors in the Dublin Metropolitan area to create sustainable compact communities and employment. The criteria for identifying the corridors involved a selection of strategic development opportunities identified by local authorities and included an evidence-based analysis of their current and future development capacity and their potential to deliver agreed strategic outcomes.

The MASP provides additional guidance relating to the development of specific strategic development areas within each area and corridor. The table below sets out the relevant employment-related guidance for strategic development areas which are located in the Dublin City Council area.



**Table 6-1: MASP Guidance for Employment in Strategic Development Areas**

MASP Area / Corridor	Strategic Development Area	Overall Objective	Employment/ Mixed Use
City Centre within the M50	City Centre	Regeneration of older social housing projects (former PPPs), Parkwest-Cherry Orchard, Ballymun, Ashtown-Pelletstown and St. James – Heuston lands	Regeneration of Diageo lands, health and education related employment at St. James and Grangegorman campus
	Docklands	Build out of North Lotts and Grand Canal Docks with further physical and social regeneration of Poolbeg and northeast inner-city lands	Further development of people intensive high tech and services based business districts in Docklands and Poolbeg
	Naas Road	Significant brownfield lands with potential for residential development and more intensive employment/ mixed uses	Re-intensification of underutilised lands including Naas road and older industrial estates, subject to feasibility study
North-South Corridor	North Fringe	Large scale urban expansion creating new communities including Clongriffin-Belmayne	Completion of mixed-use districts with retail and service provision

The designation of these areas are part of a strategy aimed at increasing employment densities at the right places within Dublin City and suburbs and at other sustainable locations near high quality public transport nodes, near third level institutes and existing employment hubs, and by relocating less intensive employment uses outside the M50 ring and existing built-up areas.

This strategy also entails continuing densification in the city centre, re-intensifying strategic employment areas within the M50 ring and activating key strategic sites to complement existing employment hubs.

The overall approach to employment growth set out in this Plan reflects the RSES/MASP strategy in that it provides for the appropriate economic development of specific areas of the city such as: the City Centre, the Docklands, the Outer City and Key Urban Villages.

### The City Centre

The focus of the strategy for the inner city and its immediately surrounding neighbourhoods within the canals will be to encourage balanced economic investment with an increased focus on liveability, enhanced public realm and mobility measures. The city centre will retain and build upon its existing role as one of Ireland’s most important employment areas with a mix of office, retail, residential, tourism related and cultural activities.

Significant potential exists to generate additional employment in the city centre area with the redevelopment of the Diageo lands at St. James’ Gate. Furthermore, the development of the National Children’s Hospital at St. James is also a significant investment for the inner city and opportunities for a health cluster aligned with the children’s hospital and the future proposed National Maternity Hospital will be fully exploited.

It is also envisaged that there will be further development of the Technological University Dublin campus at Grangegorman over the plan period. Opportunities to develop clusters of economic development, employment and innovation in the fields of higher education will be encouraged in and around the campus.

To support the economic development of the City Centre, a number of Strategic Regeneration and Development Areas (SDRAs) have been designated in the city centre area. As outlined in Chapter 13, the designation of these areas as SDRAs will support the delivery of a significant quanta of homes and employment for the city.

### The Docklands

In terms of economic development employment, the Docklands area has been rapidly transformed in recent years and it is now home to a significant number of multinational corporations with notable clusters in the technology and finance sectors. The launch of the Grand Canal Innovation District (GCID) is an indication of the potential for the area to improve the city’s overall competitiveness and innovative capacity.

The development of people intensive high tech and services based business districts in Docklands and Poolbeg as identified in the MASP is set to continue.

The implementation of the North Lotts and Grand Canal Dock SDZ Planning Scheme will provide for major job creation potential with 345,000 sq. m. of commercial space. Furthermore, under the Poolbeg West Planning Scheme, provision has been made for over 80,000–100,000 sq. m. of commercial floorspace with the potential to provide

employment for up to 8,000 workers. Docklands is also identified as a SDRA. This will facilitate the further regeneration of key development sites throughout the area as set out in Chapter 13 of this Plan.

### The Outer City

The outer city refers to the newly developing areas on the fringe of the city administrative area including Clongriffin-Belmayne, Ashtown-Pelletstown, Park West and Cherry Orchard. It is envisaged that these large suburban areas will be further integrated into the structure of the city with opportunities for intensification of infill, brownfield and underutilised land fully explored, particularly where it aligns with existing and future public transport infrastructure. This includes the intensification of lands zoned Z6 and Z7 under the previous plan through mixed use, including employment, densification and increased heights, subject to development plan criteria.

### Key Urban Villages and Neighbourhood Centres

Over the next plan period, the strategic approach is to strengthen the hierarchy of urban villages in the inner suburbs and outer city. As set out in Chapter 7, twelve Key Urban Villages (KUVs) have been identified as centres for local services which will continue to provide a range of retail, commercial, employment, community and other services and will play a key role in developing the concept of a 15 minute city.

Also within the outer city are smaller Neighbourhood Centres and urban villages. They play an important role in the local economy and are considered appropriate localities for a range of community based employment.

It is acknowledged that the Covid 19 pandemic has had a significant economic impact on these Key Urban Villages and Neighbourhood Centres/urban villages. The pandemic has brought about changes in how and where people work and presents an opportunity for these centres to play a new role as people choose to spend more time working in, or close to where they live.

To take advantage of these opportunities, it will be necessary to facilitate the development of additional 'office-hub' and 'co-working' spaces particularly in key urban villages and urban centres and to move towards a more diverse mix of uses than is currently found in such centres at present. This will also support the development of additional community oriented workspaces which will in turn help strengthen the social enterprise sector.

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

<b>CEE7</b>	<b>Strategic and Targeted Employment Growth</b> To promote strategic and targeted growth of strategic development areas and corridors in accordance with the RSES and MASP with a focus on the city centre, the Docklands, the Outer City and Key Urban Villages and Neighbourhood Centres/Urban Villages.
<b>CEE8</b>	<b>The City Centre</b> To support the development a vibrant mix of office, retail, tourism related and cultural activities in the city centre and to facilitate the regeneration and development of key potential growth areas such as the Diageo lands, the St. James' Hospital Campus and the TU Dublin campus at Grangegorman.
<b>CEE9</b>	<b>The Docklands</b> To support the continued regeneration of the Docklands area and its development as a leading centre of people intensive high tech and services based business.
<b>CEE10</b>	<b>The Outer City</b> To support employment growth in the outer city by encouraging the intensification of infill, brownfield and underutilised land, particularly where it aligns with existing and future public transport infrastructure.
<b>CEE11</b>	<b>Key Urban Villages</b> To promote Key Urban Villages as mixed use service centres for the local economy, incorporating a range of retail, employment, recreational, community uses as well as 'co-working spaces' and 'office hubs'.

### 6.5.3 Climate Action and Quality of Life

Climate change is one of the most pressing global challenges facing this, and future generations. Transitioning to a low carbon and climate resilient society is one of the eight National Strategic Outcomes (NSOs) set out in the NPF, and climate action is one of the three key principles of the RSES.

In economic policy terms, the National Economic Recovery Plan notes that climate action and sustainability is now embedded across the enterprise policy landscape, including through the Regional Enterprise Plans which will include a focus on climate action and Just Transition.

Many of the proposed climate action mitigation and adaptation measures, such as the move to more sustainable modes of transportation, the switch to low carbon energy sources, and the use of nature based solutions will contribute to improvements in the overall attractiveness of the city as a place to live and work.

The economic benefits of creating healthy and attractive places is highlighted in the NPF which notes that the nature of urban places is a critical factor in determining economic growth and regional development. ‘Healthy Placemaking’ is also a key principle of the RSES which seeks to promote people’s quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in.

Furthermore, as stated in the National Economic Recovery Plan, as the economy shifts towards a climate neutral future, new economic opportunities will arise for both existing and new enterprises with the development of new ‘green economy’ sectors such as renewable energy, retrofitting, and electric vehicles (EV) and EV charging infrastructure.

National economic and waste policy also emphasises the need to transition to a circular economy approach to consumption and to the prevention of waste as part of the country’s overall efforts to combat climate change (see Chapter 3: Climate Action).

It is the Policy of Dublin City Council:	
<b>CEE12</b>	<b>Transition to a Low Carbon, Climate Resilient City Economy</b> To support the transition to a low carbon, climate resilient city economy, as part of, and in tandem with, increased climate action mitigation and adaptation measures.
<b>CEE13</b>	<b>Towards a Green and Circular Economy</b> To support the growth of the ‘green economy’ including renewable energy, retrofitting, and electric vehicles and charging infrastructure and to support the transition towards a circular economy in line with national policy and legislation.
<b>CEE14</b>	<b>Quality of Place</b> To recognise that ‘quality of place’, ‘clean, green and safe’, is crucial to the economic success of the city, in attracting foreign and domestic investment, and in attracting and retaining key scarce talent, residents and tourists.

### 6.5.4 Local Economic Development and Social Enterprise

The Local Enterprise Office (LEO) is responsible for the development and management of numerous business support programs and initiatives and are responsible for the implementation of enterprise action under the city’s Local Economic and Community Plan (LECP) which was published in 2016. The Dublin City Council Local Enterprise and Community Plan (LECP) 2022 – 2027 is under review for publication in early 2022.

LEO and the LECP also support social innovation and the activities of social enterprises in the city which trade for a social/societal purpose and assist with addressing social, economic and environmental challenges while fostering inclusive growth, shared prosperity, social inclusion, training and job creation often for marginalised people.

Dublin City Council is involved in a number of initiatives that support the development of social economy enterprises that work to address a wide range of challenges that deliver on the objectives of developing a greener and more inclusive economy and society.

In this regard, the Council will seek to maximise opportunities, through working with a wide range of stakeholders who support the development of the social economy at European, national, regional and local levels. Dublin City Council is participating in the European Social Economy Regions (ESER) programme and is participating in an OECD Eurocities Peer Learning Social Economy Network project designed to identify solutions to challenges created or accelerated by the Covid 19 pandemic.

Support is also ongoing to work with the implementation group for the National Social Enterprise Strategy 2019 – 2022. The Dublin City Council Social Enterprise Awards delivered in partnership with Inner City Enterprise and the Department of Rural and Community Development, continues to support early stage social enterprises with funding, mentoring and profiling supports. The GrowDublin8 Social Enterprise consortium will continue to meet and deliver on the actions contained in the GrowDublin8 Social Enterprise Strategy launched in 2020.

Finally, the principles of equality and diversity are important factors in ensuring that the city’s economy works for the benefit of all of the people of Dublin and it should be recognised that that economic activities should be accessible to older and disabled people. Living wage employment also has a role to play in improving the conditions of low-paid workers.

It is the Policy of Dublin City Council:	
CEE15	<p><b>The Local Enterprise Office and the Local Economic and Community Plan</b></p> <p>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 and to promote and facilitate the implementation of the policies and objectives of the Local Economic and Community Plan.</p>
CEE16	<p><b>Social Innovation and Enterprise</b></p> <p>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 and to maximise European funding opportunities, in particular, through working with the proposed National Competence Centre in Social Innovation.</p>
CEE17	<p><b>Quality of Life</b></p> <p>To recognise that economic activities should be accessible to older and disabled people and 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.</p>
CEE18	<p><b>Agencies Engaged in Employment and Training Programmes</b></p> <p>To facilitate agencies engaged in employment and training programmes, in order to maximise employment, training and education opportunities for residents of all ages, particularly in areas of disadvantage; and to encourage social labour clauses in City Council projects.</p>

### 6.5.5 Regeneration and Vacancy

In addition to contributing to the overall quality and attractiveness of the city, the redevelopment of regeneration areas has the potential to directly benefit the city’s economy through the creation of jobs in the construction sector, the provision of new retail, commercial and office floorspace to accommodate new residential units.

Vacancy is another significant issue for the city economy, as vacant commercial and residential floorspace represent not only a misuse of a valuable resource, but also detracts from the urban quality and on the attractiveness of an area for its residents, visitors, businesses and for potential investors. As noted in Chapter 2: Core Strategy, the City Council is actively pursuing vacant sites through the implementation of the Vacant Site levy (VSR). The VSR plays an ongoing role in the City Council’s Active Land Management role in enhancing the physical environment of the city and mitigating the negative impacts of vacant land on the economy of the city.

The expedient redevelopment of extensive vacant/under-utilised sites, especially in the city centre 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 underdevelopment 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:	
CEE19	<p><b>Regeneration Areas</b></p> <p>To promote and facilitate the transformation of Strategic Development and Regeneration Areas (SDRAs) in the city, 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.</p>
CEE20	<p><b>Vacant Sites</b></p> <ul style="list-style-type: none"> <li>(i) To engage in the ‘active land management’ of vacant sites and properties including those owned by Dublin City Council.</li> <li>(ii) 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.</li> <li>(iii) To encourage and facilitate the rehabilitation and use of vacant and under-utilised buildings, including their upper floors.</li> <li>(iv) 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.</li> </ul>

### 6.5.6 Key Economic Sectors

Dublin has an open, international, competitive and diversified economy. It is a major hub for leading IT and financial services companies as well as for research and development activities. It is also a major tourism, leisure and culture destination and has a vibrant restaurant, food, distillery and craft sector.

The city is home to a number of world class educational institutions as well as a growing health and health sciences sector. Finally, it is a major transport and logistics hub, with Dublin Port providing a direct trading route to the UK and Continental Europe.

It is critical that these and other key economic sectors are supported in order to ensure the economic well-being of the city. It is also important that support is provided for the emergence of new, innovative sectors, such as the green economy, biosciences and Artificial Intelligence (AI), which have the potential to shape the economy of the future.

### Office and Commercial Floorspace

While the Covid-19 pandemic has caused what is likely to be some long-lasting change in how and where people work on a day-to-day basis, an adequate supply of high quality office and commercial floorspace will still be a key requirement for Dublin's economy in the future.

A choice of good quality and cost-competitive office and commercial space is critical in attracting investment, supporting enterprises and generating employment and there is an ongoing 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 and this represents a significant strategic advantage for Dublin.

While the Covid-19 pandemic may not have removed the need for high quality office space in the city, it has demonstrated the feasibility of 'decentralised working' as improved technology allow people greater flexibility to work from home or from 'co-working' spaces close to where they live.

This 'hybrid' work model is likely to be a more important feature of the work landscape of the city as the economy reopens after the Covid-19 pandemic and could result in a greater demand for co-working spaces outside of traditional business and office locations in the city centre. Such co-working spaces should be accessible to all and could act as valuable resources for the local community.

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

	<b>Supply of Commercial Space and Redevelopment of Office Stock</b>
<b>CEE21</b>	<ul style="list-style-type: none"> <li>(i) To promote and facilitate the supply of commercial space, where appropriate, including larger office floorplates suitable for indigenous and FDI HQ-type uses.</li> <li>(ii) To consolidate employment provision in the city by incentivising and facilitating the high-quality re-development of obsolete office stock in the city.</li> </ul>

### New Growth Sectors and Innovation

As outlined in Section 6.5.3 above, the requirement to shift to a climate resilient, low carbon, green and circular economy has the potential to create new growth sectors based on the provision of environmental services and sustainable energy and transport technologies.

The National Economic Recovery Plan also points to other sources of future economic opportunity associated with the transition to a digitised society, which has been accelerated by the increased adoption of digital ways of working and delivering services during the Covid-19 pandemic.

This will require Ireland to be at the frontier of technological developments by rapidly adopting new technologies to boost productivity and to ensure that the country continues to be competitive internationally.

The Smart Dublin initiative is a successful example of a project which seeks to drive innovation in the use of data to address a range of challenges facing the city. This initiative was set up by the four Dublin local authorities, to engage with technology providers, researchers and citizens, to use new technologies – such as Big Data and the Internet of Things - to deal with priority city challenges.

The initiative has seen the establishment of a number of Smart Districts across the city. These are strategically selected locations where innovation projects are fast-tracked to deliver projects designed to meet the needs of the people who live and work there.

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

<b>CEE22</b>	<b>New Growth Sectors</b> To support the growth of innovative new growth sectors as identified in the National Economic Recovery Plan relating to the digital transformation, Artificial Intelligence (AI), to the decarbonisation of society, and to the circular economy.
<b>CEE23</b>	<b>Smart Dublin</b> To support the Smart Dublin Initiative in implementing its goals both at a citywide level and the local level via Smart Districts.

**The Marine Sector**

Another significant source of potential growth for the city's economy is the marine sector which includes shipping and maritime transport, energy, tourism, fisheries, seafood, aquaculture and offshore renewables.

As stated in the recently adopted National Marine Planning Framework (NMPF), sustainable development and use of marine resources can provide multiple economic benefits at a community, regional and national level, including economic growth, skills development, employment, maintaining or increasing population levels and opportunities for investment and trade.

The NMPF supports proposals for the development of land-based infrastructure, which facilitates marine activity, and the diversification or regeneration of marine industries. It also supports proposals for the development of marine infrastructure that facilitates land-based activity.

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

<b>CEE24</b>	<b>The Marine Sector</b> To support the development of the marine sector including the development, where appropriate, of land-based infrastructure, which facilitates marine activity, and the diversification or regeneration of marine industries.
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**Data Centres**

The accelerating digitisation of our society has created an increased international demand for additional data storage and processing infrastructure resulting in the development of large data centres in Ireland.

In 2017, the Government published a statement on the role of Data Centres in Ireland's Enterprise Strategy. This document emphasised a planned approach to promoting regional options for data centre investment.

Chapter 15: Development Standards provides additional detail as to the specific requirements relating to this form of development.

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

<b>CEE25</b>	<b>Data Centres</b> To require applications for new data centre development to clearly demonstrate how the proposed development: <ul style="list-style-type: none"> <li>• achieves high levels of energy efficiency;</li> <li>• maximises the use on-site renewable energy;</li> <li>• captures and reuses waste heat; and</li> <li>• is signed-up to the Climate Neutral Data Centre Pact.</li> </ul>
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**Tourism, Hotels and Events**

Dublin is the most important overseas tourism destination in the country and tourism is a central pillar of the city's economy. Fáilte Ireland estimate that in 2019 Dublin welcomed 6.3 million overseas tourists and 1.7 million domestic trips, generating a total spend of €2.4 billion and supporting 65,000 jobs. The sector however, has been significantly impacted by the COVID-19 pandemic and a significant effort will be required to rebuild tourism in Dublin.

Fáilte Ireland reported in 2020 that Dublin had been hit particularly hard, with 98% of tourism businesses in the capital reporting reduced customer levels during 2020, due largely to the city's reliance on the overseas tourist market for business.

The City Council has been working with Fáilte Ireland and other agencies in the successful development of the tourism sector in Dublin and has initiated a number of tourism ventures. Such initiatives will become even more important as the tourism sector begins to recover in the wake of the Covid-19 pandemic. Key strategic goals for tourism development in Dublin City post-Covid will be an increased focus on the domestic market, the continuation of a character mapping exercise for the city, the development of outdoor tourism experiences including the Dublin Coastal trail and Canals Greenway, as well as the implementation of the Docklands Visitor Experience Development Plan.

The City Council and Fáilte Ireland are also working on the development of 'Smart Tourism', which relates to the use of information and communication technology to develop innovative tools and approaches to improve tourism.

With regard to the provision of hotel accommodation in the capital, prior to the Covid-19 pandemic, Dublin City was experiencing hotel occupancy rates

which were amongst the highest occupancy rates reported for comparable destinations<sup>15</sup>. As a result, towards the end of the last Development Plan period, the city saw numerous applications for the development of new hotels and for the expansion of existing hotels in the city.

While such development is to be welcomed in that it provides for much needed additional accommodation for tourists visiting the city, it will be important to avoid the overconcentration of hotel development in areas of the city which currently have high levels of existing hotel, aparthotel and student accommodation development, or in areas where significant number of planning applications have been made for new or expanded hotel and aparthotel development.

Avoiding an overconcentration of hotel development in certain areas of the city centre is particularly important in the context of wider objectives to create a rich and vibrant range of uses in the city centre. As a result, the Council will consider applications for additional hotel and aparthotel development having regard to the existing and proposed mix of uses associated in the vicinity of any such proposed development.

As specified in Chapter 15: Development Standards (Section 15.14.1), where the planning authority deems there to be an overconcentration of such facilities in an area, the applicant will be requested to submit a report indicating all existing and proposed hotel and aparthotel developments within a 1km catchment and justification that the development will not undermine the principles of achieving a balanced pattern of development in the area.

To assist in the consideration of applications for hotel, aparthotel and hostel accommodation in the city, Dublin City Council will carry out an analysis of the supply and demand for tourism related accommodation in the Dublin City area.

In addition, there will be a presumption against the use of houses or apartments for short-term lets in all areas of the city.

**Events**

Pre-Covid 19, 2019 figures put the annual value of business tourism at €760 million and Fáilte Ireland had ambitious plans to grow this to €1 billion by 2025.

International conferences and large scale events make a significant contribution to the local economy and help raise the profile of the city. Whilst this sector has been impacted by Covid, Dublin is fortunate

15. According to Fáilte Ireland’s (2018) Analysis of Tourist Accommodation in Dublin 2018-20, average hotel occupancy rates in Dublin were 83% in 2017. Data collected by STR indicates that this fell to 30% for hotels in Dublin in 2020 due to the impact of the pandemic.

to have high quality, event venues including the RDS, the National Convention Centre, Croke Park and the Aviva Stadium which are capable of hosting a range of different type of sporting, entertainment, business and culture related activities and events.

Where appropriate, and having regard to the proper planning and sustainable development of the city, the City Council will support ancillary development at these venues, such as large scale capital investment projects, where it is demonstrated that it is necessary to consolidate, enhance and improve the existing event facility and where the development will not undermine the functionality of the venue or have an undue negative impact on the residential amenity of the surrounding areas.

It is the Policy of Dublin City Council:	
<b>CEE26</b>	<p><b>Tourism in Dublin</b></p> <ul style="list-style-type: none"> <li>(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 appropriate, balanced provision of tourism facilities and visitor attractions.</li> <li>(ii) To promote and enhance Dublin as a world class tourist destination for leisure, culture, business and student visitors and to promote Dublin as a setting for conventions and cultural events.</li> <li>(iii) To improve the accessibility of tourism infrastructure to recognise the access needs of all visitors to our city.</li> </ul>
<b>CEE27</b>	<p><b>Tourism Initiatives</b></p> <p>To work with Fáilte Ireland and other stakeholders to deliver on significant tourism development initiatives for the city including ‘Smart Tourism’, the Dublin Coastal Trail and the Docklands Visitor Experience Development (VEDP) Plan.</p>
<b>CEE28</b>	<p><b>Tourism Accommodation</b></p> <p>To consider applications for additional hotel, tourist hostel and aparthotel development having regard to:</p> <ul style="list-style-type: none"> <li>• the existing character of the area in which the development is proposed including local amenities and facilities;</li> <li>• the existing and proposed mix of uses (including existing levels of tourism accommodation i.e. existing and permitted hotel, aparthotel and student accommodation uses) in the vicinity of any proposed development;</li> <li>• the impact of additional tourism accommodation on the wider objective to provide a rich and vibrant range of uses in the city centre;</li> <li>• the need to prevent an unacceptable intensification of activity, particularly in predominantly residential areas;</li> <li>• the opportunity presented to provide high quality, designed for purpose spaces that can accommodate evening and night time activities – see also Chapter 12, Objective CUO34.</li> </ul>

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

<b>CEE29</b>	<p><b>Event Venues</b></p> <p>To support the continued operation and appropriate consolidation of event venues including the RDS, National Convention Centre, Croke Park and the Aviva Stadium and where appropriate, to enable them to make large scale capital investment relating to the provision of tourism, business facilities and culture-related spaces, events, conventions and activities, where such proposals support investment and growth of the overall facility and do not diminish their function as nationally important venues.</p>
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**It is an Objective of Dublin City Council:**

<b>CEE01</b>	<p><b>Study on the Supply and Demand for Hotels, Aparthotels and Hostels</b></p> <p>To carry out an analysis of the supply and demand for tourism related accommodation including hotels, aparthotels and hostels in the Dublin City area.</p>
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**Restaurants, Food and Markets**

The services sector (e.g. entertainment, restaurants, cultural and other services etc.) has been a major wealth and employment generator for Dublin and plays a pivotal role in determining the performance of the economy. For further policies relating this sector refer to Chapter 7.

**Healthcare and Health Related Sectors**

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, and in the St. James Medical Campus & Environs SDRA in particular (SDRA 14).

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

<b>CEE30</b>	<p><b>Hospitals and Healthcare</b></p> <p>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.</p>
<b>CEE31</b>	<p><b>Strategic Role of Hospital Complexes</b></p> <p>(i) To recognise the strategic economic role of the hospital complexes in the city, including the new National Paediatric Hospital and the proposed National Maternity Hospital at the St. James campus and to promote their wider catchment areas as suitable locations for new healthcare-related development.</p> <p>(ii) To promote and facilitate the continued development of the Dublin 8 area including SDRA 14 (St. James Medical Campus &amp; Environs) as a medical hub of excellence.</p>

**Education and Training**

The role education plays in addressing economic disadvantage and in providing the high quality labour force which makes Dublin so attractive to leading international and national companies is recognised. In addition to serving as an educational hub for students from all parts of Ireland, Dublin has also been successful in attracting international and English language students.

Dublin is home to four universities (Trinity College Dublin, University College Dublin, Technological University Dublin and Dublin City University) and one Institute of Technology (Institute of Art, Design & Technology). A key part to the region's success is in how these institutions actively work to build industry links and offer extensive research capabilities to companies through a number of Technology and Applied Research Centres.

There are numerous other significant third level education providers in the city including the National College of Ireland, the National College of Art and Design, Dublin Business School and Griffith College. Of particular note is the City of Dublin Education and Training Board who operate a number of higher education facilities across the City – all of which offer a range of undergraduate and postgraduate courses.

These services, particularly the City of Dublin ETB, are important as, while Dublin has a high rate of participation in third level education, a relatively high proportion of the city’s population are early school leavers and there is a correlation between this and the spatial distribution of deprivation in the city. The Council will seek to work with training and education providers to facilitate measures which seek to extend education opportunities to representatives from socially and economically disadvantaged backgrounds.

Dublin City Council is a member of the Dublin Regional Skills Forum, which plays an important role in connecting the training and upskilling needs of employers with the educational and training providers, to meet the emerging skills need of the region.

It is the Policy of Dublin City Council:	
<b>CEE32</b>	<p><b>Education and the City Economy</b> To promote Dublin as a national and international education centre/student city, as set out in national policy, and to facilitate and promote synergies between education, industry and entrepreneurship with an emphasis on retaining talent in the city, facilitating the expansion of existing economic clusters and the establishment of new clusters, and increasing participation in the city’s labour force.</p>
<b>CEE33</b>	<p><b>Access to Education</b> To work with training and education providers to facilitate measures which seek to extend education opportunities to representatives from socially and economically disadvantaged backgrounds.</p>

**Creative Industries and Craft Enterprises**

Creative industries play an important role in the city economy. The arts and recreation sector accounts for almost 6% of all employment in the capital and has experienced comparatively faster growth than the EU average since 2011.

Given the impact that the Covid-19 pandemic has had on this sector, it is of particular importance to maximise opportunities and provide support for the creative industries and cultural and artistic sectors in order to ensure their recovery and future growth. Chapter 12: Culture addresses the central role such cultural activities play in the life of the city.

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

<b>CEE34</b>	<p><b>Craft Enterprises</b> 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 and to promote Dublin city centre as a destination for such creative industries and for the cultural and artistic sectors.</p>
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**Transportation, Logistics and Dublin Port**

As an export-driven economy on the periphery of Europe and the home of the European or EMEA headquarters for many global enterprises, the transport and logistics sector is, despite the short term impact of Brexit, a significant and growing sector in Dublin.

As the economy continues to grow and the shift to online retail continues, logistics and storage is expected to be the fastest growing employment sector in Dublin over the coming decade. This will be driven by demand for both passenger and freight transport and associated activities, including storage and courier services.

Dublin Port is a particularly important element of the city’s transportation and logistics infrastructure and continues to play a significant role in the economy of the city. Dublin Port handles almost 50% of all trade in the Republic of Ireland and is a key strategic access point for Ireland and the Dublin area.

As set out in the Dublin Port Company Masterplan 2012-2040, the Port will have an important role to play in the future development and growth of the city. The Masterplan includes an overall objective to reintegrate the Port with the city and to create a unique fusion between the working port and the living city through the creation of high quality spaces.

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

<b>CEE35</b>	<p><b>Dublin Port</b> To recognise that Dublin Port is a key economic resource and to have regard to the policies and objectives of the Dublin Port Masterplan including the reintegration of the Port with the City.</p>
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# CHAPTER 7

**The City Centre,  
Urban Villages  
and Retail**



## 7.1 Introduction

Dublin city's urban centres comprise the city centre, which is the prime retail destination for the country, surrounded by a network of inner and outer suburban centres of different scales. These centres offer a range of opportunities for retail, community and social interaction, services, jobs / business development, amenities and cultural and artistic engagement.

Dublin City Centre is where people come to experience the city's vibrant street scenes, public spaces and a varied cultural and leisure offer and where they come to shop, work, study, live, socialise and spend time. These activities are facilitated by an increasingly integrated public transport system serving the city centre and progressively improving active travel options.

The city's Key Urban Villages, urban villages and neighbourhood centres are the heart of their local communities; they provide a focus for local activities, allow sustainable urban living and allow people access to local shops, services, community services, information, healthcare, amenities and to work locally. These centres have high levels of access to quality public transport and bus services.

Changes in economic conditions, technological advances, retail trends, changing consumer behaviours and the impacts and changes brought about by the Covid-19 pandemic have and continue to result in new patterns of work and lifestyles. As people can now shop and work and be entertained from home they are using the urban centres differently. In the city centre, for example, a broader leisure experience of shopping, eating, relaxing, working, browsing and culture draws visitors into the city centre; they come for a day or evening out, looking to eat, drink and visit the cinema etc., as well as shop.

In order to evolve and adapt to these trends, the city centre and the city's other urban centres will need to offer wide ranging appeal to draw and attract visitors. This includes leisure uses, residential uses, office and community uses as well as retail uses. To sustain and grow urban centres in the longer term, there will also need to be greater opportunities for people to live and spend time in these centres. In order to achieve thriving, inclusive and healthy sustainable urban centres, these centres need to be transformed into attractive and vibrant urban areas offering more space and comfort for pedestrians, a high quality public realm, amenities, active travel opportunities and opportunities for social / community interaction, cultural events and urban greening.

## 7.2 Achievements

At a strategic level, the Luas Cross City link, constructed in 2017, now connects the Grafton Street shopping area on the southern side of the River Liffey to the O'Connell Street / Henry Street shopping area to the north of the river. This public transport infrastructure supports and improves access to the city's main shopping streets by providing the city's residents as well as visitors with new options for travelling to the city centre, by allowing people far greater ease of movement around the city and by providing new access routes to the main shopping streets. The arrival of Luas Cross City has and will continue to stimulate private sector investment in the city centre.

Over the last development plan period, a number of large scale mixed use and retail developments have been developed or are currently being progressed in the city centre. These include the flagship refurbishment and extension of the former Clery's Department Store on O'Connell Street to provide a new retail, office, hotel and food quarter destination.

Other large scale developments include: the redevelopment of Hibernian House / Hibernian Corner / Nassau House on the corner of Nassau Street and Dawson Street to provide large scale retail and office space; the repurposing of the former Central Bank site on Dame Street to provide a mix of offices, retail, cafés and restaurants; and, the completed Chatham & King retail development off Grafton Street. The introduction of a mix of retail, office, hotel and cafes and restaurants will have a significant impact on the visual and commercial heart of the city centre contributing to the daytime, evening and night time economy.

The leisure sector and personal care services have seen substantial growth in the city in the last 10 years. Cafés, restaurants, cinemas, gyms

and personal grooming establishments etc. are making a significant contribution to the overall commercial functioning of the city during day, evening and night time.

Convenience retailing (supermarkets) has expanded significantly in all parts of Dublin City over the previous decade, helped by population growth and policy support in the two last development plans. In recent years, the inner city has seen the development of a significant number of new convenience stores particularly in the discount food store sector including at Brunswick Street, Cork Street and East Wall. This new convenience retail provision has provided greater consumer choice and competition and in many areas, and has had regeneration benefits and provided much needed neighbourhood scale retail provision.

The improvement of the public realm in the city centre is being addressed through the implementation of the City Council's Public Realm Strategy ('Your City - Your Space', 2012), and area based public realm plans including:

- the Grafton Street Quarter Public Realm Improvement Plan, 2013;
- the 'Heart of the City' Public Realm Masterplan for the City Core 2016; and
- the Temple Bar Public Realm Plan, 2016.

Focusing on densely used public spaces and the needs of pedestrians and cyclists, these plans set out guidance and priorities for the city centre for the next 10/15 years. Public realm improvements completed under the 'Grafton Street Quarter Public Realm Improvement Plan' include works to Grafton Street, Harry Street, Balfe Street, Chatham Street and Clarendon Street.

The City Centre Pedestrian Wayfinding Scheme provides essential local information (map panels and fingerposts) to help and encourage people to walk around and explore the city. This scheme continues to be expanded around the inner city and it extends to the Docklands, Phibsborough and Raheny. Infrastructure consists of map panel units and fingerposts, carrying c. 1,730 finger panel signs. Since 2016, as new destinations emerged in the city, additional finger panel signs and combined map panel units have been added to the wayfinding system.

The O'Connell Street and Grafton Street Areas of Special Planning Control (ASPCs) remain pivotal in ensuring that only suitable uses are permitted in the heart of the city. Updated Schemes of Special Planning Control were made for O'Connell Street in 2016 and for Grafton Street in 2019. These schemes allow Dublin City Council to specify development

objectives for the preservation or enhancement of these areas. This will ensure the protection of the special and unique character of O'Connell Street and Grafton Street, which is intrinsically linked to specific retailers and uses.

A Shopfront Improvement Scheme was launched in 2015 for retail premises in the south western area of the city. Through financial assistance it has assisted a wide range of retailers, small business owners and community organisations to enhance their premises and improve the quality of some of the capital's most historic streets and urban villages. This scheme has been rolled out to the Finglas / Ballymun area.

## 7.3 Challenges

The main challenges in protecting, developing and enhancing the city centre and the city's urban villages are outlined below:

### **Revitalising and Developing the Resilience of the City Centre and the City's Urban Centres Post-Covid-19**

The Covid-19 Pandemic has had an unprecedented and seismic impact on Dublin's economy with activity in retail, retail services, food and beverage, leisure, tourism and cultural sectors plummeting and businesses closing. A report by the three Regional Assemblies of Ireland – 'Covid-19 Regional Economic analysis', 2020, identified that Dublin City and suburbs exposure to the pandemic should be the lowest of all urban centres as its economic activities such as finance and ICT are capable of operating remotely. The city and suburbs, however, have the highest number (nationally) of commercial units operating in the sectors worst affected. Revitalising and developing the resilience of the city centre and the city's urban centres post-Covid-19 is a huge challenge for the city.

### **The Changing Nature of Retail**

The retail sector is undergoing change due to online retailing, technological change and changing consumer behaviour. There are now many more ways to shop (multi-channel) that do not require the shopper to visit an urban centre as shopping can be delivered to the home or work etc. Year-on-year growth in online retailing in Ireland has increased and this trend has accelerated during the pandemic. While large urban centres

with attractions complementary to retail are likely to withstand the challenges of online shopping, the city's smaller suburban centres are more likely to be impacted by these trends.

### Competition from M50 Shopping Centres

The regional M50 shopping centres have solidified their position as regional shopping destinations within Dublin's suburbs, displacing comparison retail focussed shopping trips that were once the exclusive remit of the city centre. Combined, these centres offer retail space on a par with the city centre and they continue to have active plans to expand. For the city centre to remain resilient and competitive it must attract these shoppers back to the city centre, recognise and respond to the appeal of shopping in a high quality car-free environment with a concentration of a range of appealing retail uses, as evidenced in Henry Street and Grafton Street.

### Investment in Key Urban Villages

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 convenience supermarkets and on-line retailing. Large scale retail led developments in many suburban centres approved pre the 2008 recession were not realised and retail development has contracted in many of the Key Urban Villages resulting in vacancy. Many of these centres remain underdeveloped and have capacity for consolidation and regeneration. Attracting appropriate uses / retail to these centres remains a challenge. An opportunity presents itself to facilitate the incubation of indigenous craft, food production, local farmers markets and the sale of local produce and other local services that can contribute to the vibrancy and occupancy of the key urban villages' retail core.

### Retrofitting the Public Realm to Realise Opportunities for Healthy Placemaking

De-cluttering and repurposing the public realm and rebalancing space in favour of pedestrians and cyclists will be required to ensure the city centre and the city's urban centres support healthy placemaking. Investment in the public realm makes the city centre and Key Urban Villages more attractive and more accessible to all, with improved and widened paths, seating / rest spaces, tree planting and opportunities to linger.



### Growing the Night Time Economy

There has been growing recognition of the role the night time sector plays / can play in the economy of cities. The development of a 24 hour city in Dublin City has the potential to draw more people into the city, thereby supporting other city centre uses and supporting job growth and the city's economy. Tackling the perceived image of an unsafe night environment, however, in certain areas of the city, and issues such as the lack of night time public transport and the potential for conflict with other uses such as residential uses needs to be managed and addressed.

## 7.4 The Strategic Approach

The following strategic approach will be taken to support and promote the city centre and the city's urban villages and retail:

- Align the retail hierarchy for the city to the settlement hierarchy of the Core Strategy in order to enhance and consolidate the city centre and to create mixed use, lively and vibrant urban villages and neighbourhoods throughout the city.
- Place sustainability and climate resilience as the over-arching consideration in the development of the city centre and urban villages with a particular emphasis on healthy streets, active travel and public transport accessibility, building on the 15 minute city concept, the primacy of the city centre and the vitality and viability of existing and emerging centres.
- Provide a vibrant mix of shopping, leisure, office and residential uses, third spaces and family friendly attractions in the city centre thereby, offering shoppers an experience and a depth of offer that attracts suburban shoppers / workers / tourist / students / residents to shop, socialise and spend time in the city centre.
- Promote and consolidate the role of Key Urban Villages so that they provide for sustainable urban living, they serve the community / social / cultural / civic needs of the local communities in which they exist and a level of retail development commensurate to their catchment.
- Promote and consolidate the role of urban villages and neighbourhood centres so that they can provide convenient and attractive access by walking and cycling to local goods and services needed on a day-to-day basis.

- Recognise the importance of placemaking and an attractive public realm and its contribution to supporting city centre retail, enhanced pedestrian amenities and developing the city centre and urban villages as key destinations.
- Place an emphasis on healthy place making in the city centre and in all urban centres with initiatives tailored towards making these centres better places to live and to visit.

## 7.5 Policies and Objectives

### 7.5.1 General Retail Policy

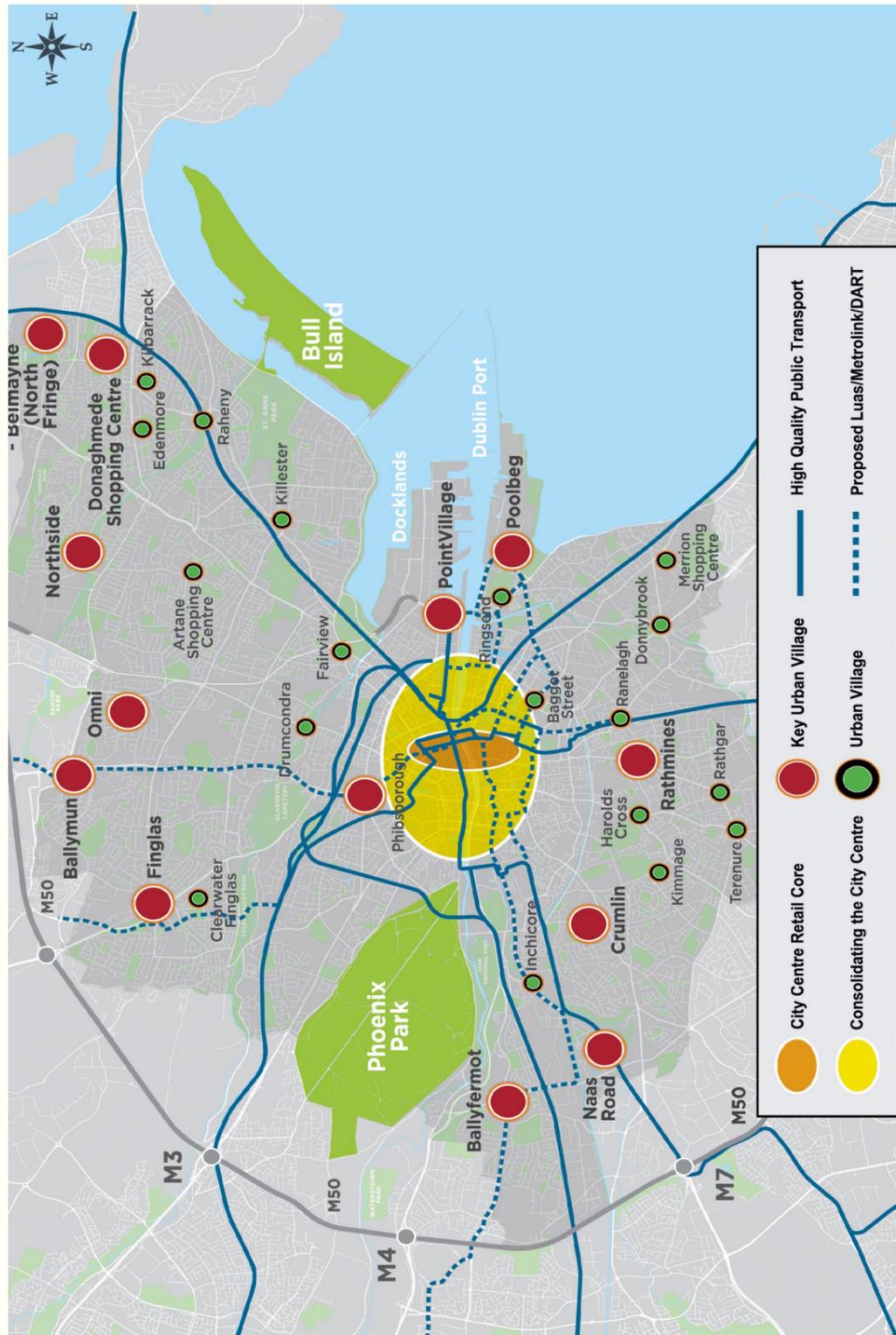
The Retail Planning Guidelines, 2012 set out the retail planning framework for retail development. In accordance with these guidelines, retail policy for the city must be informed by a multi-authority retail strategy which would set out the retail hierarchy for the region and which would set out retail floorspace requirements for different settlements under the hierarchy. The existing 2008 – 2016 Retail Strategy for the Greater Dublin Area is considered out of date and a new multi-authority strategy for the region is required.

In the interim, the Regional Spatial Economic Strategy (RSES), for the Eastern and Midland Regional Assembly, 2019 sets out a retail hierarchy for the Eastern and Midland Region and it states that it will support and drive the preparation of a new retail strategy for the region.

For the purposes of this development plan and pending the preparation of a new retail strategy for the Region, a 'Retail Strategy' has been prepared for this development plan and this is set out in Appendix 2 of this Plan.

This strategy outlines a retail hierarchy for the city comprising, in descending order, the city centre, Key Urban Villages, urban villages and neighbourhood centres and local shops. See Figure 7-1: Retail Strategy for the indicative locations of the city centre retail core, key urban villages and examples of urban villages.

Figure 7-1: Retail Strategy



In line with the Retail Planning Guidelines, 2012, the DCC Retail Strategy seeks to promote town centre vitality through the sequential approach to development. New retail development should relate to this retail hierarchy and it should be located in the designated centre and be of a scale compatible with the function and capacity of the centre (see Section 6.0 of the Retail Strategy).

It is the Policy of Dublin City Council:	
<b>CCUV1</b>	<p><b>Retail Planning Guidelines</b> That future provision of retail development within the city will have regard to The Retail Planning Guidelines for Planning Authorities DECLG 2012. Dublin City Council will also have regard to these guidelines when preparing plans and in the assessment of retail-related planning applications.</p>
<b>CCUV2</b>	<p><b>Retail Hierarchy</b> To implement the retail hierarchy contained in the 'Retail Strategy' of this Development Plan and to support retail development at all settlement levels in the city. Retail development within the hierarchy of centres will be of a scale, type, and nature that reflects and enhances the role and function of the centre within which it is proposed as per the Retail Strategy, Appendix 2.</p>
<b>CCUV3</b>	<p><b>Sequential Approach</b> To promote city centre and urban village vitality through the sequential approach to retail development, enable good quality development in appropriate locations, facilitate modal shift and to deliver quality design outcomes.</p>
<b>CCUV4</b>	<p><b>The Role of Retail</b> To promote and support the major contribution of retail and retail 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, recreational and community activities.</p>
<b>CCUV5</b>	<p><b>Retail Design Brief</b> To require that proposed retail developments for large-scale or sensitive sites are accompanied by a retail design brief guided by the key principles contained in the 'Retail Design Manual – DECLG, 2012'.</p>
<b>CCUV6</b>	<p><b>Large Scale Retail / Mixed Use Developments</b> To ensure that large scale retail / mixed use development proposals match the capacity of existing and planned public transport; provide good quality street environments to provide safer and more attractive settings for people to shop / do business; and incorporate cycle and pedestrian friendly designs in line with the Retail Design Manual 2012.</p>

It is the Policy of Dublin City Council:	
<b>CCUV7</b>	<b>Variety in Shopping Offer</b> Development proposals for major new retail and complementary developments will be expected to provide a range of unit sizes to encourage variety in the shopping offer and support small business growth.
<b>CCUV8</b>	<b>Competition and Innovation</b> To promote and facilitate competition and innovation in the retail sector to the benefit of the consumer, as an integral part of the proper planning and sustainable development of the city.
<b>CCUV9</b>	<b>Independent Retailing</b> To support the independent retailing sector by continuing to provide financial support, skills training and education through the Local Enterprise Office and other means.
<b>CCUV10</b>	<b>Specialist Shops</b> To acknowledge the unique attraction/distinctiveness of specialist shops / independent / indigenous retail in the city centre and inner city which contribute to the character and attractiveness of the city centre.
<b>CCUV11</b>	<b>Omni-Channel Retail</b> To promote and support 'Click and Collect' services which can reduce e-commerce deliveries and bring footfall to the city centre.
<b>CCUV12</b>	<b>Shopfront Design</b> To require a high quality of design and finish for new and replacement shopfront, 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 and Chapter 15.
<b>CCUV13</b>	<b>Vacant Units</b> To promote the temporary use of vacant premises in order to reduce the level of vacancy on streets as this can compromise the vitality of urban centres. Temporary uses which can contribute to the economic, social and cultural vitality of the city centre and which allow public access will be encouraged (pending permanent occupancy).
<b>CCUV14</b>	<b>Adult Shops, Betting Shops and Gaming Arcades</b> To seek to prohibit adult shops, betting shops and gaming arcades 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.

It is an Objective of Dublin City Council:	
<b>CCUVO1</b>	<b>Support Preparation of New Retail Strategy for the Region</b> To support the preparation of a new retail strategy for the region in accordance with the requirements of the Retail Planning Guidelines 2012 and undertake a review of the Dublin City Development Plan Retail Strategy upon its completion.
<b>CCUVO2</b>	<b>Consultation with Adjoining Local Authorities</b> 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 urban centres.
<b>CCUVO3</b>	<b>Monitoring / Review of Retail Floorspace Provision</b> (i) To monitor large retail permissions / provision and to review changes in population targets that may be carried out during the lifetime of the Plan in order to identify any retail policy adjustments required. (ii) To carry out a comprehensive review of retail floorspace in the city centre and Key Urban Villages.

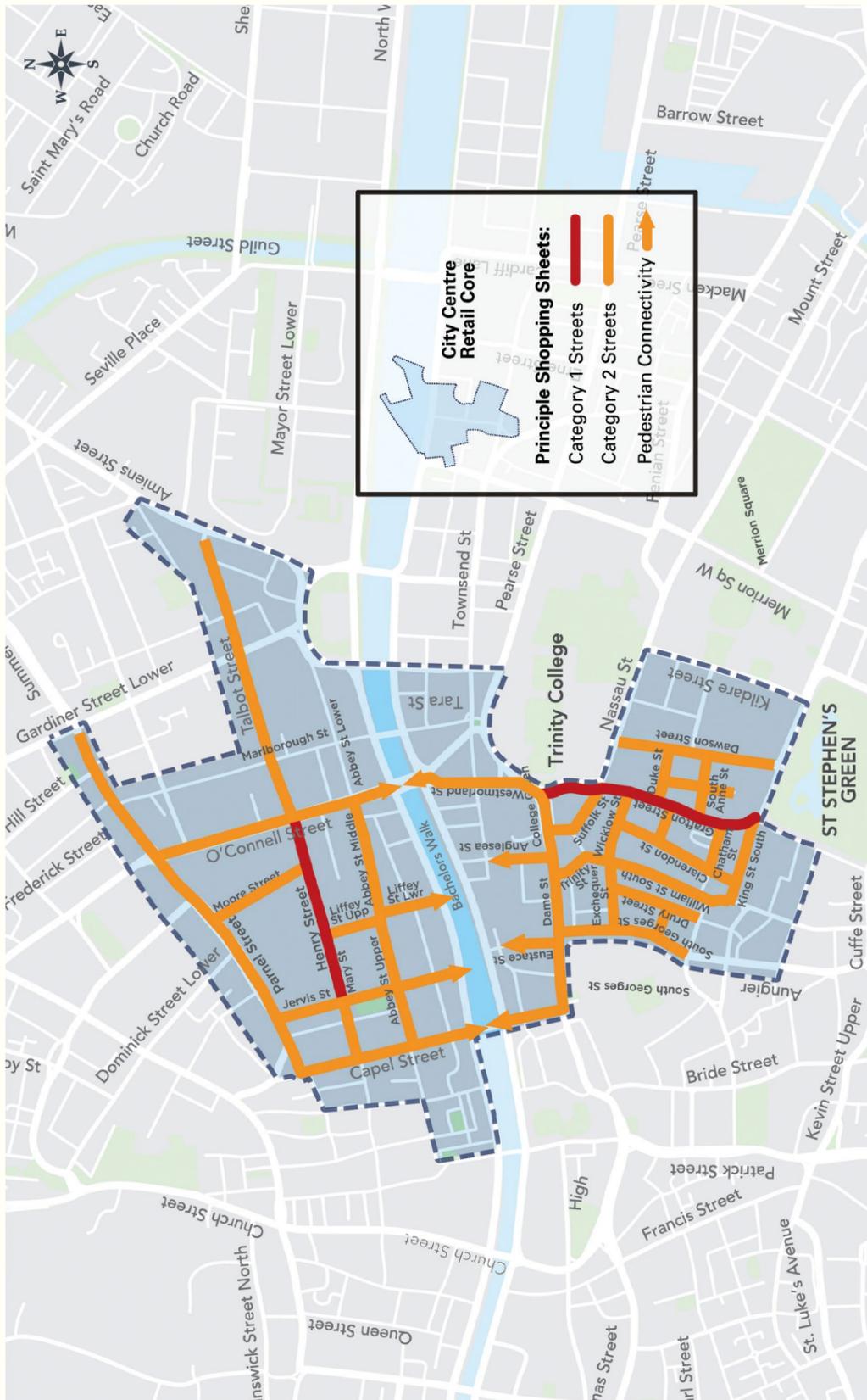
### 7.5.2 Primacy of the City Centre and Retail Core Area

Dublin City Centre serves as the pre-eminent shopping, business, cultural and leisure destination in the state. To ensure the long-term sustainability, viability and vitality of the city centre, it is important that it can adapt to changing consumer demands and behaviour, changing work patterns and the challenges posed by online retailing.

To attract shoppers and visitors and people to live in the city centre, a vibrant mix of city centre experiences will be required. A 'strategy to support the city centre retail core' is set out in Section 8.0 of the DCC Retail Strategy in Appendix 2. This sets out measures to improve the vibrancy, liveability and competitiveness of the city centre; envisioning vibrant shopping streets, a city of events, markets, family leisure, a 24 hour city, a city for homes, expanded and improved public spaces, new and upgraded pedestrian / cycle routes, and integrated public transport.

The premier shopping streets in the city centre retail core are designated as Category 1 and Category 2 shopping streets. The land use criteria for Category 1 and 2 streets are set out in the Retail Strategy, Appendix 2 and their locations are shown on Figure 7-2: Dublin City Centre Retail Core, Principal Shopping Streets.

**Figure 7.2: Dublin City Centre Retail Core, Principal Shopping Streets**



The purpose of the Category 1 designation is to protect the primary retail function of these streets with an emphasis on higher order comparison retail. The purpose of the Category 2 designation is to provide for a mix of retail and other complementary uses which will increase shopper dwell time in the city.

It is the Policy of Dublin City Council:	
<b>CCUV15</b>	<p><b>Premier Shopping Area</b> 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. In line with the Retail Planning Guidelines, 2012, the city centre should be the main focus for higher order comparison retail in the city to protect its retailing role and primacy.</p>
<b>CCUV16</b>	<p><b>Category 1 and Category 2 Streets</b> To protect the primary retail function of Category 1 Streets in the city and to provide for a mix of retail and other complementary on Category 2 streets. To promote active uses at street level on the principal shopping streets in the city centre retail core having regard to the criteria for Category 1 and Category 2 streets (see Appendix 2 and Figure 7.2).</p>
<b>CCUV17</b>	<p><b>Diversifying the City Centre</b> To ensure the resilience of Dublin City Centre to changing trends in retail demand, appropriate opportunities to further diversify the city centre as a place to live, work and socialise will be encouraged.</p>
<b>CCUV18</b>	<p><b>Residential Development</b> To encourage, support and promote more residential apartments as part of mixed-use developments or through the reuse / retrofit of the upper floors of existing buildings. The use of upper floors for residential use is supported in principle on Category 2 Shopping Streets.</p>
<b>CCUV19</b>	<p><b>Parking and the Retail Core</b> To support the re-use and replacement of car parks in the centre of the retail core and to safeguard short term car parking provision for shoppers and visitors at the periphery of the retail core. The redevelopment of central car parks will support public realm improvements and pedestrian priority in the retail core.</p>

It is an Objective of Dublin City Council:	
CCUV04	<p><b>WeareDublinTown</b> To support Dublin’s Business Improvement District (BID) - ‘WeareDublinTown’ / ‘DublinTown’ and to acknowledge the role and facilitate the work of ‘DublinTown’ which includes the provision of additional City Centre services and projects to improve the city centre.</p>
CCUV05	<p><b>Underutilised and Inactive City Centre Streets</b> To reactivate the underutilised and inactive city centre streets and lanes in the city centre through the inclusion of art, landscaping, street furniture, outdoor dining, activity spaces and residential uses.</p>
CCUV06	<p><b>Car Parks and Last Mile Delivery</b> To investigate the potential of the use of car parks in the city centre for micro hubs and distribution centres for ‘last-mile’ delivery as part of the preparation of a Servicing / Logistics Strategy for the city (see also Objective SMTO6).</p>
CCUV07	<p><b>Marketing the City Centre</b> To actively market the city centre to prospective international retailers. Dublin City Council will seek to work with Dublin Chamber and other relevant city centre stakeholders to benchmark Dublin internationally in order to attract new retailers and to retain its function as a prestigious centre of retail.</p>
CCUV08	<p><b>Review of Architectural Conservation Areas / Areas of Special Planning Control</b> To review the Architectural Conservation Areas (ACAs) pertaining to the retail core so that they reflect the approach for Category 2 Streets with particular regard to complementary non-retail uses. To prepare / update Areas of Special Planning Control for the city as and where appropriate and necessary.</p>

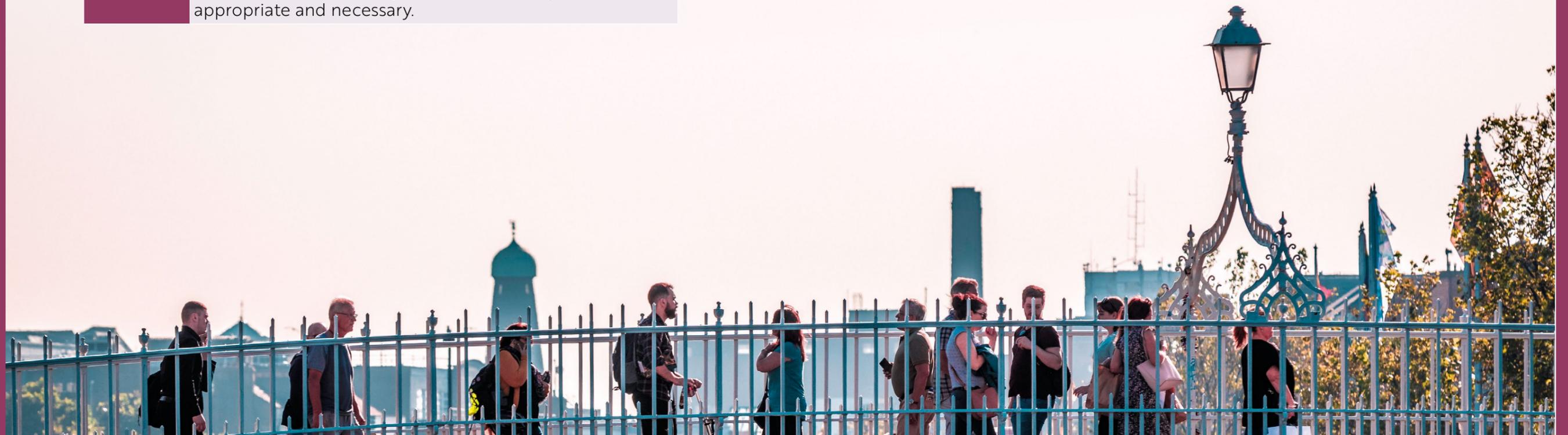
### 7.5.3 Key Urban Villages, Urban Villages and Neighbourhood Centres

The city’s Key Urban Villages, urban villages and neighbourhood centres have their own identity and sense of place and allow all parts of the city to access a wider variety of commercial, community, social and cultural services locally. These centres support the concept of the 15 minute city whereby people’s daily requirements can be reached within 15 minutes by foot, bike or public transport.

#### Key Urban Villages

Key Urban Villages are the top tier of urban centre outside the city centre (see Chapter 2: Core Strategy) and are the primary location for commercial activity outside of the city centre. There are 12 Key Urban Villages in the city and their location is shown on Figure 7.1 and their geographical extent is shown on Map K of the development plan.

Key Urban Villages are mixed use centres which support the many varied and diverse aspects of community life. They are normally based around high quality public transport or they fulfil a regeneration role. The development / consolidation / regeneration of Key Urban Villages with high density mixed use development and residential led intensification will be supported. This will bring these centres into more intensive and efficient use thereby supporting their placemaking functions as social gathering places and areas of concentrated vibrancy and diversity which in turn will support existing services and improve the viability of existing and planned public transport, as well as meeting housing demand.



General development principles for Key Urban Villages are set out in Chapter 14, Section 14.7.4.

Key Urban Villages function to serve the needs of the local communities in which they exist providing an important local retail, service, community and employment role. Their catchment is wider than those served by urban villages and neighbourhood centres.

To develop sustainably, Key Urban Villages will need to diversify in response to current and future economic trends, technological advances, and consumer behaviours and attain a viable and varied range of functions to serve their communities. Key Urban Villages must develop a diverse range of commercial and community uses including convenience retailing, leisure (including cafés and restaurants), social infrastructure, cultural uses, night time economy uses, civic functions, and local employment / co-working hubs.

In line with national retail planning policy, it is envisaged that retail development in Key Urban Villages will be commensurate to their catchment. Guiding principles regarding the scale of retail development to be promoted in each Key Urban Village over the plan period is set out in Table 3 in Retail Strategy (Appendix 2).

The development of high quality urban environments in Key Urban Villages is essential so that they are places where people want to live and so that they become attractive destinations which can be accessed by walking, cycling and public transport. Urban Framework Plans with guiding principles have been prepared for a number of the Key Urban Villages to enable these centres to develop their own distinct spatial and cultural identity (see Chapter 13).

Chapter 2, containing the Core Strategy of the development plan, identifies a number of Key Urban Villages for which, either a Local Area Plan (LAP) or Village Improvement Plan (VIP) or Local Environmental Improvement Plan (LEIP), as appropriate will be prepared, subject to resources. It is envisaged that public realm / placemaking strategies will be formulated as part of the preparation of these plans.

### Urban Villages and Neighbourhood Centres

Dublin City is a city of neighbourhoods and these neighbourhoods are well served by local facilities ranging from medium sized shopping centres such as Artane Castle and the Merrion Shopping Centre to the more traditional villages such as Drumcondra and Ranelagh and to Neighbourhood Centres which often comprise local shopping parades and corner shops.

These urban villages and neighbourhood centres have an important role to play in the creation of sustainable neighbourhoods in both the established urban villages and in developing areas. Their focus will be on providing convenient and attractive access by walking and cycling to local goods and services needed on a day-to-day basis. This will become more important as the city's population increases, requiring quality services at a local level in line with the Core Strategy.

Chapter 2: Core Strategy, identifies a number of urban villages which are to be subject to Village Improvement Plan (VIPs) or Local Environmental Improvement Plans (LEIPs) to be prepared for these centres, as resources permit (see Chapter 2: Core Strategy).

It is the Policy of Dublin City Council:	
CCUV20	<b>Mixed Use Key Urban Villages/Urban Villages</b> To support the development, regeneration and or consolidation of Key Urban Villages/urban villages as appropriate, to ensure these centres continue to develop their mixed used role and function adding vitality to these centres including through the provision of residential development.
CCUV21	<b>Scale of Retail Development in Key Urban Villages/Urban Villages</b> To have regard to the guiding principles regarding the scale of retail development to be promoted in each Key Urban Village as set out in the Dublin City Retail Strategy in Appendix 2.
CCUV22	<b>Intensification</b> To support and promote the redevelopment and intensification of underutilised sites within Key Urban Villages and urban villages including surface car parks.
CCUV23	<b>Active Uses</b> To promote active uses at street level in Key Urban Villages and urban villages and neighbourhood centres.
CCUV24	<b>Co - Working Hubs</b> To support the development of 'Hub' workspaces as part of new mixed new developments in Key District Centres and urban villages.
CCUV25	<b>Neighbourhood Centres / Local Shopping</b> To support, promote and protect Neighbourhood and Local Centres which play an important role in the local shopping role for residents and provide a range of essential day to day services and facilities.
CCUV26	<b>New Growth Areas</b> To support and facilitate local shopping and retail services commensurate with new residential areas to provide day to day and top up shopping needs.

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

<b>CCUVO9</b>	<b>Town Centre Health Check</b> To progress 'Health Check Assessments' for older suburban Key Urban Villages, as part of Local Area Plans and Village Improvement Plans in order to ensure the vitality and viability of these centres, assessing issues such as attractions, accessibility, amenity and actions to be taken.
<b>CCUVO10</b>	<b>Shopfront Improvement Scheme</b> To support the roll out of the Shop Front Improvement Scheme to the urban villages and radial streets in city centre subject to a criteria based analysis, available resources and funding availability.

### 7.5.4 Convenience and Retail Service Shopping

The provision of good quality convenience and retail service shopping to cater for daily shopping needs plays an important role in ensuring viable sustainable neighbourhoods where convenience retail and local services are within easy walking distance for residents. Convenience retailing (supermarkets) has expanded significantly in Dublin City over the last 10 years helped by population growth and policy support in the last development plan, specifically in the inner city. Many convenience operators have notably adapted their store model to suit urban / city centre sites with no car parking in some cases.

This new convenience retail provision has provided greater consumer choice and competition and in many areas, has had regeneration benefits and provided much needed neighbourhood scale retail provision.

Balanced with this, is the need for a managed approach to off-licence sales within the city centre retail core in order to ensure there is not an over concentration of such units in any one area, including units that form a subsidiary use within a convenience outlet. The advertising of alcohol is controlled under the Public Health (Alcohol) Act 2018. Further guidance on off licence development is set out in Section 15.14.8, Chapter 15.

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

	<b>Provision of Convenience Retail</b> To promote convenience retail development in the city, particularly in new regeneration areas and where such development can provide an important anchor to secure the vitality and viability of Key Urban Villages, urban villages and neighbourhood centres.
<b>CCUV27</b>	
	<b>Provision of Retail Services</b> To support and promote the development of retail service development at all levels of the retail hierarchy in the city.
<b>CCUV28</b>	

### 7.5.5 Retail Warehouse Parks / Retail Warehouses

Retail Warehouse Parks and Retail Warehouses are typically located in suburban locations due to the need for car parking facilities and ease of servicing. Due to the growth of this out-of-town retail format in the early 2000's and the impact of these developments on town centres, the 'Guidelines for Planning Authorities – Retail Planning – 2012, DECLG' states that in general there should be a presumption against the further development of out-of-town retail parks.

There is limited provision of this retail format in the city; retail warehouse space has contracted in the city with sites being redeveloped for high intensity mixed use development or due to a change of use, all as part of the compact city approach.

Further guidance on retail warehouse development is set out in the Retail Strategy in Appendix 2.

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

<b>CCUV29</b>	<b>Retail Warehousing and Retail Parks</b> 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'.
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### 7.5.6 Food and Beverage Sector / Markets

Dublin City has a huge range of food and drink establishments. They play a vital role in supporting the visitor economy (day and evening), providing local employment opportunities and contributing to the city’s vitality.

Indoor and street based markets such as Georges Street Arcade, Moore Street, the Temple Bar Book and Food Market and the Designer Market on Cows Lane along with Farmers Markets add vibrancy, diversity and interest to the city as well as supporting local produce/enterprise. Proposals for markets that encourage smaller and independent retailers will be supported and encouraged. Such proposals will generally be directed to urban centres to support the existing retail offer.

The proposed redevelopment of the Victorian Wholesale Fruit and Vegetable Market on Mary’s Lane and a regenerated Iveagh Market and Moore Street Market, have the potential to provide major visitor attractions in the city as well as new local amenities for the communities that they serve.

It is the Policy of Dublin City Council:	
<b>CCUV30</b>	<b>Cafés / Restaurants</b> To promote and facilitate the provision of cafés / restaurants in the city and support their role in making the city more attractive for residents, workers, and visitors and in creating employment.
<b>CCUV31</b>	<b>Food and Beverage Clusters</b> To support emerging food and beverage clusters around the city centre; see Figure 4, Appendix 2, particularly around the Henry Street and Westmoreland Street areas of the city to enhance the appeal of the north and south retail cores.
<b>CCUV32</b>	<b>Outdoor Dining</b> Proposals for outdoor dining / trading from premises extending into the street will be supported where they would not harm local amenity or compromise pedestrian movement, accessibility needs or traffic conditions.
<b>CCUV33</b>	<b>Support for Markets</b> To facilitate indoor and outdoor markets both in the city centre and throughout the city particularly where they support the existing retail offer and local produce/start up enterprise and the circular economy; and to realise their potential as a tourist attraction.
<b>CCUV34</b>	<b>Moore Street Market</b> 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 cooperation with the traders.

It is an Objective of Dublin City Council:	
<b>CCUV011</b>	<b>Victorian Fruit and Vegetable Market</b> 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. See also SDRA 13, Chapter 13.
<b>CCUV012</b>	<b>Iveagh Market</b> To support a regenerated Iveagh Market as a major visitor attraction and as a local amenity for the community and to ensure that regeneration proposals include an appropriate community/civic space.

### 7.5.7 Evening and Night Time Economy

The evening and night time economy refers to social, cultural and economic activity occurring between specified night time hours. There has been growing recognition of the role the night time sector plays / can play in the economy of international cities. Evening and night-time economy uses comprise a wide range of uses including restaurants, pubs, cinemas, dance and music venues and theatres along with not for profit community spaces or third places. Evening and night-time economy uses contribute to the vitality and vibrancy of the city centre and contributes positively to the visitor experience and local economy.

It is the Policy of Dublin City Council:	
<b>CCUV35</b>	<b>Night Time Economy</b> To support and facilitate evening / night time economy uses that contribute to the vitality of the city centre and that support the creation of a safe, balanced and socially inclusive evening / night time economy.
<b>CCUV36</b>	<b>New Development</b> To support uses that would result in the diversification of the evening and night time economy where there is little impact on the amenity of adjoining or adjacent residential uses through noise disturbance and where there are no negative cumulative impacts in terms of other night-time economy uses in the area.

### 7.5.8 Public Realm

The public realm generally refers to all the areas to which the public has access such as roads, streets, footpaths, lanes, parks, squares, open spaces and building façades.

The public realm plays an important role in how Dublin's urban centres function; it comprises the spaces that people move through in their daily lives and spaces for recreation, social contact and civic engagement. The quality of the public realm affects how people experience and perceive the city in terms of its attractiveness as a place to live, work and visit as well as influencing a range of health, wellbeing and social factors. The quality of the public realm is, therefore, vital to the liveability and health of the city and to its economic success.

Dublin City Council, through its own projects and through its works with infrastructure providers and developers is working to provide a city wide public realm that is distinctive, attractive, safe, accessible, inclusive and well connected.

Public realm projects in the city centre are guided by the Dublin City Public Realm Strategy 'Your City Your Space' 2012, which sets out guiding principles to support the delivery of a quality public realm which is safe and easy to navigate. It is the Council's intention to review the existing the Public Realm Strategy within the development plan period and to prepare a citywide strategy for a coordinated approach to delivering and managing the public realm.

A quality public realm will deliver / provide:

**Quality Urban Design:** Good urban design principles should be integrated into the layout and design of new development in line with the Departmental Guidelines 'Sustainable Residential Development in Urban Areas', 2009 and the 'Design Manual for Urban Roads and Streets, 2012 (DMURS). This is to ensure that the design of the public realm will make attractive places and will positively contribute to the wider objectives of the development plan of creating green, healthy and successful places.

**A Sense of Place:** All spaces should be carefully designed and be appropriate to their context, character and location and should provide/reinforce a sense of place.

**Connections:** The public realm should be legible, connected and permeable and designed to encourage people to walk and cycle to their destinations (schools, shops, work, playgrounds etc.) and to easily access public transport. This will encourage and enable people to be physically active in their daily lives.

**Comfort:** The public realm should be highly accessible and inclusive, designed for the comfort and ease of movement of people. A particular priority must be given to the needs of pedestrians and this would include the need to give pedestrians more space in the public realm / the need to expand the pedestrian network. There should be a special focus on the needs of disabled people, and the difficulties they face in negotiating the city, and on the elderly, those with dementia, women, children and others with particular mobility requirements. The design of the public realm should be guided by universal design principles and regard should be had to the UN Convention on Rights of Persons with Disabilities (UNCPRD), the National Disability Inclusion Strategy, 2018 and gender proofing.

**Sociable Spaces:** A quality public realm will provide opportunities for people to meet, congregate and socialise, as well as providing opportunities for quiet enjoyment thereby significantly enhancing the public's experience of the urban environment. These spaces can range from large civic spaces to micro parks, pop up parks and opportunities for lingering / play.

**Safety:** The public realm must be carefully managed and maintained. It should be decluttered and deter anti-social behaviour and crime to ensure people feel safe. Adjacent buildings should activate, animate and overlook the public realm thereby making the spaces more attractive and providing a sense of security to people using the space / passing through.

**High Quality Materials:** Spaces must be carefully designed, using high quality materials and detailing which respect and enhance the existing character of areas within the city. Landscape treatment, planting, street furniture and surface materials should be of good quality, fit-for-purpose, durable and sustainable.

**Green Infrastructure:** Urban greening features / green infrastructure should form part of all places and streets for visual amenity and climate resilience purposes. This will include the provision of street trees, green roofs, green walls and nature based solutions for sustainable drainage systems (SuDs).

**Civic Amenities:** The installation of seating will be encouraged in the public realm in the city and where it adds to the peaceful enjoyment of the public realm. The installation of civic amenities such as public toilets and water fountains can provide important facilities for residents, workers and visitors and will be encouraged.

The City Council will continue to develop public realm strategies and to invest in the urban environment.

It is the Policy of Dublin City Council:	
<b>CCUV37</b>	<b>Plan Active and Healthy Streets</b> To promote the development of a network of active, healthy, attractive, high quality, green, and safe streets and public spaces which are inviting, pedestrian friendly and easily navigable. The aspiration is to 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.
<b>CCUV38</b>	<b>High Quality Streets and Spaces</b> To promote the development of high-quality streets and public spaces which are accessible and inclusive in accordance with the principles of universal design, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city's diverse communities regardless of age, ability, disability or gender.
<b>CCUV39</b>	<b>Permeable, Legible and Connected Public Realm</b> To deliver a permeable, legible and connected public realm that contributes to the delivery of other key objectives of this development plan namely active travel and sustainable movement, quality urban design, healthy placemaking and green infrastructure.
<b>CCUV40</b>	<b>Public Safety</b> To promote the development of a built environment and public spaces which are designed to deter crime and anti-social behaviour and which promote safety, as set out in the 'Your City Your Space' Public Realm Strategy 2012.
<b>CCUV41</b>	<b>New Infrastructure Development</b> Infrastructure projects in Dublin City should ensure placemaking outcomes through a design-led approach. Dublin City Council will work the relevant agencies / infrastructure providers to achieve public realm enhancements in the design, implementation and delivery of infrastructure projects.

It is the Policy of Dublin City Council:	
<b>CCUV42</b>	<b>Public Realm - Key Urban Villages/Urban Villages</b> To provide environmental and public realm improvements in Key Urban Villages and urban villages around the city through the implementation of Local Environment Improvement Plans / Village Improvement Plans and Placemaking Strategies in order to support the regeneration and revitalisation of the city's urban villages. Such plans:  (i) will identify opportunities for micro spaces (small spaces to facilitate lingering and social, community and cultural interaction and events); and  (ii) will be informed by walkability exercises led by older people, parents, visually impaired and people with disabilities, to make city outdoor spaces more accessible and safe for all, creating walkable communities and age friendly spaces.
<b>CCUV43</b>	<b>New Development</b> That development proposals should deliver a high quality public realm which is well designed, clutter-free, with use of high quality and durable materials and green infrastructure. New development should create linkages and connections and improve accessibility.

It is an Objective of Dublin City Council:	
<b>CCUVO13</b>	<b>Civic Spine / College Green</b> To implement a programme of environmental and public realm improvements along the Grand Civic Spine from Parnell Square to Christchurch Place and along the city quays, and to prioritise the redevelopment of College Green as a pedestrian friendly civic space including the pedestrianisation of Foster Place.
<b>CCUVO14</b>	<b>City Centre Public Realm Strategy</b> To support the review / update of the City Council's City Centre Public Realm Strategy - 'Your City Your Space' Public Realm Strategy 2012' and apply it for new / redevelopment public realm work throughout the Dublin City Council administrative area. The new Public Realm Strategy will adopt / provide for:  (i) gender and age proofing of public realm projects; (ii) investment in / the use of assistive technology for vulnerable users of the public realm; (iii) good practice models in facilitating mobility aids, including scooters in the public realm; and (iv) good practice model of public seating for older people with mobility issues.

It is an Objective of Dublin City Council:	
<b>CCUVO15</b>	<p><b>Public Realm Plans / Masterplans</b> To support the implementation of the following public realm plans / masterplans (listed below) and companion manuals:</p> <ul style="list-style-type: none"> <li>• ‘The Heart of the City’ Public Realm Masterplan for the City Core 2016;</li> <li>• Grafton Street Quarter Public Realm Improvement Plan, 2013;</li> <li>• Public Realm Masterplan for the North Lotts &amp; Grand Canal Dock SDZ Planning Scheme 2014;</li> <li>• Temple Bar Public Realm Plan 2016; and</li> <li>• Markets Area Public Realm Plan 2021.</li> </ul>
<b>CCUVO16</b>	<p><b>Improve Links North / South</b> To improve North / South links between Grafton Street and Henry Street Shopping areas through the implementation of the ‘The Heart of the City’ Public Realm Masterplan for the City Core 2016.</p>
<b>CCUVO17</b>	<p><b>Streets and Lanes Dublin 1</b> To work with city stakeholders including local businesses, and the BIDs group ‘WeAreDublintown’ to implement a number of public realm projects arising from the Re-Imagining Dublin One study and to extend best practice from these projects to other parts of Dublin 1 and the city. This includes the North Lotts Planning Study and the ‘Reimagining Dublin One Laneways’ project.</p>
<b>CCUVO18</b>	<p><b>Linking Office and Culture Clusters to the Retail Core</b> To devise a programme to enhance pedestrian amenities, encourage more street based activities and provide micro spaces along key routes from office and culture clusters to the retail core to enhance the vibrancy of the streetscape and to draw office workers and tourists into the retail core.</p>
<b>CCUVO19</b>	<p><b>Civic Amenities</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>To provide civic amenities such as accessible public toilet facilities and drinking water at suitable locations in new or redeveloped public realm.</li> <li>To provide public seating based on universal design in appropriate locations in the public realm in the city. Seating for older people with mobility issues will be based on international models of good practice.</li> </ol>

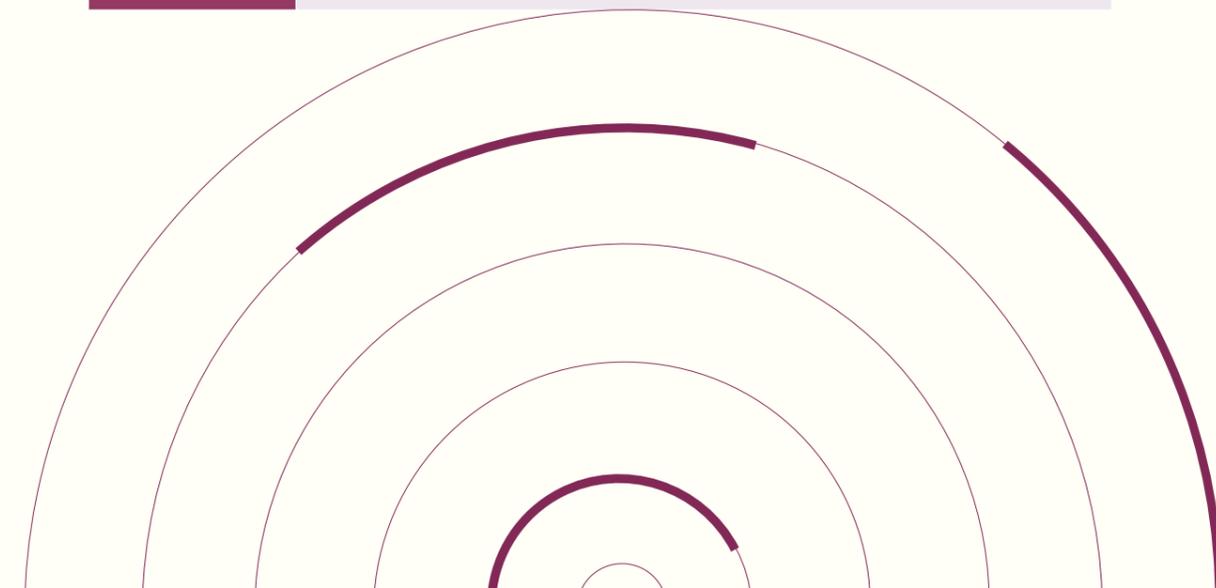
### 7.5.9 Outdoor Advertising Strategy

A strategy has been developed for commercial advertising in the public domain (Appendix 17). 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.

It is the Policy of Dublin City Council:	
<b>CCUV44</b>	<p><b>Advertising Structures</b> To consider appropriately designed and located advertising structures primarily with reference to the zoning objectives and permitted advertising uses and of the outdoor advertising strategy (Appendix 17). 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.</p>
<b>CCUV45</b>	<p><b>Removal of Unauthorised Advertisements</b> To actively seek the removal of unauthorised advertisements, fabric banners, meshes, banner or other advertising forms from private property and public areas.</p>

It is an Objective of Dublin City Council	
<b>CCUVO20</b>	<p><b>Audit of Redundant Signage</b> It is an objective of the city council to carry out an audit of redundant signage and unused poles in the public realm in order to reduce street clutter and to investigate measures to promote co-sharing and integration with other street furniture elements.</p>



### 7.5.10 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, located at street intersections, 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 quarters, streets, cultural and tourist attractions, public institutions, public parks and major leisure/ recreational event spaces, rather than commercial services.

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:**

**CCUV46 Pedestrian Wayfinding Signage System**  
 To maintain, consolidate and expand the Pedestrian Wayfinding System; to ensure a coherent design approach in the area between the canals and Docklands; and to actively remove redundant brown tourist signage as the opportunity arises. The provision of new brown tourist signage will not be supported in the area between the canals and Docklands.

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

**CCUV021 Manage Pedestrian Wayfinding System**  
 To manage the Pedestrian Wayfinding System in consultation with relevant Governments Departments, state agencies (e.g. Fáilte Ireland, Transport Infrastructure Ireland), 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.



# CHAPTER 8

## Sustainable Movement and Transport



## 8.1 Introduction

Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city.

It is important that we transition away from the private car and fossil fuel based mobility to mitigate against the negative impacts of transport and climate change. A considerable shift towards sustainable modes has been achieved over the last 15 years and this must be accelerated over the next decade with an emphasis on increased active travel and public transport use and decarbonisation of transport. A focus on local travel patterns, promotion of active mobility within communities and connectivity by walking and cycling are key themes in this plan.

This plan seeks to promote ease of movement within and around the city as well as playing a key role in safeguarding the environment and adapting to the impacts of climate change. This policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy placemaking, while tackling congestion and reducing transport related CO2 emissions. This plan also looks to the future of mobility in the city including the increasing role of shared mobility schemes, micro mobility options, electric vehicles (EV) and the application of technology in the mobility sector.

Over the lifetime of the plan, Dublin City Council is committed to optimising the interconnection between land use and transport planning, aligning with the principles of the 15-minute city and proactively engaging with the relevant transport providers, agencies and external stakeholders to advance the delivery of key public transport infrastructure projects, providing improved walking and cycling infrastructure, and influencing travel behaviour, which together will assist modal shift and deliver an integrated and sustainable transport network.

## 8.2 Achievements

The Council has been active in collaborating and progressing the following policies and projects since the adoption of the 2016-2022 Development Plan:

- The LUAS Green line was extended with the Cross City opening in 2017, the Phoenix Park Tunnel was reopened late 2016 and the Clontarf section of the East Coast Trail, Phase Two of the Royal Canal Cycle Scheme and the South Campshires two-way cycle scheme have been completed.
- Reduced speed limits have been introduced and expanded to all residential roads. Major road schemes required to facilitate the build out of residential areas are also progressing, such as the new road networks in Belmayne, Ballymun, and Cherry Orchard.
- The Council launched the public realm masterplan for the city core, The Heart of the City in 2016, committing the city to significant investment in public realm over three development plan periods. Key projects of national significance have been completed or are close to completion such as Kilmainham Plaza in 2016, and Broadstone Gate, the gateway to the Grangegorman TUD campus.
- The NOW dublinbikes scheme has seen continued expansion with a citywide network of 117 stations and a fleet of 1,600 self-service bikes, half of which are hybrid electric bikes. The scheme celebrated its 10th birthday in September 2019 and over 30 million journeys have been completed to date.
- The Council adopted bye-laws in 2017 to permit licensing of stationless bike schemes and two operators are licensed with the City Council - Bleeperbikes has over 700 shared bikes and are rolling out a shared cargo bikes scheme and Moby have a fleet of 140 electric bikes available for public hire.
- The Council adopted in 2018 the Control of On-Street Sustainable Deliveries Eco Hub Bye Laws 2018; this allows for the regulation and implementation of sustainable on street delivery hubs.

- The North and South Quays bus lanes were implemented in 2017 to prioritise active travel and public transport.
- Car share schemes have also expanded with Go Car and Toyota Yuko offering over 400 car sharing vehicles around the city.
- The Council successfully delivered a number of city centre improvements including traffic free Suffolk Street, new parking signage strategy and signs for the city centre.
- The Council successfully hosted the Global Cycling Summit Velo City in 2019 with over 1,400 people in attendance.
- The collaborative child- led active travel project Hike It Bike It Like It! Drimnagh won an Energy Globe Award in 2016, was chosen as a EU global best practice project for inclusion on Eltis EU portal and the project and brand were extended citywide in 2017.
- The Active Travel Communications, Engagement and Promotions Unit has been expanded since early 2020 and has since been rolling out School Streets/Zones initiatives across the city.
- Dublin City Council, has implemented a 'School Zone' initiative designed to give priority to students at the school gate by freeing up footpaths and reducing vehicle drop-offs, pick-ups and idling. Dublin's first school zone was introduced at Francis Street CBS in August 2020.

## 8.3 Challenges

Key challenges for the city include the following:

### Addressing Climate Change through Sustainable Mobility

Ireland is committed to cutting its greenhouse gas emissions by at least 51% by 2030 and to achieve this, a significant mode shift to active travel and public transport as well as decarbonised/low carbon mobility is required. Despite a positive shift in the travel behaviours of commuters, congestion and transport related CO2 emissions have continued to rise. One of the significant challenges is the need to enable and foster behavioural change to support continued mode shift to more sustainable transport options.

### Effective Integration of Land use and Transportation

As a local authority responsible for the effective integration of land use and transportation through the planning system, we must work towards the management of access and mobility as a priority in delivering social, economic and environmental sustainability. One of the key challenges is to recognise the crucial role of transportation in delivering sustainable and liveable communities, including minimising the need to travel and ensuring that development takes place where active travel can successfully be promoted and there is access to high quality public transport networks.

### Regional Connectivity and Approach to Mobility

The provision of integrated region wide public transport and cycle networks are crucial to facilitating mode shift across the region.

### City Centre and Urban Villages – Access and Functional Needs

The city centre, and to an extent the urban villages, have to cater for a wide range of competing demands with public transport, pedestrians, cyclists, the private car, and the functional and servicing needs of the city economy being all active users of the existing road space. A key challenge is to balance these competing demands whilst facilitating the development and delivery of important public transport infrastructure, cycling infrastructure and ensuring the city remains a vibrant, attractive and accessible area for all. A further challenge includes the ability to retrofit these facilities within existing road and street networks taking into consideration the physical constraints of the built environment in the city centre and urban villages.

### Embracing New Forms of Mobility

The Council recognises and welcomes the significant progression in the range of mobility options available to citizens, through the growth in use and availability of shared car and bicycle schemes, the increase in use of private micro-mobility options such as e-scooters and the expansion across all modes of electric powered devices and vehicles. Building on this modal shift is key to sustainable transport whilst recognising the challenges to accommodate and encourage the use of these new forms of mobility.

## 8.4 The Strategic Approach

Transportation policy in Dublin City is guided by a comprehensive and coordinated set of national and regional policy documents that have emerged over the past decade. The National Planning Framework (NPF) and Regional Spatial and Economic Strategy for the EMRA area (RSES) sets out the overarching objectives to achieve compact growth and sustainable mobility, through the integration of land use and transportation policy together with healthy placemaking. The recognition of the positive contribution of active travel to improving public health, as well as being a sustainable transport option that can achieve a reduction in pollution and greenhouse gas generation, is also supported in the NPF and RSES.

In alignment with national and regional policy and the goal of achieving its compact growth objectives, this plan will continue to present an integrated strategy for transport and mobility that supports and prioritises the use of sustainable modes of transport, promotes active travel and which presents a pro-active and collaborative approach to influencing travel behaviour. The Council will also continue to engage with external agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to assist in the delivery of sustainable transport projects that are provided at a regional or national level.



## 8.5 Policies and Objectives

### 8.5.1 Addressing Climate Change through Sustainable Mobility

Dublin City Council acknowledges the importance of transitioning to low carbon mobility solutions to mitigate against climate change and will continue to address this through an integrated set of policies and objectives.

This plan reinforces the role of transport policy in minimising the need to travel, shifting to sustainable modes and supporting and encouraging behavioural change. Active travel modes neither consume fossil fuels nor generate harmful emissions and Dublin City Council will continue to develop the city in a way which facilitates and enables walking and cycling and other sustainable forms of travel such as public transport and shared mobility vehicles as the primary modes of transport. Promoting modal shift to more sustainable modes is a key requirement in adapting to climate action.

The cordon counts of November 2019<sup>16</sup> indicate a significant increase in active travel as well as a reduction in the use of the private car in the area enclosed by the two canals from the period 2006-2019. Currently, 71% of people travel into the city by sustainable modes (walking, cycling and public transport). Dublin City Council, together with the National Transport Authority (NTA) and other transport providers and agencies, will continue to build on this success and seek opportunities to achieve a greater modal shift. The current mode share is 11% for walking and 6% for cycling providing a total mode share for active travel of 17%. It is acknowledged that some of the major transport infrastructure will progress through planning and construction phases but may not be fully operational within the lifetime of the plan. The plan however, seeks to significantly grow the mode share for active travel to 22.5% and public transport to 57% over its lifetime.

**16.** NTA/DCC Canal Cordon Counts, November 2019. Note: whilst more recent cordon counts are available, they have not been set out in the table below as they do not convey realistic travel patterns and mode share due to the current Covid-19 restrictions including people working from home and constraints to public transport capacity.

**Table 8-1: Current and Target Mode Share**

Current Mode Share (2019)	Target Mode Share 2028
Walking 11%	Walking 13%
Cycling 6%	Cycling/Micro Mobility 13%
Public Transport (bus, rail, LUAS) 54%	Public Transport (bus, rail, LUAS) 57%*
Private Vehicles (car, taxi, goods, motorcycles) 29%	Private Vehicles (car, taxi, goods, motorcycles) 17%

\*The modest increase in public transport mode share anticipates the construction of major public transport infrastructure that is proposed to occur over the lifetime of the plan. The impact of public transport infrastructure projects on mode share is more likely to come into fruition during the lifespan of the following plan.

It is recognised that an effective response to climate change requires an integrated approach across all policy areas in the plan. The decarbonisation of vehicles is required and a regional strategy for electric vehicle (EV) charging will be implemented over the lifetime of the plan. This strategy will address appropriate locations and formats for EV charging and maintenance and management regimes. Innovative ways of providing such additional infrastructure are currently being considered and tested in the Dublin Region, and it is recognised that these solutions could have an important role to play in future.

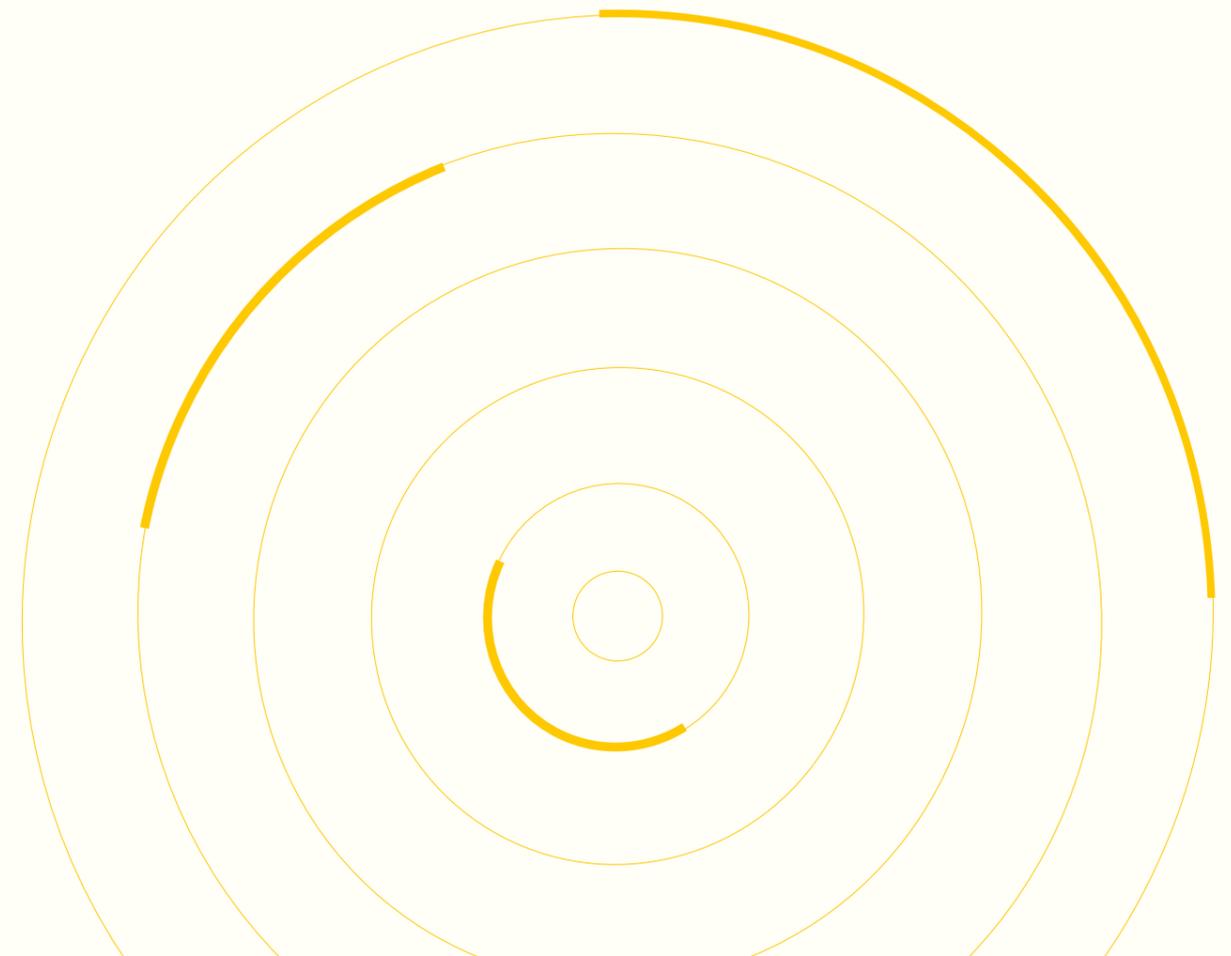
It is also recognised that the operational fleet of service vehicles, both public and commercial, plays a vital role in the decarbonisation of vehicles. The use of hybrid and electric vehicles across all sectors including public transport, can serve to reduce the CO2 emissions generated from these transport modes.

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

- SMT1** **Modal Shift and Compact Growth**  
To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.
- SMT2** **Decarbonising Transport**  
To support the decarbonising of motorised transport and facilitate the rollout of alternative low emission fuel infrastructure, prioritising electric vehicle (EV) infrastructure.

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

- SMT01** **Transition to More Sustainable Travel Modes**  
To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the development plan, in line with the city mode share targets of 26% walking/cycling/micro mobility; 57% public transport (bus/rail/LUAS); and 17% private (car/van/HGV/motorcycle).



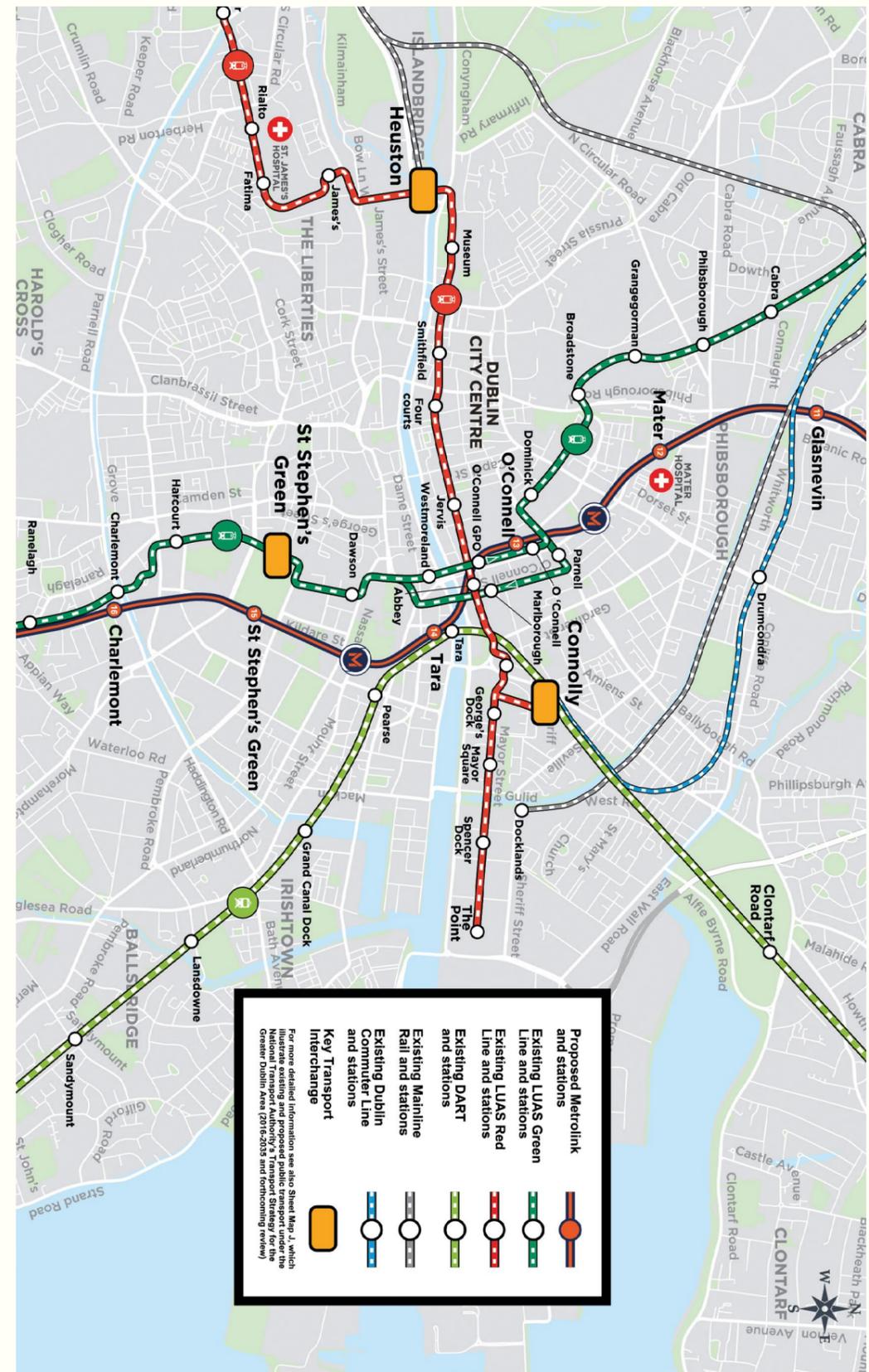
### 8.5.2 Effective Integration of Land use and Transportation

The key role in delivering social, economic and environmental sustainability is the effective integration of land use and transportation. The NPF and RSES also recognise its importance and focus on the development of an integrated, efficient and sustainable mobility system in the long term interests of society, the economy and the environment. The NTA’s Transport Strategy for the Greater Dublin Area (GDA) 2016-2035 and forthcoming review, also builds on this approach and sets out the guiding policy and objectives for the efficient, effective and sustainable movement of people and goods.

This plan encourages higher-density development along public transport routes (i.e. Transit Oriented Development), a method of planning development around a main transport link. Adopting this approach recognises the opportunities presented by Metrolink, LUAS and DART+ proposals, as well as the existing and planned bus improvements under Bus Connects. Together with focusing mixed use developments around public transport nodes, a key element in successfully achieving this integration is through the provision of high quality pedestrian and cycling infrastructure and permeability links to encourage the use of sustainable modes to access the public transport station.



Figure 8-1: City Centre Integrated Transport



Parking policies seek to limit car parking at destination while the need to travel generally is minimised by designing mixed used layouts where people can live close to where they work and have access to a range of community facilities and services in short walking and cycling times or accessed by high quality public transport links i.e. the 15-minute city.

Dublin City Council also supports the development of mobility hubs, the aim of which is to encourage varied and sustainable types of transport in areas that are close to existing public transport links with high concentrations of employment, housing, shopping, amenities and recreation. A mobility hub is a place of connectivity where different travel options such as walking, cycling, public transport and shared mobility services, are located together to facilitate ease of access and transition between transport modes. Together with quality public realm and place making, mobility hubs can help create vibrant and liveable places to support the transportation experience.

<b>It is the Policy of Dublin City Council:</b>	
<b>SMT3</b>	<b>Integrated Transport Network</b> To support and promote the sustainability principles set out in National and Regional documents to ensure the creation of an integrated transport network that services the needs of communities and businesses of Dublin City and the region.
<b>SMT4</b>	<b>Integration of Public Transport Services and Development</b> To support and encourage intensification and mixed-use development along public transport corridors and to ensure the integration of high quality permeability links and public realm in tandem with the delivery of public transport services, to create attractive, liveable and high quality urban places.
<b>SMT5</b>	<b>Mobility Hubs</b> To support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience.

**Mobility Management and Travel Planning**

An important part of the ensuring the effective integration of land use and planning and achieving the objectives of the 15-minute city, is through mobility management which seeks to encourage as much travel as possible by sustainable means. At a strategic level, this involves locating development in the most accessible locations while at a more detailed level, it means designing new areas and developments in a way that minimises the need to travel from the outset by providing connected and

permeable walking and cycling networks, improved connectivity to public transport and easy access to facilities and amenities.

Travel plans (workplace, school, residential etc.) are an important tool in the context of mobility management. They include an integrated set of measures to encourage sustainable travel modes and reduce car borne traffic within a development. Travel planning will continue to be a requirement in the development management process to support development that has the potential to generate significant traffic movements and to encourage active travel modes in all residential, workplaces and schools.

Dublin City Council requires mobility strategies for new developments that combine proactive mobility management and travel planning in the development of bespoke mobility plans for different areas within the city. The provision of local mobility hubs that include shared car and micro mobility schemes are promoted within mobility strategies as well as improvements to local environments.

<b>It is the Policy of Dublin City Council:</b>	
<b>SMT6</b>	<b>Mobility Management and Travel Planning</b> To promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for new developments focussed on promoting and providing for active travel and public transport use while managing vehicular traffic and servicing activity.
<b>SMT7</b>	<b>Travel Plans for New and Existing Developments</b> To require the preparation and submission of travel plans for new and existing developments as part of the planning application process including residential, school, workplace etc.

**8.5.3 Public Realm, Place Making and Healthy Streets**

Quality public realm and healthy place making are core principles of the NPF and the RSES, improving quality of life through the creation of healthy and attractive places for all. Dublin City Council recognises the importance of reducing car dominance and that encouraging walking, cycling and use of public transport as a sustainable travel mode requires improving the attractiveness of the environment and public realm within our City and urban villages.

Dublin City Council’s Public Realm Strategy (‘Your City- Your Space’) sets out guidance for the design, maintenance and management of the public realm. Building on this strategy, further plans for the Grafton

Street Quarter and the city core have also been developed, as set out in the 2016 Public Realm Masterplan for the City Core, The Heart of the City, and Dublin City Council is committed to supporting the public realm enhancements contained within these plans and future plans and projects.

Providing new, high quality public realm together with reimagining and reinventing existing spaces are all key factors in the successful integration of public transport and active travel proposals and creating a sense of place for communities. Dublin City Council recognises and welcomes the opportunities for developing public realm around the city and in the urban villages where new public transport proposals are being developed such as Metrolink, Bus Connects and the LUAS expansion and DART+ project.

Building on the 15-minute city concept and the Healthy Streets approach which focus on providing access to services and amenities within a short walking or cycling distance, Dublin City Council will also seek improvements to public realm in new development areas and work with developers to provide safe, attractive and vibrant areas accessible for all. The City Council will also work with the NTA, TII and other agencies to ensure that public transport projects routed through urban villages will deliver high quality public realm and pedestrian space as an integral part of the projects. Further policies and objectives regarding the public realm are also set out in Chapter 4.

It is the Policy of Dublin City Council:	
<b>SMT8</b>	<b>Public Realm Enhancements</b> To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council’s Public Realm Strategy (‘Your City – Your Space’), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.
<b>SMT9</b>	<b>Public Realm in New Developments</b> To encourage and facilitate the delivery of high quality public realm in tandem with new developments throughout the city in collaboration with private developers through the Development Management process.

### 8.5.4 Accessibility 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 for equal opportunities and the development of an inclusive society. Improved footpaths and pedestrian networks play a crucial role in facilitating access for all. Dublin City Council will continue to support agencies addressing the pertinent transport and access 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 and in accordance with best accessibility practice.

It is the Policy of Dublin City Council:	
<b>SMT10</b>	<b>Pedestrian Network</b> To protect, improve and expand on the pedestrian network inclusive of facilities for people with mobility impairment and/or disabilities, including the elderly and people with children, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions.

It is an Objective of Dublin City Council:	
<b>SMT02</b>	<b>Improving the Pedestrian Network</b> To improve the pedestrian network and prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms in order to optimise accessibility for all users.
<b>SMT03</b>	<b>Public On-Street Accessible Parking Bays</b> To provide public on-street accessible parking bays where appropriate.
<b>SMT04</b>	<b>Taxi Ranks</b> To ensure the City is provided with adequate and accessible taxi ranks and facilities and to engage with the National Transport Authority and representatives of the taxi industry regarding provision of same.

### 8.5.5 City Centre and Urban Villages- Access and Functional Needs

The city centre is the very heart of the national capital, a daily destination for over half a million people working, visiting, studying, shopping and enjoying all the culture and amenity the city has to offer. Dublin City Council is committed to enhancing the liveability of the city and to providing more space for people to enjoy city life. In order to accommodate future growth over the lifetime of the plan, reallocation of space to pedestrians will be required, and long term public realm and placemaking plans for the city core will need to be expedited.

Dublin City Council commits to a review of the 2016 City Centre Transport Study, having regard to the major proposed public transport projects which will have a transformative impact on the city centre. Priority for pedestrians and pedestrian space as well as the provision of high quality public realm will underpin the future vision for the city centre. The challenges presented by the construction of new public transport infrastructure will be approached as an opportunity to work with residents, employees and other stakeholders to support changes in travel behaviour during the plan period.

#### Urban Villages

The importance of the urban villages as the heart and focus for communities is recognised and supported by this plan. Their role in contributing to the 15-minute city is crucial through their ability to provide a hub of services, facilities and amenities for the population within a 15 minute walking catchment. Dublin City Council is committed to improving connectivity to the urban villages, alongside improvements to the public realm and encouraging more active travel within these communities.

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

<b>SMT11</b>	<b>Pedestrians and Public Realm</b> To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.
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#### It is the Policy of Dublin City Council:

<b>SMT12</b>	<b>Urban Villages and the 15-Minute City</b> To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and public realm enhancement.
<b>SMT13</b>	<b>City Centre Road Space</b> To manage city centre road-space to best address the needs of pedestrians and cyclists, public transport, shared modes and the private car, in particular, where there are intersections between DART, LUAS and Metrolink and with the existing and proposed bus network.

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

<b>SMT05</b>	<b>Review of the City Centre Transport Study</b> To review the City Centre Transport Study 2016 in the lifetime of the plan, setting out a clear strategy to prioritise active travel modes and public transport use, whilst ensuring the integration of high quality public realm.
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#### Servicing

As the city intensifies, more pressure is being put on streets to accommodate the activity generated by existing and new developments. The kerbside space traditionally available for this is being continually reduced in favour of transport infrastructure and public realm improvements. As such, there is very limited capacity on street to meet the servicing requirements of developments.

This plan will proactively address the challenges facing the city centre from an operational point of view. The City Council commits to the development of a servicing strategy for the city which will consider sustainable 'last mile' delivery (optimising the last leg of the delivery to reduce emissions and congestion), the provision of delivery hubs and the application of smart technology to make kerbside activity more efficient. Dublin City Council will also actively work with private developers through the Development Management process to ensure effective service management strategies are developed to minimise the impact on the surrounding road network (see Appendix 5 for further detail).

'Last mile' delivery is an important consideration for both the city centre and the urban villages as it could potentially remove heavy servicing activity from the kerbside. The last-mile delivery is recognised as an important logistical approach to the delivery of goods and services to customers in the city. Through the support and development of walking-

and cycling-based modes of delivery operating from micro distribution hubs, this enables a reduced or zero emissions solution for how goods are delivered in busy city locations. It is also recognised that large multi-storey car parks can facilitate the integration of these hubs and accommodate a wide range of sustainable modes to replace the private vehicle.

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

**'Last-Mile' Delivery**  
**SMT14** To seek to achieve a significant reduction in the number of motorised delivery vehicles in the City through supporting and promoting the use of the 'last-mile' delivery through the development of micro hubs and distribution centres.

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

**Servicing/Logistics Strategy**  
**SMT06** To prepare a Servicing/Logistics Strategy for the city in collaboration with relevant stakeholders to ensure the continued viability of the city and urban villages.

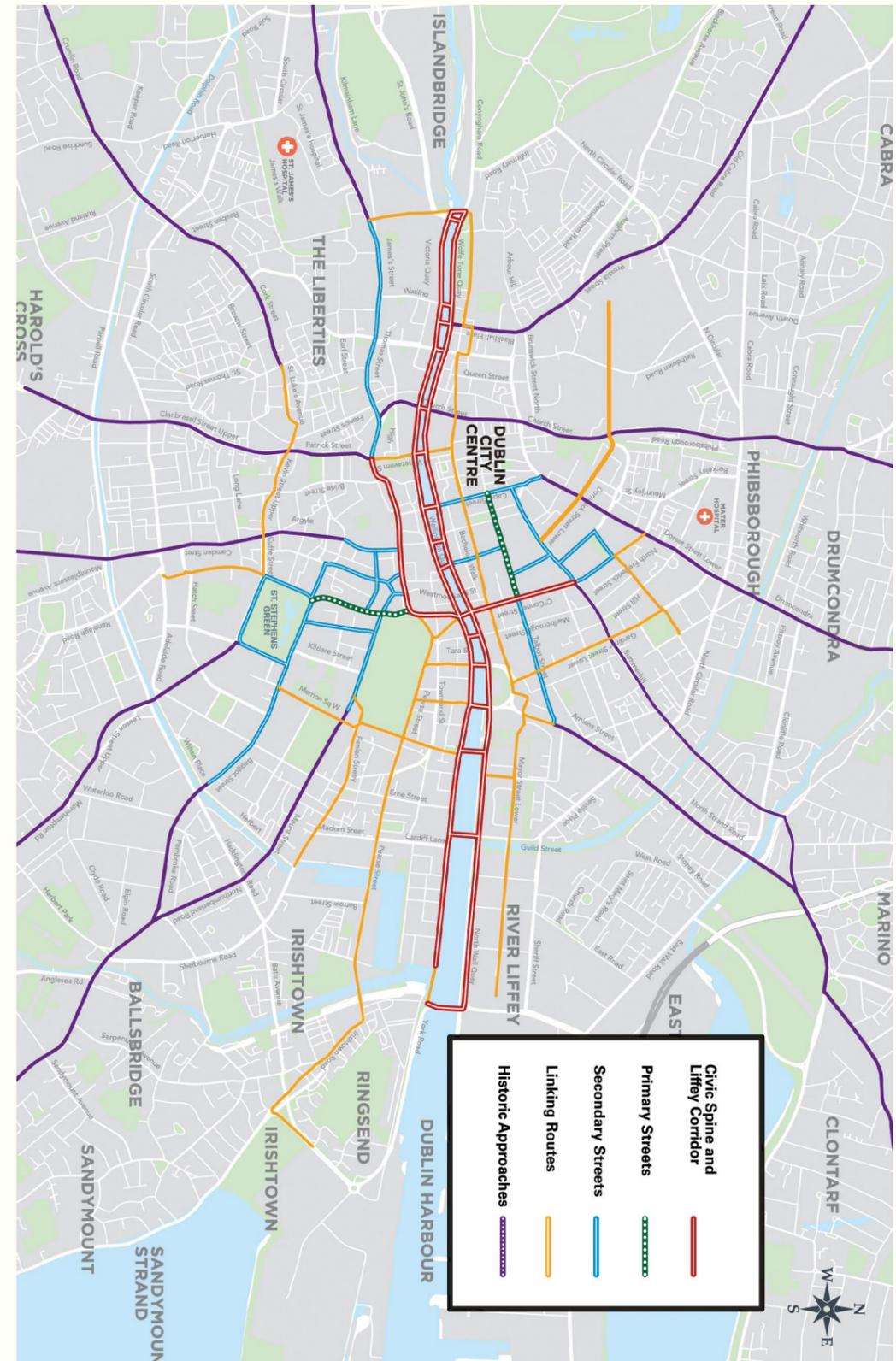
**8.5.6 Sustainable Modes**

**Active Travel – Walking and Cycling**

To make active travel an attractive alternative choice to car-based transport, and to facilitate the 15-minute city concept of creating active, healthy communities with ease of access to amenities and services, certain critical factors are required. These include the provision of a permeable pedestrian and cycling network that allows for multiple direct connections between key destinations such as residential areas, shops, schools, employment centres and public transport links, as well as an attractive and safe pedestrian and cycling environment where high quality facilities are provided supporting their use by all ages and abilities. Dublin City Council is preparing a walking action plan which will inform future investment. A significant allocation of Government funding was announced in 2021 for investment in walking and cycling and Dublin City Council is committed to supporting the roll out of the relevant infrastructure within the lifetime of this plan.

An important measure of successful mobility for any City is how well it provides for pedestrians, in terms of physical infrastructure, legibility, accessibility and quality of experience. The reallocation of space to pedestrians and their prioritisation in the movement network are key priorities of the plan. Improvements to the pedestrian environment will be proactively sought through the Development Management process.

**Figure 8-2: Strategic Pedestrian and Related Connections**



Cycling has the potential to transform the city’s quality of life in terms of health and environment. It is considered an efficient, fast and relatively inexpensive form of mobility. This plan builds on the success of cycling in the city to date, and aims to further increase the mode share of cycling and to support a cycling culture in the city. The positive impact of measures to promote cycling in the city are recognised, including shared bike schemes, the expanded cycle network, cycling promotion campaigns, speed calming measures and increased publicly accessible cycle parking. The continued expansion of bike share schemes will also encourage cycling.

The provision of convenient, secure and central cycle parking facilities is important in encouraging increased cycling. Consideration needs to be given to the provision of strategic high-quality off-street cycle parks, particularly in the city centre and close to key destinations. Parking for cargo and adapted bikes is also required. The City Council will continue to work with the NTA’s ‘Cycle Network Plan for the Greater Dublin Area’ and its forthcoming review in order to develop a more comprehensive cycle network.

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

<b>SMT15</b>	<b>Walking, Cycling and Active Travel</b> To prioritise the development of walking and cycling facilities and encourage a shift to active travel for people of all ages and abilities, in line with the city’s mode share targets.
<b>SMT16</b>	<b>Active Travel Initiatives</b> To promote and help develop community-based coordinated initiatives at local level that encourage active travel and modal switch to sustainable transport modes, and to target underrepresented cohorts/groups in such initiatives and specifically to target a significant increase in the number of children cycling to primary school.
<b>SMT17</b>	<b>The Pedestrian Environment</b> To continue to maintain and 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, accessible to all in accordance with best accessibility practice.
<b>SMT18</b>	<b>Integration of Active Travel with Public Transport</b> To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of active travel (walking/cycling etc.) with public transport, ensuring ease of access for all.

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

<b>SMT07</b>	<b>Review of Temporary Pedestrian and Cycling Improvement Interventions</b> To review the temporary pedestrian and cycling improvement interventions undertaken as part of Covid-19 mobility measures in 2020/2021, with a view to implementing permanently the successful routes through the Roads Act, Part 8 or other appropriate mechanisms.
<b>SMT08</b>	<b>Cycling Infrastructure and Routes</b> To improve existing cycleways and bicycle priority measures and cycle parking infrastructure throughout the city and villages, and to create protected cycle lanes, where feasible. Routes within the network will be planned in conjunction with green infrastructure objectives and the NTA’s Cycle Network Plan for the Greater Dublin Area, and the National Cycle Manual, having regard to policies GI2, GI6 and GI8 and objectives GIO2 and GIO16.
<b>SMT09</b>	<b>Walkability Audits</b> To carry out walkability audits with local communities and priority target groups to inform necessary improvements to the pedestrian network.
<b>SMT010</b>	<b>Cycle Parking Spaces</b> To provide publicly accessible cycle parking spaces, both standard bicycle spaces and non-standard for adapted and cargo bikes, in the city centre and the urban villages, and near the entrance to all publicly accessible buildings such as schools, hotels, libraries, theatres, churches etc. as required.
<b>SMT011</b>	<b>Design Standards for Cycle Parking in Developments</b> To prepare, in the lifetime of the plan, a comprehensive guide setting out design standards and requirements for cycle parking in developments.
<b>SMT012</b>	<b>Cycle Parking Facilities</b> To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities, as well as parking for cargo and adapted bicycles at appropriate locations, taking into consideration the NTA’s GDA Cycle Network Plan, and Dublin City Council’s Public Realm Strategy.
<b>SMT013</b>	<b>River Liffey Boardwalk</b> Subject to a feasibility assessment, to seek to extend the River Liffey Boardwalk as a key leisure walking and seating space in the City.

## Active Travel and Schools

Dublin City Council recognises the many benefits associated with encouraging sustainable and active travel to school, including improving safety around school gates and overall reducing traffic congestion and pollution. Several measures can be implemented to encourage a modal shift to walking and cycling for school journeys such as ensuring school sites are located close to the communities they serve, traffic calming around schools, provision of increased permeability and connectivity links to the surrounding area as well as ensuring adequate and secure bicycle storage within school sites.

There are a number of positive interventions that are being implemented by Dublin City Council to support this modal shift, supported by the Active Travel Communications, Engagement and Promotions Unit. The aim of the School Streets initiative is to restrict motorised traffic within an agreed street, or zone, outside the school gate to create a safer environment in which children can feel encouraged to cycle, walk or scoot to school. Dublin City Council and the National Transport Authority (NTA) are partners in the initiative. The key objectives of the initiative include improved road safety and reduced traffic congestion by encouraging walking and cycling; improving the local environment and air quality by reducing dependence on motorised vehicles; and promoting better health through more active travel.

Green Schools is an environmental management and education programme for schools, operated and coordinated by the Environmental Education Unit of An Taisce. There are several themes in the programme including transport, which aims to increase the number of students walking, cycling, scooting, and using public transport or carpooling to school. The transport theme is funded by the Department of Transport, Tourism and Sport and is supported by the NTA. Many schools in the Dublin City area participate in the Green Schools initiative. The Council will continue to work closely with An Taisce, supported by various government departments and sponsors, in the implementation of the Green Schools Programme.

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

**SMT19**

#### Walking and Cycling for School Trips

To promote walking and cycling for school trips through the promotion of initiatives such as "Safe Routes to School", the 'Green Schools' and 'Schools Streets' projects, and to prioritise school routes for permeability projects and provision and enhancements of pedestrian and cycle ways.

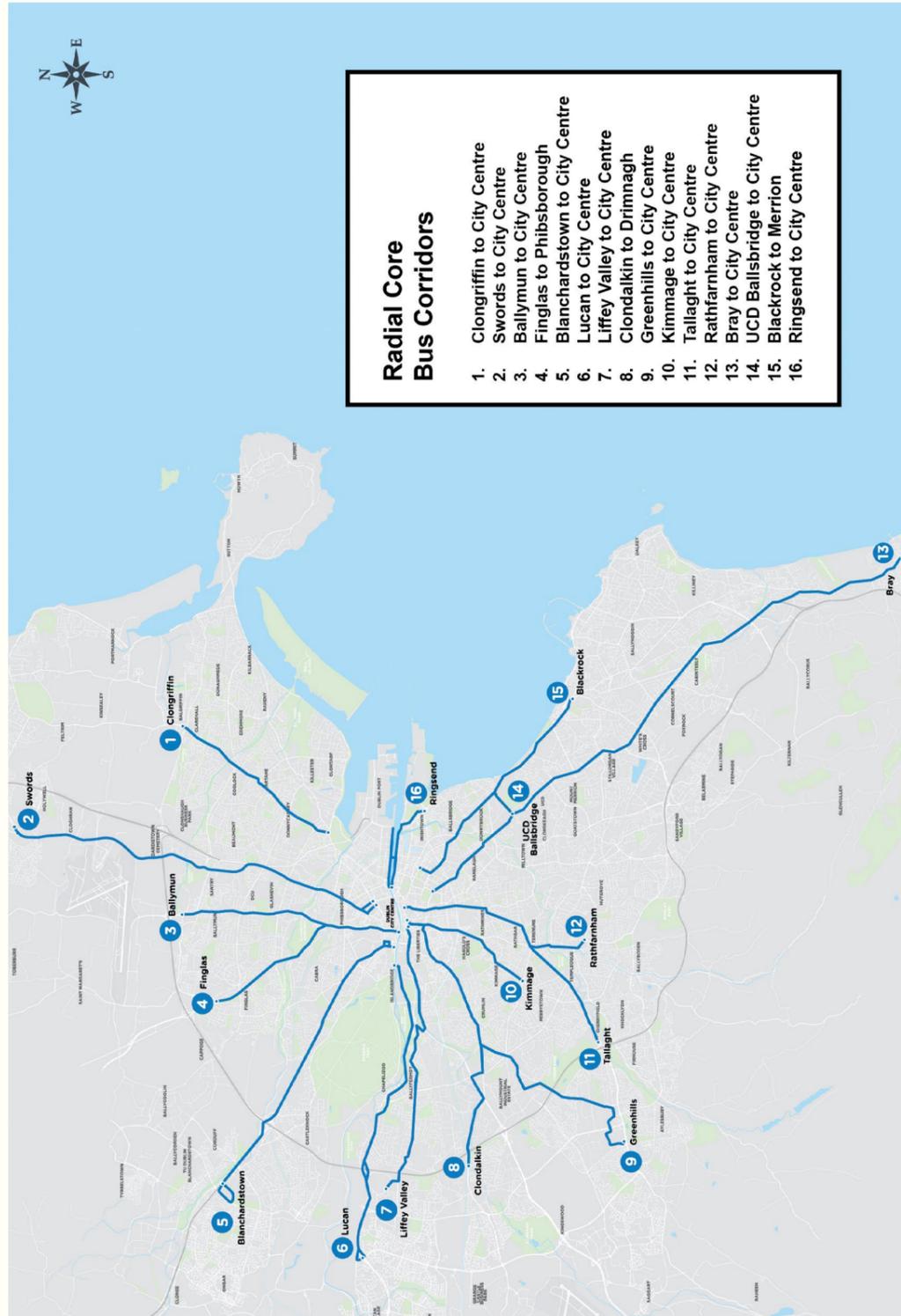
## Public Transport

Public transport is crucial for the city and the region. It reduces transport related impacts on the environment by providing a sustainable alternative to the car and has the greatest potential to move the highest volume of people. Dublin as a Capital City and a regional employment centre must accommodate the movement requirements not only of the Dublin City area, but also those of surrounding counties on a daily basis.

The NTA's Transport Strategy for the Greater Dublin Area (2016-2035) provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the strategy period. The strategy is currently being reviewed and an updated strategy will be prepared for the period up to 2042. The Council will continue to work with the NTA, the statutory authority responsible for long term strategic transport planning in the GDA, to focus on the delivery of additional and extended public transport routes to service newly developed and existing areas, to address gaps in existing areas, to improve access to public transport stops and services and to improve the integration between high density development and public transport nodes.



Figure 8-3: BusConnects



Key strategic transport projects such as the proposed Metrolink, DART+, BusConnects programme and further LUAS Line and rail construction and extension will continue the expansion of an integrated public transport system for the Dublin region and have the potential for a transformative impact on travel modes over the coming years. Dublin City Council actively supports all measures being implemented or proposed by other transport agencies to enhance capacity on existing lines/services and provide new infrastructure.

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

**SMT20 Key Sustainable Transport Projects**  
To support the expeditious delivery of key sustainable transport projects including Metrolink, Bus Connects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes, serving the existing and future needs of the city and region.

**SMT21 The Rail Network and Freight Transport**  
(i) To work with Iarnród Éireann/Irish Rail, the NTA, TII and other operators to progress a coordinated 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 NTA’s Transport Strategy for the Greater Dublin Area 2016 – 2035 and forthcoming review.

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

**SMT014 Additional Rail Stations**  
(i) To promote and seek the development of a new commuter rail station at Cross Guns serving the existing rail line infrastructure, preferably as part of a larger mixed use development.  
(ii) To promote and seek provision of additional stations as part of the DART+ projects in consultation with Iarnród Éireann/Irish Rail.

**SMT015 ‘Park and Ride’ Services**  
To promote ‘Park and Ride’ services at suitable locations in co-operation with neighbouring local authorities.

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

<b>SMT016</b>	<b>Green Roofs on Bus Shelters</b> To engage with the National Transport Authority (NTA) in order to promote the incorporation of green roofs on new and existing bus shelters.
<b>SMT017</b>	<b>Cross Guns Bridge</b> To seek improvements to Cross Guns Bridge for pedestrian and cycle users, taking into consideration the BusConnects and Metrolink projects.

**Micro-Mobility and Shared Mobility**

In recent years there has been a fast paced increase in other micro-mobility and shared mobility travel modes, with demand driven by a desire for easily accessible, flexible, cheaper and greener transport options. The increasing popularity of new micro mobility transportation modes is placing new demands on the city's streets and public spaces.

Micro-mobility includes both human-powered and e-powered devices and vehicles, such as, but not limited to, bicycles, skates, skateboards, kick-scooters, e-bikes, e-scooters, e-balancing boards, and e-skates.

Shared mobility is the communal use of a device or vehicle (bike, scooter, car, van) on a rental basis by commuters for transportation purposes, without owning the vehicle and creates a means of transportation mode that lies between private device or vehicle ownership and traditional public transport.

Both shared and micro mobility transportation modes, whilst primarily facilitating shorter trips, provide alternative sustainable modes and further support the decarbonisation of transportation. There are operational challenges which will need to be addressed with regard to legal requirements, safety, public realm space management, parking and supportive infrastructure.

In order to limit the potential impact of shared mobility on the public realm, Dublin City Council will work with operators to ensure that sufficient parking is provided to accommodate the operation of the schemes. The Council will promote shared mobility schemes that are parked or affixed legally and as per DCC operational requirements within the city. Enhanced monitoring and data analysis will enable Dublin City Council to identify and cater for demand areas, to better design and manage road space and to develop an adaptive infrastructure.

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

<b>SMT22</b>	<b>Shared Mobility and Adaptive Infrastructure</b> To promote the use and expansion of shared mobility to all areas of the city and facilitate adaptive infrastructure for the changing modal transport environment, including other micro-mobility and shared mobility, as part of an integrated transport network in the city.
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**It is an Objective of Dublin City Council:**

<b>SMT018</b>	<b>Shared Bike Schemes and Micro-Mobility Schemes</b> To monitor the success of and expand the shared bike schemes and to facilitate the expansion of shared micro-mobility schemes throughout the city, in accordance with ongoing review and new models of operation such as the use of mobility hubs.
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**8.5.8 Car Parking**

The implementation of strong car parking policy in the city has been instrumental in changing travel behaviour and promoting sustainable development and sustainable living. Dublin City Council has embedded car parking policies with a particular emphasis on car parking as a demand management tool by limiting car parking at destination based on a location's accessibility.

Policies to discourage commuter car parking are further strengthened in this plan, particularly those relating to office developments in the city centre. Dublin City Council will continue to promote accessible parking, car share schemes and electrical vehicle charging parking in all developments through the development management process – see Chapter 15 and Appendix 5 for further detail. The need to cater for people's transport needs and facilitate people of all ages and abilities and families living within the city is recognised. This will require a range of measures such as those outlined above, including some residential parking, shared mobility and safe bike parking, including for larger scale bikes. How streets and demand for on street parking are managed has to be balanced with other necessary strategic improvements such as street greening initiatives, secure bicycle parking and improvements to footpaths and cycle lanes.

Dublin City Council recognises the need to further control and manage on-street parking across the city to safeguard and enhance city living for people of all ages and abilities and for families. Uncontrolled on-street parking has the potential to cause obstructions to pedestrian and cyclist

networks and public transport services. Controlled on-street parking also meets the operational kerbside activities within the city. Dublin City Council is committed to reviewing the residential and non-residential car parking provision across the city and urban villages and evaluating the implementation of parking demand management strategies in areas where deemed appropriate and practicable.

Multi-storey car parks will continue to have a role to play in the city centre and major hubs, particularly as on-street parking space in the city centre is reallocated to provide for public realm and active travel improvements. They facilitate parking and accessible parking for a wide range of city centre uses such as retail, hotels and events. Dublin City Council will encourage the reinvention of multi-storey car parks as central mobility hubs providing high density bike parking, electric charging facilities, shared mobility services, 'last mile' delivery hubs etc.

It is the Policy of Dublin City Council:	
<b>SMT 23</b>	<p><b>On-Street Parking</b> To manage on-street car parking to serve the needs of the city alongside the needs of residents, visitors, businesses, kerbside activity and accessible parking requirements, and to facilitate the re-organisation and loss of spaces to serve sustainable development targets such as in relation to, sustainable transport provision, greening initiatives, sustainable urban drainage, access to new developments, or public realm improvements.</p>
<b>SMT 24</b>	<p><b>Commuter, Shopping, Business and Leisure Parking</b> To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.</p>
<b>SMT 25</b>	<p><b>Car Parking in Residential and Mixed Use Developments</b> (i) To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards (see Appendix 5) so as to promote city centre living and reduce the requirement for car parking. (ii) To encourage new ways of addressing the transport needs of residents (such as car clubs and mobility hubs) to reduce the requirement for car parking. (iii) To safeguard the residential parking component in mixed-use developments.</p>
<b>SMT 26</b>	<p><b>Repurposing of Multi-Storey Car Parks</b> To support the repurposing of multi-storey car parks for alternative uses such as central mobility hubs providing high density bike parking, shared mobility services, 'last mile' delivery hubs and recreational or cultural uses.</p>

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

<b>SMT 27</b>	<p><b>Expansion of the EV Charging Network</b> To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public land and private developments in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy.</p>
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**It is an Objective of Dublin City Council:**

<b>SMTO19</b>	<p><b>Elimination of 'Free' On-Street Parking</b> 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 resident permit parking, pay and display parking, or by the provision of new cycle parking, public realm or greening.</p>
<b>SMTO20</b>	<p><b>Control Supply and Price of Public Parking</b> To control the supply and price of public and permit parking in the city in order to achieve sustainable transportation policy objectives and encourage modal shift.</p>
<b>SMTO21</b>	<p><b>Feasibility Study of Residential and Non-Residential Car Parking Provision</b> To carry out a feasibility study of the residential and non-residential car parking provision across the city and urban villages and review the implementation of parking demand management strategies in areas where deemed appropriate and practicable.</p>
<b>SMTO22</b>	<p><b>Surface Parking in the City</b> To work with other public bodies to examine opportunities to repurpose surface parking throughout the city for greening and to support the proposal to re-establish the park at the front of Leinster House.</p>

**8.5.9 Street/Road, Bridge and Tunnel Infrastructure**

It is acknowledged that new street/road infrastructure and improvements to existing streets/roads will be required over the period of the plan. This may be required to improve the efficiency and safety of the street/road network or to open up areas for development. In some instances, the development of new areas is predicated on the delivery of new street/road connections such as the new networks in Belmayne, Ballymun, and Cherry Orchard.

New bridge infrastructure will also facilitate the continued development of the city such as the Dodder Public Transport Bridge, which is linked

to development of the Poolbeg West Strategic Development Zone (SDZ) and pedestrian/cycle bridges, which will improve connectivity between the north and south docklands areas.

The Dublin Tunnel is a road traffic tunnel which forms part of the M50 motorway and serves as a key route for heavy goods vehicles (HGVs) travelling to and from Dublin Port. Dublin City Council, working together with Transport Infrastructure Ireland, recognises the need to safeguard the structural integrity of the existing Dublin Tunnel from developments.

It is the Policy of Dublin City Council:	
<b>SMT28</b>	<p><b>National Road Projects</b></p> <p>To protect national road projects as per the NTA Strategy for the Greater Dublin Area 2016 – 2035 and its review including the provision of a Southern Port Access Route to Poolbeg.</p>
<b>SMT29</b>	<p><b>Transport Tunnels</b></p> <p>(i) To require the submission of appropriate development assessments for all development proposals located in the vicinity of Dublin Tunnel, the requirements of which are set out in Appendix 5.</p> <p>(ii) To require consultation with Iarnród Éireann/Irish Rail in relation to heavy rail for any proposed public transport tunnel.</p>

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

<b>SMT023</b>	<p><b>Road, Street and Bridge Schemes</b></p> <p>To initiate and/or implement the following street/road 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.</p> <p><b>Roads and Streets</b></p> <ul style="list-style-type: none"> <li>• River Road</li> <li>• Belmayne Main Street</li> <li>• Sean Moore Road</li> <li>• Cherry Orchard Link Roads</li> <li>• Richmond Road</li> <li>• Collins Avenue Extension</li> <li>• Blackhorse Avenue</li> <li>• Clonsaugh Road Industrial Estate</li> <li>• Cappagh Road</li> <li>• St. Margaret's Link Road</li> <li>• Northern Cross/Belcamp Lane</li> <li>• Santry Avenue Link Road</li> <li>• Newtown Avenue</li> </ul> <p><b>Bridges</b></p> <ul style="list-style-type: none"> <li>• Dodder Public Transport Bridge, linked with BusConnects 16 proposals.</li> <li>• Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge.</li> <li>• Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge.</li> <li>• Liffey Valley Park pedestrian/cycle bridge.</li> <li>• Pedestrian/Cycle Bridge across River Liffey from Irish National War Memorial Gardens/Islandbridge to the Chapelizod Road, Islandbridge</li> <li>• Cycle/pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Green Infrastructure Network.</li> <li>• Broadstone to Grand Canal pedestrian/cycle bridge.</li> </ul>
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**It is an Objective of Dublin City Council:**

<b>SMT024</b>	<p><b>Investigate Feasibility of Pedestrian/Cycle Connections</b> To investigate the feasibility of providing a pedestrian/cycle connections at the following locations, subject to its alignment with the recommendations of the NTA's GDA Cycle Network Plan:</p> <p>(a) linking Broombridge, Tolka greenway, the Phoenix Park and the Dunsink observatory; (b) linking East Wall to the Docklands Station/North Wall/Royal Canal.</p>
<b>SMT025</b>	<p><b>Tolka Park Pedestrian/Cycle Connection</b> To provide a pedestrian/cycle connection from Tolka Park to the lands to the south.</p>
<b>SMT026</b>	<p><b>Coolock Lane to Oscar Traynor Road Pedestrian/Cycle Connections</b> To provide for improved pedestrian/cycle connections linking Coolock Lane to Oscar Traynor Road, in collaboration and consultation with the NTA, TII and Fingal County Council.</p>
<b>SMT027</b>	<p><b>Summerhill Pedestrian/Cycle Connection</b> To provide a pedestrian/cycle connection linking Summerhill to Mountjoy Place.</p>
<b>SMT028</b>	<p><b>Dominick Street Lower Pedestrian/Cycle Connection</b> To provide a pedestrian/cycle connection linking Dominick Street Lower to Dominick Place.</p>

### 8.5.10 Traffic Management and Road Safety Impacts

The City's road network must be effectively managed during the plan 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.

Traffic in the city and urban villages 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 Design Manual for Urban Roads and Streets (DMURS) places a focus on the role of streets in sustainable place-making and encourages layouts that are suited to all users. Dublin City Council is also committed to implementing the Road Safety Authority's 'Road Safety Strategy 2013-2020' and any superseding strategy, in conjunction with relevant stakeholders and agencies, with the objective of sustainably improving road safety on our roads.



It is the Policy of Dublin City Council:	
<b>SMT 30</b>	<p><b>Design Manual for Urban Roads and Streets</b> To design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within the Design Manual for Urban Roads and Streets (DMURS) and to carry out upgrade works to existing road and street networks in accordance with these standards where feasible.</p>
<b>SMT 31</b>	<p><b>Street and Road Design</b> To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.</p>
<b>SMT32</b>	<p><b>Traffic Calming and Self-Regulation Street Environments</b> To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment that are suited to all users, including pedestrians and cyclists.</p>

It is an Objective of Dublin City Council:	
<b>SMT029</b>	<p><b>Traffic Signal Control</b> 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 department to manage traffic in the city and to improve the priority given to pedestrians, cyclists and public transport in the city.</p>
<b>SMT030</b>	<p><b>Speed Limits and Traffic Calmed Areas</b> To expand the 30kph speed limits and traffic calmed areas at appropriate locations throughout the city and subject to stakeholder consultation.</p>
<b>SMT031</b>	<p><b>Review of Traffic Management and Calming Plans</b> To review neighbourhood schemes and traffic management and calming plans for local areas throughout the city in consultation with local communities and subject to availability of resources.</p>
<b>SMT032</b>	<p><b>Environmental and Road Safety Impacts of Traffic in the City</b> To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:</p> <ul style="list-style-type: none"> <li>• The implementation of traffic calming measures and filtered permeability 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 (DMURS).</li> <li>• 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.</li> <li>• To support programmes of action which tackle the issue of road safety in the city.</li> <li>• To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones, filtered permeability, low traffic neighbourhoods, quietways and unsignalised crossings where appropriate.</li> </ul>





# CHAPTER 9

**Sustainable  
Environmental  
Infrastructure and  
Flood Risk**

## 9.1 Introduction

The integration of land-use planning with infrastructure delivery is essential to achieving sustainable development. Ireland's National Planning Framework (NPF) 2018 requires planning authorities to co-ordinate the zoning of land for development purposes with planned infrastructure and services, and identifies strategic projects to enhance water supply and waste water treatment capacity.

The improvement of sustainability in terms of energy, water, waste management and resource efficiency are key future growth enablers for Dublin's development. Dublin City Council is committed to delivering sustainable infrastructure and services, within its statutory remit, which will enhance the quality of the city's environment and also facilitate sustainable economic and housing development.

The policies and objectives in this chapter are intended to address a broad range of supporting infrastructure and services, providing for improvements in water quality and water services, sustainable waste management, greater energy security and efficiency, enhanced digital connectivity, and a more holistic and nature-based approach to flood risk and surface water management, all whilst safeguarding environmental quality and providing for climatic resilience. The application of these policies and objectives will ensure that the growth and development of the city is integrated with appropriate provision of sustainable environmental infrastructure, thereby contributing to wider climate action and environmental goals and targets.

## 9.2 Achievements

The City Council has been working in partnership with other local authorities and organisations in the region to improve all aspects of our environment. Over the last number of years, many projects have been completed or undertaken:

- In 2019, the Council published a Climate Change Action Plan 2019-2024 for the city which outlined projects to improve resource management, measures to deliver flood resilience and actions to improve water quality and encourage water conservation.
- In 2019, Irish Water secured consent for a major upgrade to the Ringsend Waste Water Treatment Plan (WWTP) to enable the existing plant to meet future wastewater treatment requirements. This strategic infrastructural project for the city will support ongoing population and industrial growth.
- In 2018, the City Council worked with the Office of Public Works (OPW) to complete a Catchment Flood Risk Assessment and Management (CFRAM) Programme for the major rivers and coastal areas of Dublin City. This work informed the implementation of flood protection and alleviation measures on the Rivers Santry, Dodder, Poddle and Camac, together with flood relief schemes at Clontarf, the South Campshires and Sandymount.
- The Council has undertaken a number of projects under the River Basin Management Plan for Ireland 2018-2021 and Eastern River Basin District to improve water quality within the city's waterbodies. Of particular note is the Santry River Project, which is being progressed as part of a URDF funded pilot to restore the river to a more natural state.
- The Council is supporting the objectives of the Water Framework Directive (WFD) to improve the status of waterbodies by adopting a much more proactive approach to managing surface-water and flood risk through sustainable drainage and nature-based solutions, requiring new developments adjacent to the River Liffey to incorporate these solutions, together with green infrastructure features, in order to absorb rainfall.
- The Council's commissioning of the Dublin waste to energy facility, which converts waste that cannot be reused or recycled into clean energy, has provided new localised infrastructure for the sustainable treatment and reuse of the city's waste products.

- The Council worked in partnership with the other Dublin local authorities to produce a combined Noise Action Plan for the Dublin Agglomeration 2018-2023 which sets out measures to mitigate excessive environmental noise and to protect areas of good acoustic quality.
- In 2019, the Council launched a real-time air and noise monitoring website (<https://dublincityairandnoise.ie/>) which gives the public real time access to data for the city and provides an evidence-base for the development of policy to address local air quality issues.
- In 2021, the Council became the first local authority in Ireland to establish a Telecoms Unit to harness the potential of Dublin's digital economy and have installed an open access ducting system and 5G technology testbed in the Dublin Docklands as part of the city's 'Smart Docklands' initiative.

### 9.3 Challenges

Meeting the increased demand for high-quality infrastructure and services will be an ongoing requirement as Dublin City grows and develops. Dublin City is currently facing a range of infrastructural challenges:

Ireland's energy sector will need to be adapted to embrace a more diverse range of low, zero-carbon and renewable energy sources in order to provide for a more environmentally sustainable, stable and indigenous energy supply. The provision of secure, resilient, decarbonised and decentralised utilities which are integrated with population growth, city development and climate action objectives, will be a long term challenge for the city.

Another core challenge for Dublin is the need to address existing pressure on the city's water supply and wastewater treatment infrastructure and to align the provision of critical water services with city growth targets, whilst also providing for environmental protection and climatic resilience.

Climate change, rising sea levels and more frequent and severe rainfall events are contributing to greater flooding issues and putting the city's critical infrastructure at risk. It will be necessary to adapt the city's flood risk management response to address these issues.

The strategic planning of surface water management will be required in order to reduce the volume of run-off, relieve overloading pressure on the drainage network and protect water quality in the city's

watercourses. This will necessitate the use and retrofitting of sustainable drainage solutions to managing surface water in place of hard grey solutions. It will also require the Council to address legacy issues around impermeable surfaces and sub-optimal standards of private drainage construction.

The Council will need to balance the requirement to improve the status of the city's water quality with planned growth targets for Dublin, whilst also protecting and improving aquatic environments and water-dependent ecosystems through pollution control and restoration/enhancement of the physical condition of the city's waterbodies.

Improving the sustainability of waste management infrastructure and practices will be critical to maximising resource value in accordance with circular economy<sup>17</sup> principles, as will facilitating the safe and environmentally responsible reuse and redevelopment of contaminated brownfield sites throughout the city. The Council will need to continue to support innovation in waste management and reduction in order to enhance public health, economic wellbeing and environmental protection.

The proactive management of the city's air quality and acoustic environment will require the Council to address the cross-sectoral factors which contribute to the city's air and noise pollution, such as high volumes of vehicular traffic.

Balancing the increasing demand for deployment of digital connectivity infrastructure to support the digital economy/ future connectivity with the need for efficiency and co-ordination with other utility works will be an ongoing challenge for the city.

<sup>17</sup> In a circular economy, waste and resource use are minimised; the value of products and materials is maintained for as long as possible through good design, durability and repair; and when a product has reached the end of its life, its parts are used again and again to create further useful products (Source: A Waste Action Plan for a Circular Economy: Ireland's National Waste Policy 2020-2025 (Government of Ireland)).

## 9.4 The Strategic Approach

The main strategic issues for the current plan period are identified as follows:

- Facilitating the provision of critical energy utilities and the transition to alternative, renewable, decarbonised and decentralised energy sources, technologies and infrastructure whilst delivering improved alignment between the city's energy use and energy generation.
- Aligning the settlement and economic elements of the core strategy with the efficient use and timely delivery of critical water supply and waste water infrastructure through ongoing consultation with Irish Water (IW). Supporting implementation of the IW Water Services Strategic Plan (2015) and key projects in order to maintain and improve existing services and service further growth.
- Managing the use of our water resources through active conservation and demand management measures.
- Enhancing the city's resilience to climatic risk and vulnerabilities through more nature-based and adaptive flood risk management which is aligned with placemaking and delivers wider environmental benefits.
- Aligning the growth of development areas with strategic surface water management and encouraging the use of sustainable drainage systems and nature-based surface water management regimes.
- Ensuring the necessary management and protection of watercourses and waterbodies is fully integrated with climate action, land use planning and development management practices.
- Promoting and delivering more sustainable forms of waste management and improved waste education in the city in line with circular economy and 15-minute city principles. Minimising and preventing waste and maximising material recycling, reuse and re-purposing.
- Control of air pollution emissions at source through cross sectoral policy responses in the areas of transport, land use, green infrastructure and energy production/ use.
- Proactive management of urban noise pollution sources through the Dublin Agglomeration Noise Action Plan 2018-2023.
- Supporting and co-ordinating the roll-out of telecoms and digital connectivity infrastructure and the shared use of the city's assets and ducting networks, in order to minimise time delays, cost, duplication and disruption.



## 9.5 Policies and Objectives

### 9.5.1 Water Supply and Wastewater

Providing for safe, secure and resilient water services is of critical importance to facilitating public health, population and employment growth within Dublin City. National policy for the delivery and development of water and wastewater services is set out in the Water Services Policy Statement 2018 – 2025 (2018). Quality, conservation and future proofing are identified as the key policy objectives for the delivery of water and wastewater services up to 2025.

Irish Water (IW) are responsible for the provision of public water services and management of water and wastewater investment. The sustainable management of water is provided for through capital investment in water services provision under the IW Water Services Strategic Plan (WSSP) 2015 and related Capital Investment Plans and Programmes. The 25-year plan outlines the status of Ireland's water services infrastructure, including current and future challenges, and identifies plan-led investment priorities to meet demand. The WSSP also provides the context for detailed implementation plans that address key water service areas such as water resource management, wastewater compliance and sludge management.

The water supply and wastewater needs of Dublin are to be met by a series of planned Strategic Water Services Projects designed to enhance the city's water supply and increase wastewater treatment capacity in compliance with the Urban Waste Water Treatment and Drinking Water Directives. The phased upgrade of the Ringsend WWTP Project and Greater Dublin Drainage Project remain critical waste

water infrastructure investment priorities in the short-to-medium term, whilst the Water Supply Project for the Eastern and Midlands Region (EMR) is identified as a critical longer term project to ensure resilience and security of supply. This project is due to be implemented under the IW National Water Resources Plan – Framework Plan (2021) which outlines how Irish Water intends to maintain the balance between the supply from water sources around the country and demand for drinking water over the short, medium and long-term. The next phase will be the preparation of Regional Water Resources Plans (RWRP), which will in turn inform future capital investment and operational plans. The relevant plan for Dublin City will be the Eastern and Midlands RWRP.

Climate change has been identified as a significant ongoing challenge to the sustainable management of water resources for Dublin City, in terms of both the capacity of waterbodies to assimilate wastewater discharges and the availability and security of water supply sources. Addressing the overloading of the city’s drainage network, coupled with excessive water wastage and demand, are central to sustainably managing the demand for water services in Dublin in line with the Water Quality and Water Services Infrastructure Climate Change Sectoral Adaptation Plan (2019). The City Council is actively working with IW to promote water conservation, to control leakage and to rehabilitate and upgrade the city’s water main infrastructure. Localised pressures on the city’s sewerage system are being addressed through the proactive management of surface water inflows, the roll out of Drainage Action Plans, higher drainage infrastructure design standards and by requiring the separation of foul and surface water drains as part of all new developments.

<b>It is the Policy of Dublin City Council:</b>	
<b>SI1</b>	<b>Support for Irish Water</b> To support and facilitate Irish Water in the provision of high quality drinking water, water conservation and drainage infrastructure and to promote the ongoing upgrade and expansion of water supply and wastewater services to meet the future needs of the city and the Region.
<b>SI2</b>	<b>Integrating Water Services with Development</b> 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 exist or will become available within the life of a planning permission.
<b>SI3</b>	<b>Separation of Foul and Surface Water Drainage Systems</b> To require all new development to provide separate foul and surface water drainage systems.

<b>It is the Policy of Dublin City Council:</b>	
<b>SI4</b>	<b>Drainage Infrastructure Design Standards</b> To require new private development sewers which are intended to connect to the public drainage system to comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works and/ or Irish Water foul sewer specification (where applicable).
<b>SI5</b>	<b>Safeguarding of Public Water Services Infrastructure</b> To work in conjunction with Irish Water to safeguard existing water and drainage infrastructure by protecting existing wayleaves and buffer zones around public water service infrastructure.
<b>SI6</b>	<b>Water Conservation</b> To require all developments to incorporate best practice water conservation and demand management measures in order to promote water conservation by all water users and minimise the pressure for water drawdown, wastage of water supply and reduced availability of water resources.

<b>It is an Objective of Dublin City Council:</b>	
<b>SI01</b>	<b>Commitment to Working in Partnership with Irish Water</b> To support Irish Water in the implementation of the Water Services Strategic Plan (2015) and National Water Resources Plan (2021) for Ireland’s public water supplies and to work closely with Irish Water to facilitate the timely delivery of the public water services required to realise the core strategy growth targets of this plan in accordance with the Draft Water Services Guidelines for Planning Authorities (2018).
<b>SI02</b>	<b>Wastewater Waste Treatment</b> To have regard to the policies and objectives contained in Irish Water’s National Wastewater Sludge Management Plan (2016) and subsequent plans, and to support appropriate options for the extraction of energy and other resources from sewerage sludge.
<b>SI03</b>	<b>Irish Water Conservation Measures</b> To work with Irish Water to reduce leakage in accordance with any forthcoming Regional Water Conservation Strategy.

### 9.5.2 Urban Watercourses and Water Quality

The Water Framework Directive (WFD) is environmental legislation which aims to protect and improve water quality in support of ecology and the attainment of good status in our rivers, lakes, groundwater and transitional coastal waters by 2027. The WFD's good ecological status objective applies to Dublin's estuaries, coastal areas and rivers Liffey, Tolka, Dodder, Camac, Santry and Mayne together with their sub-catchments. The city's rivers are currently not achieving a 'good ecological status' as per the WFD. Data from the 2013-2018 monitoring period indicates that their WFD status ranges from 'moderate' to 'poor', while the status of the city's transitional waterbodies ranges from 'good' to 'moderate' with its coastal waterbody being classed as 'good'.

Ireland is required to produce River Basin Management Plans (RBMP) under the WFD across three river basin planning cycles. The RBMP seeks to ensure WFD compliance through a catchment-based approach to the protection and enhancement of water quality, the shape and flow of water courses and their water-dependent ecosystems, improving their status and preventing their further deterioration. The 2018-2021 RBMP identifies activities and pressures on waterbodies nationally and sets out a programme of measures to address these at a more localised-level. In Dublin City, pressures include contamination from surface water run-off, misconnections and urban waste water; culverting and other physical changes to historic river channels; and, increases in impervious surface cover due to urbanisation. The key risks to water quality arising from climate change are identified as the movement of pollutants following increased rainfall and flooding, together with reduced dilution of contaminants in water bodies at low flow.

The Council has a role to play in co-ordinating and tracking the implementation of RBMP measures at regional and local level, and in making sure they are fully considered throughout the physical planning process to ensure alignment between the Development Plan, WFD and RBMP. It is anticipated that forthcoming Section 28 Guidance on WFD Assessment and Sustainable Urban Drainage will assist planning authorities in addressing these water quality considerations as part of the planning and development decision-making process.

The Council is currently examining the potential for strategic management, restoration and enhancement of the city's watercourses as a policy response to the WFD, the Local Government (Water Pollution) Act 1977 (as amended), the RBMP and national urban renewal policies. The Council is exploring the potential of using green infrastructure and land-use management to mitigate pollution and address water

quality and flood risk issues. For example, initiatives such as the Santry River Restoration and Greenway project use green infrastructure to manage and treat surface water run-off in order to protect water quality and improve the status of the river. Work is also underway on a Flood Alleviation Scheme (FAS) to review and improve flood protection on the Camac River catchment with opportunities for river corridor restoration being explored as part of this initiative.

#### River Corridor Restoration

River Corridor Restoration seeks to support the restoration of natural processes and historical functioning of a river as far as possible thereby improving its water quality and ecology in line with the requirements of the WFD, RBMP and climate change adaptation. Providing more 'room for the river' is central to the concept.

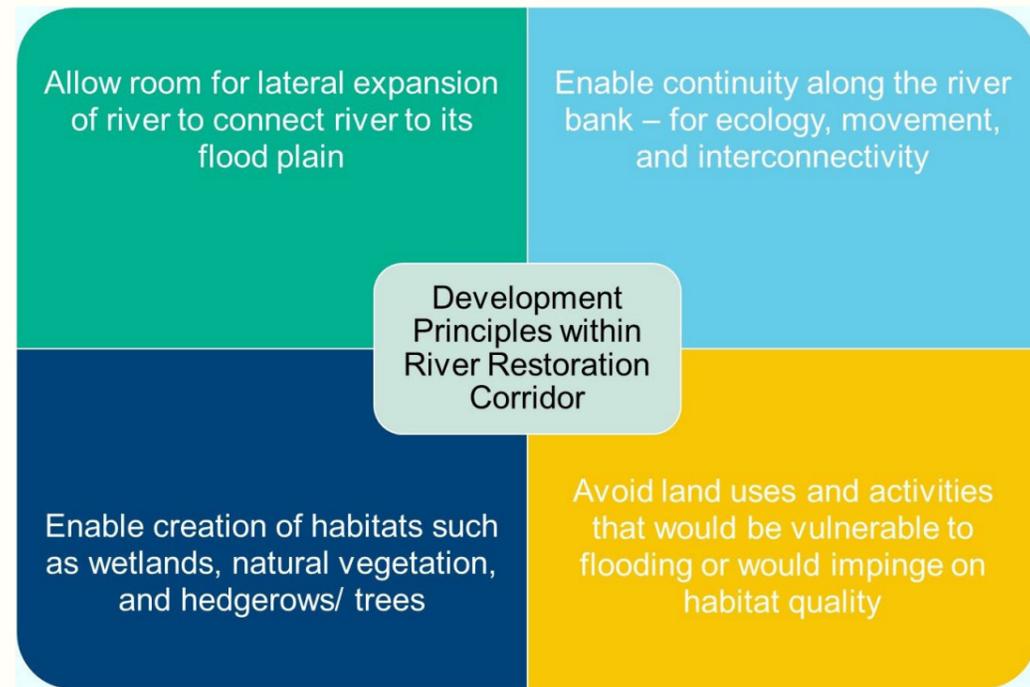
It is the objective of the Council to prepare River Corridor Restoration Strategies for the city's watercourses and to develop a long term, integrated and interdisciplinary approach to linking the restoration of the city's rivers and tributaries to land use planning, urban regeneration, climate adaptation and the provision of ecosystem services such as flood management, habitat provision and pollution control. This will be done in co-operation with stakeholders including local communities, neighbouring local authorities, and government agencies (EPA, OPW, IFI, etc.).

Forthcoming national guidance on Nature-Based Sustainable Urban Drainage and WFD Assessment of Plans and Projects will provide a strong policy basis for nature-based water management and will support the advancement of the Council's River Restoration Strategies.

In the interim, progressive restoration within river corridors is to be achieved by managing the nature and extent of development adjoining the city's rivers by applying a recommended minimum setback distance from all rivers in line with Planning for Watercourses in the Urban Environment Guidance (2020) produced by Inland Fisheries Ireland and the River Hydromorphology Assessment Technique (RHAT) under the Water Framework Directive.

A more extensive set-back distance based on a hydromorphological assessment may be required for larger scale sites along the River Camac, to safeguard the restoration integrity of specific river reaches. Development principles in relation to river restoration corridors are summarised in the diagram overleaf.

**Figure 9-1: Development Principles within River Restoration Corridors**



In the longer term, the Council are seeking to prepare restoration strategies/ masterplans for the city's rivers and to deliver river restoration projects on flagship sites and within designated Strategic Development and Regeneration Areas.

It is the Policy of Dublin City Council:	
<b>SI7</b>	<b>Water Quality Status</b> To promote and maintain the achievement of at least good status in all water bodies in the city.
<b>SI8</b>	<b>Physical Condition of Waterbodies</b> To promote the protection and improvement of the aquatic environment and water-dependent ecosystems through proactive discharge and emissions management and through the enhancement of the physical condition of waterbodies.
<b>SI9</b>	<b>Groundwater Pollution</b> To promote the progressive reduction of pollution of groundwater.
<b>SI10</b>	<b>Managing Development Within and Adjacent to River Corridors</b> To require development proposals that are within or adjacent to river corridors in the city (excluding the Camac River) to provide for a minimum set-back distance of 10-15m from the top of the river bank in order to create an appropriate riparian zone. The Council will support riparian zones greater than 10 metres depending on site specific characteristics and where such zones can integrate with public/communal open space.

It is the Policy of Dublin City Council:	
<b>SI11</b>	<b>Managing Development Within and Adjacent to Camac River Corridor</b> To manage all development within and adjacent to the Camac River Corridor in a way that enhances the ecological functioning and water quality of the river and aligns with the principles for river restoration. All development shall provide for a minimum set-back distance of 10-25m from the top of the river bank depending on site characteristics. Large development sites in excess of 0.5ha should provide a minimum set-back of 25m from the top of the river bank where informed by a hydromorphological study.
<b>SI12</b>	<b>River Restoration in Strategic Development and Regeneration Areas</b> To provide opportunities for enhanced river corridors in the following Strategic Development and Regeneration Areas (SDRAs) in order to harness significant opportunities for river restoration where feasible: <ul style="list-style-type: none"> <li>• SDRA 1 Clongriffin /Belmayne and Environs</li> <li>• SDRA 3 Finglas Village Environs and Jamestown Lands</li> <li>• SDRA 4 Park West/Cherry Orchard</li> <li>• SDRA 5 Naas Road</li> <li>• SDRA 6 Docklands</li> <li>• SDRA 7 Heuston and Environs</li> <li>• SDRA 9 Emmet Road</li> <li>• SDRA 10 North East Inner City</li> <li>• SDRA 16 Oscar Traynor Road</li> </ul>

It is an Objective of Dublin City Council:	
<b>SIO4</b>	<b>River Basin Management Plan</b> To implement the EU Water Framework Directive through the implementation of the appropriate River Basin Management Plan and Programme of Measures and individual river restoration strategies where available.
<b>SIO5</b>	<b>River Basin Management Plan</b> To take into consideration the River Basin Management Plan and Programme of Measures when considering new development proposals.
<b>SIO6</b>	<b>Groundwater Protection</b> To protect ground water resources in Dublin City and to implement the recommendations contained in any Groundwater Protection Scheme prepared under EU Ground Water Directives.

It is an Objective of Dublin City Council:	
<b>SIO7</b>	<b>River Restoration Flagship Projects</b> To support the delivery of flagship river restoration projects where restoration measures can be comprehensively implemented, including the Camac River Corridor. This will include opportunities arising from the regeneration / development of strategic land banks.
<b>SIO8</b>	<b>River Restoration Strategies/ Masterplans</b> To prepare river-specific restoration strategies/ masterplans for the city's rivers and their tributaries in order to create a comprehensive, collaborative and integrated catchment management planning approach to improving the river corridor which addresses water quality, flooding, hydromorphology, ecology, biodiversity, heritage, amenity and tourism.
<b>SIO9</b>	<b>Planning for Nature-based Water Management</b> To undertake Rainwater Management Plans for each river catchment and as part of this, include a study of relevant zoned lands within the city in order to ensure that sufficient land is provided for nature-based water management.

### 9.5.3 Flood Management

Flooding in Dublin City has been addressed to date through a variety of structural and non-structural measures, including a range of investment programmes and a number of flood defence/ alleviation projects. Spatial planning and land use management have also had a key role to play with respect to flood risk management, in particular, in ensuring that future development avoids or minimises increases in flood risk. In line with current flood risk management practice, the City Council has increased co-ordination and capacity building and adopted a flood risk prevention (SFRA/ Flood Risk Management Guidelines as framework for forward planning and development management), protection (Flood Relief Schemes), preparedness (Flood Warning / Emergency Response) and resilience approach.

The Council is currently examining ways to more effectively manage the potential impacts of climate change on flooding and flood risk in line with the Flood Risk Management Climate Change Sectoral Adaption Plan (2019). In response, the Strategic Flood Risk Assessment (SFRA) for the Development Plan has considered climate change and resultant increases in rainfall intensity, changed rainfall patterns and increased risk from fluvial and coastal flooding.

The Council is actively working to ensure the long term management of flood risk by implementing projects and programmes that align with

the EU Floods Directive and WFD. The Council is also working in close partnership with the Office of Public Works (OPW), the lead organisation for flood risk management in Ireland, to deliver the objectives of the Catchment Flood Risk Assessment and Management (CFRAM) Programme for the major rivers and coastal areas of Dublin City. The CFRAM Studies generated several outputs including:

- Flood maps indicating modelled flood extents and flood zones for a range of flood events of annual exceedance probability (AEP) (fluvial and coastal).
- Flood Risk Management Plans (FRMPs) to manage flood risk within the relevant river catchment.

These comprehensive flood maps and FRMPs inform decision making for flood management and flood risk reduction and in turn, inform the approach taken to the city's spatial planning, land use and development management. The resulting CFRAM flood maps, which identify areas at risk of flooding under current and future scenarios, and FRMPs, which identify specific flood relief schemes and projects designed to take account of potential future climate change impacts, have been incorporated into the SFRA that informed the preparation of the development plan. The SFRA has been prepared in accordance with the Planning System and Flood Risk Management Guidelines (2009) to provide a broad (wide area) assessment of all types of flood risk to inform strategic land-use planning decisions.

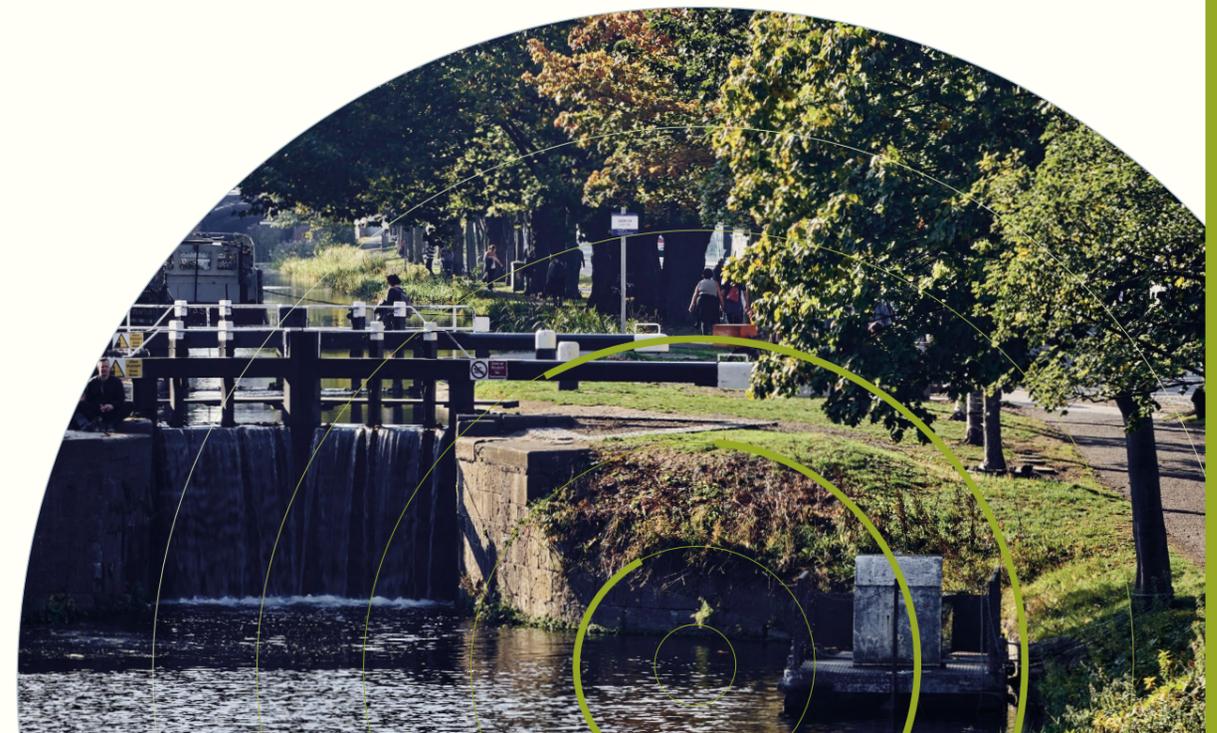
Natural flood risk mitigation or Sustainable Drainage Systems (SuDS) such as integrated wetlands, enhanced green infrastructure and nature-based solutions offer an alternative to traditional hard engineered solutions such as flood defence walls. These systems play a role in climate adaption and mitigation responses to achieve flood resilience by reducing and managing run-off from new developments to surface water drainage systems, minimising flood risk downstream, improving water quality and contributing to local amenities.

In 2013, the OPW published the Irish Coastal Protection Strategy Study (ICPSS) which provided strategic coastal flood and erosion hazard maps for the national coastline. This study has informed local authority assessment of potential hazards associated with future development, has guided decision making on local coastal planning and development, and has facilitated the development of appropriate plans and strategies for the sustainable management of coastlines. Whilst the ICPSS did not identify coastal erosion as a critical threat to Dublin City, the Council will continue to work with the OPW and other agencies on an integrated and

precautionary approach to managing the projected impacts of coastal change (caused by increasing development pressures and erosion, sea level rise and increased storm frequency linked to climate change) on the city's coastal communities, infrastructure, heritage and environment.

It is the Policy of Dublin City Council:	
SI13	<p><b>Minimising Flood Risk</b></p> <p>To minimise the flood risk in Dublin City from all other sources of flooding as far as is practicable, including fluvial, reservoirs and dams, and the piped water system.</p>
SI14	<p><b>Strategic Flood Risk Assessment</b></p> <p>To implement and comply fully with the recommendations of the Strategic Flood Risk Assessment prepared as part of the Dublin City Development Plan 2022-2028 and to have regard to the Flood Risk Management Guidelines (2009), as revised by Circular PL 2/2014, when assessing planning applications and in the preparation of statutory and non-statutory plans.</p>
SI15	<p><b>Site-Specific Flood Risk Assessment</b></p> <p>All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:</p> <ul style="list-style-type: none"> <li>• The Planning System and Flood Risk Management, Guidelines for Planning Authorities, Department of the Environment, Community and Local Government (2009), as revised by Circular PL 2/2014, and the Strategic Flood Risk Assessment (SFRA) as prepared by this Development Plan.</li> <li>• The application of the sequential approach, with avoidance of development in areas at risk of flooding as a priority. Where the Justification Test for Plan Making and Development Management have been passed, the SSFRA will address all potential sources of flood risk and will consider residual risks including climate change. The SSFRA will include 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.</li> </ul>

It is the Policy of Dublin City Council:	
SI16	<p><b>Site-Specific Flood Risk Assessment</b></p> <p>Proposals which may be classed as 'minor development', for example, small-scale infill, extensions to houses 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 (2009), as revised by Circular PL 2/2014, 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 to the development or to third party lands, and to ensure risk to the development is managed.</p>
SI17	<p><b>Catchment-Based Flood Risk Management Plans</b></p> <p>To assist the OPW in implementing catchment-based Flood Risk Management Plans for rivers, coastlines and estuaries in the Dublin City area, including planned investment measures for managing and reducing flood risk, and have regard to their provisions/ recommendations.</p>
SI18	<p><b>Protection of Flood Alleviation Infrastructure</b></p> <p>To put in place adequate measures to protect the integrity of flood alleviation infrastructure in Dublin City and to ensure new developments or temporary removal of any flood alleviation asset does not increase flood risk, while ensuring that new flood alleviation infrastructure has due regard to nature conservation, natural assets, open space and amenity values.</p>



<b>It is the Policy of Dublin City Council:</b>	
<b>SI19</b>	<p><b>Provision and Upgrading of Flood Alleviation Assets</b></p> <p>To facilitate the provision of new or the upgrading of existing flood alleviation assets where necessary and in particular, the implementation of proposed flood alleviation schemes, on the Santry, Camac, Dodder, Wad, Naniken, Mayne, Tolka and Poddle rivers as well as Clontarf Promenade, Sandymount, Liffey estuary and any other significant flood risk areas being progressed through the planning process during the lifetime of the 2022-2028 Dublin City Development Plan, with due regard to the protection of natural heritage, built heritage and visual amenities.</p>
<b>SI20</b>	<p><b>Basement Flood Risk Management</b></p> <p>That there is a general presumption against the development of basements for residential use below the estimated flood levels for Flood Zones A or B (see Section 15.18.4 and Appendix 9 for further guidance).</p>
<b>SI21</b>	<p><b>Managing Surface Water Flood Risk</b></p> <p>To minimise flood risk arising from pluvial (surface water) flooding in the city by promoting the use of natural or nature-based flood risk management measures as a priority and by requiring the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving, and requiring the use of sustainable drainage techniques, where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risk and to deliver wider environmental and biodiversity benefits.</p>

<b>It is an Objective of Dublin City Council:</b>	
<b>SIO10</b>	<p><b>OPW Flood Relief Maintenance</b></p> <p>To support and facilitate the OPW in its duty to maintain flood relief schemes completed under the Arterial Drainage Acts, 1945-1995, including the schemes in Carysfort Maretime Stream, River Dodder (Tidal), River Tolka, River Wad (Clanmoyle), South Campshires and Spencer Dock.</p>
<b>SIO11</b>	<p><b>Cross-Boundary Flood Management</b></p> <p>To work with neighbouring local authorities when developing cross-boundary flood management work programmes and when considering cross-boundary development.</p>
<b>SIO12</b>	<p><b>OPW Catchment-Based Flood Risk</b></p> <p>To work with the OPW in the development and implementation of catchment-based strategies for the management of flood risk – including those relating to storage and conveyance.</p>

### 9.5.4 Surface Water Management and Sustainable Drainage Systems (SuDS)

The implementation of Sustainable Drainage Systems (SuDS) encourages nature-based solutions to managing surface water which utilise and mimic natural processes from the environment in order to reduce the volume of water run-off and improve water quality.

The increased use of SuDS helps control the rate of surface water run-off, thereby, reducing the volume of rainfall being discharged to our drainage systems and potential for overflows and localised flooding. Facilitating run-off to percolate through natural features such as the natural ground, tree pits, green roofs and swales, will provide for staged water treatment helping to remove pollution and sediments and thereby, improving the water quality of our rivers in line with the requirements of the WFD.

Surface water drainage should be designed and implemented in ways that promote multiple benefits. Adopting sustainable drainage solutions and a softer engineered approach to managing water on site, as part of strategic green infrastructure or landscaping plans for example, can deliver many societal, environmental, biodiversity, amenity and climate action benefits and opportunities for healthy placemaking (for further guidance see Section 15.6: Green Infrastructure and Landscaping).

The City Council will require the use of SuDS, incorporating predominantly nature-based solutions, within all developments in order to reduce the quantity of surface water run-off, improve water quality and contribute to climate change adaptation. Management of surface water at or near source within the development site, via nature-based drainage systems will be the priority with flow to main surface infrastructure controlled in accordance with the guidance set out in Appendices 11, 12 and 13. The Council’s Surface Water Management Guidance (Appendix 13) should be consulted for further information and the proposed strategy agreed with the Council’s Drainage Department. Any impact on biodiversity or landscape will be the subject of consultation with the Council’s Parks, Biodiversity and Landscape Services Division.

It is the Policy of Dublin City Council:	
	<b>Sustainable Drainage Systems</b> To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, as set out in the Greater Dublin Strategic Drainage Study (Vol 2: New Development)/ Greater Dublin Regional Code of Practice for Drainage Works. Sustainable Drainage Systems (SuDS) should incorporate nature-based solutions and be designed in accordance with the Dublin City Council Sustainable Drainage Design and Evaluation Guide (2021) which is summarised in Appendix 12. SuDS should protect and enhance water quality through treatment at source while enhancing biodiversity and amenity.
SI22	
	<b>Green Blue Roofs</b> To require all new developments with roof areas in excess of 100 sq. metres to provide for a green blue roof designed in accordance with the requirements of Dublin City Council's Green and Blue Roof Guide (2021) which is summarised in Appendix 11.
SI23	
	<b>Control of Paving of Private Driveways / Vehicular Entrances / Grassed Areas</b> To require that all surface water run-off from new/ extended domestic driveways, repaired/ replacement driveways and vehicular entrances (where such development is not exempted from the requirement to obtain planning permission) is managed through the use of SuDS, ensuring no increase in surface water discharges to the public drainage network (for further guidance please refer to Appendices 5 and 12).
SI24	



It is the Policy of Dublin City Council:	
	<b>Surface Water Management</b> To require the preparation of a Surface Water Management Plan as part of all new developments in accordance with the requirements of Appendix 13 – the Council's Surface Water Management Guidance.
SI25	
	<b>Taking in Charge of Private Drainage Infrastructure</b> To require that all new surface water infrastructure within public or private developments be constructed in accordance with the standards set out within the Greater Dublin Regional Code of Practice for Drainage Works, irrespective of the management and maintenance regime proposed for the development or whether or not the development is intended to be taken in charge, in full or in part (i.e. infrastructure shall be to designed to taking in charge standards).
SI26	

It is an Objective of Dublin City Council:	
	<b>New Surface Water Infrastructure</b> To provide for new and improved surface water public networks, including projects undertaken in conjunction with Irish Water where applicable / where required, in order to reduce pollution and negative impacts on receiving waters to allow for more sustainable development.
SI013	

### 9.5.5 Waste Management and Circular Economy Practice

The appropriate management of waste is essential to sustainable development, protecting public health and maintaining a high-quality environment.

The focus of waste policy has changed in recent years with the 'take-make-discard' economy model being replaced by a 'circular' economy model which seeks greater resource efficiency, with the value of all materials maximised in accordance with the EU Waste Hierarchy of prevention, preparing for re-use, recycling, energy recovery and sustainable disposal. The Government's Waste Action Plan for a Circular Economy 2020-2025 provides Ireland with a roadmap for waste planning and management and is supported by the Draft Circular Economy Bill (2021) and Government Strategy to comply with EU Waste Directive obligations. The plan encourages the transition from waste disposal towards using waste as a resource - facilitating the use of materials at their highest value for as long as possible, before reusing or recycling them at the end of their service life to generate minimal waste, thereby, helping to reduce carbon emissions. The Dublin Waste-to-Energy Facility is an example of the circular economy in operation in the city.

The Eastern Midlands Regional Waste Management Plan 2015–2021 (EMRWMP) provides a strategic vision and framework for the prevention, reduction and management of waste in a safe and sustainable manner and the development plan is required to take account of the requirements of the plan. Waste streams are viewed as a valuable material resource and landfilling discouraged in favour of higher value waste recovery options, such as the generation of energy from municipal waste. The plan sets strong targets on waste prevention, re-use, recycling and segregation, all to be achieved through active enforcement of waste policy/ legislation and the promotion of reuse, repair and resource efficiency activities. The EMRWMP is under review with a new plan due to be published in 2022.

The Council has developed and implemented a range of policies and actions in line with the EMRWMP, including public education and awareness initiatives to promote circular economy waste management principles. The launch of the Council’s MODOS circular economy training programme in 2019 has encouraged small and medium-sized (SME) businesses to build sustainable waste management practices into their supply chains while the inclusion of waste management actions in the Dublin City Climate Change Action Plan 2019-2024 (CCAP) has increased the focus on sustainable and climate resilient management of city waste resources.

The Council is actively seeking to promote more sustainable and localised approaches to litter and waste management in line with the principles of a 15 minute city whilst coordinating the distribution of such facilities to avoid overconcentration where practicable. The City Council passed a motion in July 2019 committing the city council to taking the domestic waste service back into Council ownership. The Council continues to manage a network of bring centres together with civic amenity sites and bottle banks for the reuse and recycling of a range of household and commercial waste streams outside of current private kerbside collection systems. Options for the provision of additional waste management infrastructure at industry and community level, such as neighbourhood community food waste composters, are also being explored by the Council.

The Council’s Litter Management Plan for the city for the period 2020-2022 aims to encourage the recycling of additional waste streams and to improve community access to waste management services by increasing the supply of local facilities (including textile recycling centres). The plan also seeks to introduce compartmentalised waste and recycling bins on-street/ in public spaces and to encourage the provision of recycling facilities in all new residential and commercial developments.

<b>It is the Policy of Dublin City Council:</b>	
<b>SI27</b>	<p><b>Sustainable Waste Management</b></p> <p>To support the principles of the circular economy, good waste management and the implementation of best practice in relation to waste management in order for Dublin City and the Region to become self-sufficient in terms of resource and waste management and to provide a waste management infrastructure that supports this objective.</p>
<b>SI28</b>	<p><b>Sustainable Waste Management</b></p> <p>To prevent and minimise waste generation and disposal, and to prioritise prevention, recycling, preparation for reuse and recovery in order to safeguard against environmental pollution.</p>
<b>SI29</b>	<p><b>Segregated Storage and Collection of Waste Streams</b></p> <p>To require new commercial and residential developments, to include adequate and easily accessible storage space that supports the separate collection of as many waste and recycling streams as possible, but at a minimum general domestic waste, dry recyclables and food waste as appropriate (for further guidance see Appendix 7).</p>
<b>SI30</b>	<p><b>Waste Management in Apartment Schemes</b></p> <p>To require that the storage and collection of mixed dry recyclables, organic and residual waste materials within proposed apartment schemes have regard to the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018 (or and any future updated versions of these guidelines produced during the lifetime of this plan).</p>
<b>SI31</b>	<p><b>Provision of Public Recycling Facilities in Large Retail Developments</b></p> <p>To require new retail developments in excess of 1,000sq.m (net) in size to provide for a local bring centre/ public reuse and recycling facilities on-site, where feasible, in line with the principles of the 15-minute city. The facilities should be adequately-sized and located to be easily accessible to the general public and should specifically provide for textile and glass bottle recycling (for further guidance see Section 15.18.3).</p>
<b>SI32</b>	<p><b>Litter Management Plan</b></p> <p>To support the implementation of the Dublin City Council Litter Management Plan 2020-2022 and subsequent plans through enforcement of the litter bye-laws, street cleaning and education and awareness campaigns.</p>

It is an Objective of Dublin City Council:	
<b>SIO14</b>	<b>Local Recycling/Reuse Infrastructure</b> To provide for a citywide network of municipal civic amenity facilities/ multi-material public recycling and reuse facilities in accessible locations throughout the city in line with the objectives of the circular economy and 15 minute city.
<b>SIO15</b>	<b>Waste Management Education</b> To continue to support innovative circular economy waste management and education programmes such as the Council’s MODOS initiative, which supports businesses to reduce their commercial waste generation.
<b>SIO16</b>	<b>Eastern-Midlands Region Waste Management Plan</b> To support the implementation of the Eastern-Midlands Regional Waste Management Plan 2015–2021 and any subsequent plans in order to facilitate the transition from a waste management economy towards a circular economy.
<b>SIO17</b>	<b>Innovative Waste Management Solutions</b> To consider the feasibility of expanding the provision of public shared domestic waste bins and of developing a trial public underground waste storage solutions in line with the review of the Dublin City Council Litter Management Plan 2020-2022 and preparation of the subsequent Litter Management Plan.
<b>SIO18</b>	<b>Community Food Waste Composting</b> To promote the piloting of community food waste composters as a tool for more sustainable and localised community approach to waste recovery and recycling.

### 9.5.6 Contamination and 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, with contamination arising as a result of spillages, leaks and improper handling of material and waste products. Contamination risks can also arise as a result of seepages from existing infrastructure, such as oil leaks from electricity cables. The City Council will liaise with the Regional Waste Management Office when considering proposals for the development of brownfield sites that require the offsite disposal of contaminated waste in order to provide for adequate site remediation. Proposals for the redevelopment of strategic brownfield lands will be required to be informed by a contaminated land risk assessment and where contamination is evident, applicants will be required to remediate sites to EPA and internationally accepted standards (for further guidance see Section 15.18.12).

It is the Policy of Dublin City Council:	
<b>SI33</b>	<b>Remediation of Contaminated Sites</b> That 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 an Objective of Dublin City Council:	
<b>SIO19</b>	<b>Consultation with Regional Waste Management Office</b> To liaise with the Regional Waste Management Office when considering proposals for the development of brownfield sites that require the offsite disposal of contaminated waste.
<b>SIO20</b>	<b>Managing Contamination Risk from Existing Infrastructure</b> To proactively manage the contamination risks arising from existing infrastructure by encouraging the upgrading/ replacement of such infrastructure and the remediation of the affected sites, where appropriate.

### 9.5.7 Air Quality

Air quality is central to creating a clean environment and a healthy society. The primary sources of air pollution are emissions from exhaust pipes (nitrogen dioxide) and residential heating systems (particulate matter).

Air quality standards in Ireland are set by the EU Air Quality Directive which has resulted in national regulations outlining acceptable air pollution levels and an obligation on the City Council to monitor the city’s air quality through a network of local air pollution sensors.

Dublin’s air quality status is currently classed as generally ‘good’, however, levels of nitrogen dioxide are a concern. The local authorities in the Dublin Region have prepared an Air Quality Management Plan for improvement in levels of nitrogen dioxide in ambient air quality for submission to the Environmental Protection Agency (EPA).

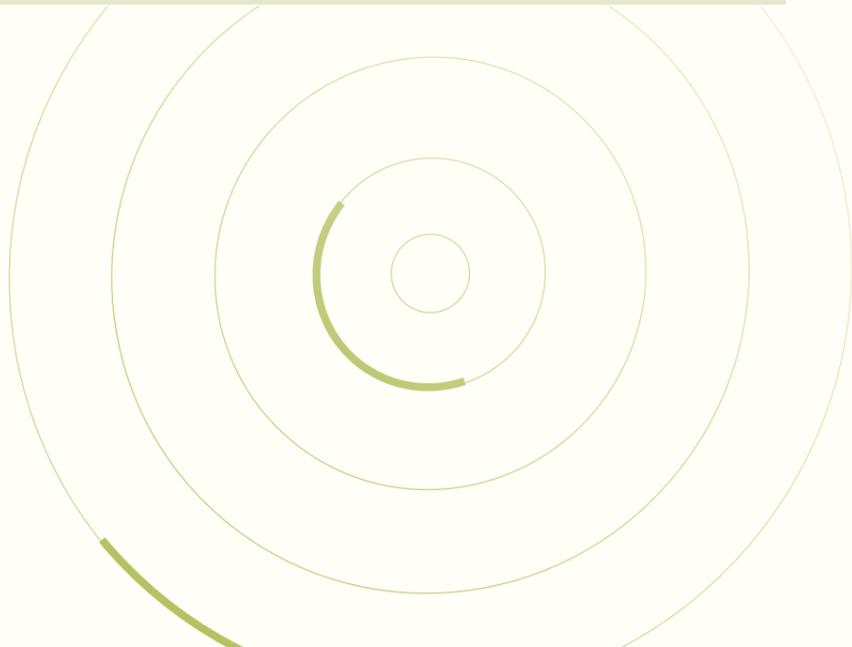
In February 2020, the Council signed-up to the UN/ World Health Organisation (WHO) Breathe Life commitments on air quality and to achieving WHO air quality guidelines (daily limit value) by 2030. The WHO guideline values are generally stricter than the comparable agreed EU standards.

The Department of Communications, Climate Action and Environment is in the process of developing a National Clear Air Strategy and the Council are committed to supporting its implementation at a city

level once adopted. This will require local authorities to play a role in local data collection to support the EPA’s air monitoring network and facilitate air quality alerts and pollen counts. The protection of air quality requires cross sectoral policy responses including the reduction in the use of fossil fuel based energy and also an increase in urban greening. Sustainable design and construction practices also have a role to play in helping to reduce emissions from the demolition and construction of new buildings (for further guidance see Section 15.18.2).

It is the Policy of Dublin City Council:	
<b>SI34</b>	<p><b>Management of Air Quality</b></p> <p>To monitor, pro-actively manage and improve air quality in the city through integrated land use and spatial planning measures to avoid, mitigate and minimise unacceptable levels of air pollution in accordance with national and EU policy Directives on air quality and, where appropriate, drive compliance with established targets.</p>

It is an Objective of Dublin City Council:	
<b>SIO21</b>	<p><b>Air Quality Data Collection</b></p> <p>To reduce harmful emissions and to achieve and maintain good air quality in the city by working with the Dublin local authorities and relevant agencies in the collection of local data through the Dublin City ambient air quality monitoring network.</p>
<b>SIO22</b>	<p><b>City Ambient Air Quality Monitoring Network</b></p> <p>To maintain and manage a Dublin City ambient air quality monitoring network in conjunction with the EPA and to commit to make available to the public the resulting air quality measurements through the <a href="https://dublincityairandnoise.ie/">https://dublincityairandnoise.ie/</a> website in real time, where feasible.</p>



### 9.5.8 Noise Pollution

Dublin City Council is actively engaged in the strategic management of noise in compliance with requirements under the EU Environmental Noise Directive and the Environment Noise Regulations.

The City Council prepared strategic noise maps for the city in 2017 in conjunction with the other Dublin Authorities to inform the Dublin Agglomeration Environmental Noise Action Plan 2018 – 2023. The Noise Action Plan includes initiatives to avoid, prevent and reduce, on a prioritised basis, the harmful effects of long term exposure to daytime and night-time environmental noise from road traffic, rail and industrial sources. The Action Plan and noise maps are required to be reviewed every 5 years.

There are eight designated Quiet Areas in Dublin City and these relate to city parks and greenspaces with low environmental sound levels. The Noise Action Plan seeks to protect these areas from future increases in environmental noise, so that they remain ‘tranquil’ and quiet.

The Council, through the planning system, can minimise the adverse impacts of noise pollution by controlling developments which are noise intensive and keeping them away from more sensitive residential areas. Furthermore, where it is considered that a proposed development is likely to create disturbance due to noise, the planning authority can impose a planning condition limiting the hours of operation and level of noise generation (for further guidance see Section 15.18.9).

Some areas of the city have greater potential to be affected by noise than others given their proximity to critical infrastructure such as Ports and Airports. The Noise Action Plan for Dublin Airport 2019-2023 and Dublin Airport Local Area Plan (2020) identify the potential for parts of northern Dublin to be exposed to noise from airport operations and set out a number of noise zones with restrictions on the level of development within each zone. Areas on the north-eastern periphery of the city fall within Dublin Airport Aircraft Noise Zone C within which, the effects of aircraft noise on sensitive developments must be adequately considered by the planning authority as part of the development management process. In line with the land-use planning policy of the Dublin Airport Local Area Plan and Fingal County Development Plan 2017-2023, it is a requirement that certain proposals for noise sensitive development in Zone C be accompanied by a noise assessment which should consider issues of noise annoyance and sleep disturbance at the design stage and to ensure, where appropriate, that noise insulation is incorporated within a proposed development (see Section 15.18.9 for further guidance).

<b>It is the Policy of Dublin City Council:</b>	
<b>SI35</b>	<b>Ambient Noise Quality</b> To seek to preserve and maintain noise quality in the city in accordance with good practice and relevant legislation.
<b>SI36</b>	<b>Noise Management</b> To support pro-active management of noise in the city through measures such as appropriate road surfaces to avoid, mitigate, minimise noise in accordance with good practice, relevant legislation an in line with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 and subsequent plans.
<b>SI37</b>	<b>Noise Sensitive Development</b> To give careful consideration to the location, design and construction 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, and to minimise the potential for noise disturbance.
<b>SI38</b>	<b>Noise Sensitive Development</b> To ensure that new residential development close to approved commercial uses is suitably sound insulated (for further guidance see Sections 15.14 and 15.18.9).
<b>SI39</b>	<b>Protection of Designated Quiet Areas</b> To protect the designated Quiet Areas within the city from increased exposure to noise.
<b>SI40</b>	<b>Dublin Airport Noise Zones and other Noise Plans</b> To take account of the Dublin Airport Local Area Plan (2020) and Noise Action Plan for Dublin Airport 2019-2023 as part of the development management process in order to protect noise sensitive development whilst facilitating the continued operation of Dublin Airport; and to develop similar appropriate plans for areas adjacent to Dublin Port.

<b>It is an Objective of Dublin City Council:</b>	
<b>SIO23</b>	<b>Dublin Agglomeration Environmental Noise Action Plan</b> To support the implementation of the Dublin Agglomeration Environmental Noise Action Plan 2018–2023 and subsequent plans in co-operation with the other Dublin local authorities.
<b>SIO24</b>	<b>Noise Monitoring and Enforcement</b> To support and facilitate the monitoring and enforcement by the environmental health department of noise reduction measures in areas experiencing excess noise.

### 9.5.9 Public and External Lighting

The provision of high quality, smart and energy efficient public lighting enhances peoples’ experience of the city and their sense of place, safety and security. Artificial light provides valuable benefits to society, including through extending opportunities for sport and recreation, and can be essential to a new development.

Light pollution can arise when external lighting is poorly designed and/or managed, leading to inappropriate or unwanted light spillage, sky glow and glare. This can have negative impacts on general amenities and wildlife. Lighting of external areas and of buildings should be designed to minimise the impact on protected species, such as light sensitive bat species in accordance with best practice and industry standards<sup>18</sup>, the Technical Guidance Note on Biodiversity for Development Management in Dublin City (DCC 2021) and the National Parks and Wildlife Service (NPWS) Bat Mitigation Guidelines for Ireland (2006). 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.

The Council will ensure that public lighting is appropriately and sensitively designed in order to balance the requirement for adequate lighting with safety, amenity and environmental considerations.

<b>It is the Policy of Dublin City Council:</b>	
<b>SI41</b>	<b>Lighting Standards</b> To provide and maintain high quality and appropriate street/ outdoor lighting on public roads/ footways/ cycleways/ public realm throughout the city in accordance with the Council’s Vision Statement for Public Lighting in Dublin City and related public lighting projects. In general, the lighting of roads and public amenity areas shall be provided in accordance with the requirements of with the latest Public Lighting Standards IS EN13201 and further updates.
<b>SI42</b>	<b>Light Pollution</b> To not allow unnecessary, inappropriate or excessive artificial lighting and to ensure that the design of public and external lighting proposals minimises light spillage or pollution and has due regard to the character, environmental sensitivity and residential amenity of the surrounding area.

<sup>18</sup> Institution of Lighting Professionals (UK) and Bat Conservation Trust (UK) (2018) Bats and artificial lighting in the UK - Bats and the Built Environment series. Guidance Note 08/18. Rugby, Warwickshire: ILP.

It is the Policy of Dublin City Council:	
<b>SI43</b>	<p><b>Energy Efficient Lighting</b></p> <p>To require that new developments are appropriately lit and that all public and external lighting in new residential and commercial developments use highly energy efficient luminaires, with the use of energy saving strategies (such as dimming in line with nationally agreed tariffs) encouraged.</p>

### 9.5.10 Control of Major Accident Hazards Directive (Seveso Directive)

The SEVESO III Directive (2012/18/EU) requires that the objectives of preventing major accidents and limiting their consequences should be taken into account in land-use policy. The Directive was transposed into Irish legislation through S.I. No. 209 of 2015 Chemicals Act Control of Major Accident Hazards (COMAH) Regulations 2015.

COMAH establishments, are defined as locations (typically industrial) where significant quantities of dangerous substances are stored and are categorised as Upper Tier or Lower Tier by the type and quantity of hazardous substances that they store.

The Health and Safety Authority (HSA) advises the planning authority on the consultation distance which applies to an establishment following the receipt of a notification from the operator. It also provides technical advice to planning authorities in respect of certain development proposals within that consultation distance/ on the site (see also Appendix 8).

It is the Policy of Dublin City Council:	
<b>SI44</b>	<p><b>COMAH Establishments/SEVESO</b></p> <p>To have regard to the provisions of the SEVESO III Directive (2012/18/EU) relating to the control of major accident hazards involving dangerous substances and its objectives 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, COMAH establishments in accordance with Guidance on Technical Land-use Planning Advice: for planning authorities and operators of COMAH establishments (2021).</p>

### 9.5.11 Digital Connectivity Infrastructure

The rapidly evolving digital connectivity sector is a key enabler of numerous economic, social and educational activities. The sector covers access to broadband, digital fibre services and wireless connectivity such as Wi-Fi, satellites and wired technologies.

High quality digital connectivity infrastructure, both fixed and wireless, is essential to supporting Dublin’s technology and digital service sectors and plays a central role in supporting the delivery of city services and the Internet of Things.

The demand for super connectivity and the importance of secure and reliable communications networks will increase over the coming years as we enter a new era of 5G connectivity. The transition to 5G use will require local authorities to play a greater role in supporting the rollout of digital connectivity infrastructure and telecoms networks and it will be essential to ensure the future-proofing of public realm and capital investments across the city to cater for digital connectivity infrastructure.

The City Council will also be required to take a more proactive role in facilitating the deployment of telecoms infrastructure and equipment (including small cells) in compliance with the European Electronic Communication Code<sup>19</sup> (EECC) and Broadband Cost Reduction Directive<sup>20</sup>. This will involve opening up its assets such as ducting, buildings, street furniture and columns.

#### Ducting and Access to City Assets

The City Council’s assets and ducting network have an important role to play in ensuring that the city is digitally connected through the provision of high quality digital connectivity infrastructure.

The EECC requires that local authorities facilitate requests for access to its assets in a timely manner to support the development of telecoms infrastructure and to future-proof the city. The Council has sought to comply with EU legislation by streamlining internal processes, charges and technical requirements for operators and providers, to provide for easier access to these city assets.

<sup>19</sup> Regulation (EU) 2020/911 of 30 June 2020 pursuant to Article 57(2) Directive (EU) 2018/1972, which established the European Electronic Communication Code.

<sup>20</sup> Regulation 2016 - SI No 391 of 2016 - Broadband Cost Reduction Directive pursuant to Directive (EU) 2014/61/EU.

The Council are cognisant of the need to balance the objective to provide effective telecoms infrastructure with objectives to protect streetscape heritage and reduce on street clutter and are committed to working proactively with telecommunication industry during the development and deployment phase of telecommunications infrastructure to achieve this.

The Council will develop a 'Dig Once' code of practice to ensure that digital connectivity infrastructure is delivered in a strategic way, enabling better co-ordination between operators and providers in order to avoid inefficient, unduly disruptive and ad-hoc infrastructure provision. It is anticipated that such an initiative will optimise underground asset space planning and deployment, while all new capital and public realm investments will support future telecom needs.

It is the Policy of Dublin City Council:	
<b>SI45</b>	<p><b>Support for Digital Connectivity</b></p> <p>To support and facilitate the sustainable development of high-quality digital connectivity infrastructure throughout the city in order to provide for enhanced and balanced digital connectivity that future-proofs Dublin City and protects its economic competitiveness (for further guidance see Section 15.18.5).</p>
<b>SI46</b>	<p><b>Open Access / Operator Neutral Host Connectivity</b></p> <p>To require all new developments to provide open access connectivity arrangements directly to the individual premises to enable service provider competition and consumer choice.</p>
<b>SI47</b>	<p><b>Future-Proofing for Digital Connectivity Requirements</b></p> <p>To require the consideration and provision of telecoms / digital connectivity infrastructure as part of the design of all Council capital projects and public projects, including public realm improvements (where appropriate), to ensure the future-proofing of capital investment in digital connectivity infrastructure in line with the EU Broadband Cost Reduction Directive Regulation (2020).</p>
<b>SI48</b>	<p><b>Sharing and Co-Location of Digital Connectivity Infrastructure</b></p> <p>To support the appropriate use of existing assets such as lighting, traffic poles and street furniture for the deployment of telecoms equipment and to encourage the sharing and co-location of digital connectivity infrastructure (including small cells, access points, communications masts and antennae) in order to avoid spatially uncoordinated and duplicitous provision that makes inefficient use of city space and negatively impacts on visual amenity and built heritage.</p>

It is an Objective of Dublin City Council:	
<b>SIO25</b>	<p><b>Ducting / Dig Once</b></p> <p>To support the Council's Telecom's Unit in the development and implementation of a Dig Once Code of Practice in order to provide for greater coordination in the delivery of telecoms/ digital connectivity infrastructure and use of underground ducting asset space.</p>
<b>SIO26</b>	<p><b>Digital Connectivity Infrastructure Provision on Council Capital Projects/ Public Projects</b></p> <p>To incorporate telecommunications and wireless requirements into all Council capital projects in order to future-proof provision of digital connectivity infrastructure.</p>
<b>SIO27</b>	<p><b>National Broadband Plan</b></p> <p>To support and facilitate the delivery of the National Broadband Plan and international fibre communications links, including full interconnection between the fibre networks in Northern Ireland and the Republic of Ireland.</p>

### 9.5.12 Energy Utilities

The energy utilities sector will need to decarbonise to align with National and European policy requirements for a reduction of 51% in greenhouse gas emissions by 2030 (relative to a baseline of 2018) and net zero emissions by 2050. The sector is responding to the decarbonisation agenda by adapting their energy production systems and network operations to enhance the overall share of variable renewable energy technologies, while continuing to ensure there is sufficient energy supply to meet demand arising from the growth of the city's population and economy.

Gas and electricity are the energy utilities which have traditionally heated and powered Dublin City, which is identified as a major energy demand centre. The development of low carbon, resilient, reliable and indigenous energy sources and networks is recognised as very important to supporting the social and economic development of the city, especially if Dublin is to fulfil its role as a digital connectivity hub which attracts high technology industries. Support for decentralised and indigenous energy sources such as the Dublin district heating project will have an important role to play in achieving this objective.

The Council will support energy utility providers in their efforts to reinforce and strengthen existing utility infrastructure and transmission/ distribution networks, and will support new infrastructure projects and technologies with particular emphasis on renewable, alternative and decentralised energy sources, and those which are less carbon intensive in line with the Electricity and Gas Networks Sector Climate Change Adaptation Plan (2019).

The linkage of renewable energy proposals to the electricity and gas transmission grid will be actively supported by the Council and the development of onshore or coastal enabling infrastructure for offshore renewable energy installations will also be supported in appropriate locations in accordance with the National Marine Planning Framework (2021).

The importance of Poolbeg peninsula in providing infrastructure and assets to support the circular economy, waste treatment, environmental protection, the operation of the national grid system, decarbonisation of the energy utilities sector and the deployment of renewables, is recognised and the Council will support the development of the peninsula as a Strategic Sustainable Infrastructure Hub for the city.

The Council will continue to safeguard national grid infrastructure from encroachment by other developments that could compromise the operation of the energy utility networks.

It is the Policy of Dublin City Council:	
<b>SI49</b>	<p><b>Support for Energy Utilities</b></p> <p>To support the development of enhanced electricity gas supplies, and associated transmission and distribution networks, to serve the existing and future needs of the city, and to facilitate new transmission infrastructure projects and technologies including those to facilitate linkages of renewable energy proposals to the electricity and gas transmission grid that might be brought forward in the lifetime of this Plan. In this respect, the City Council will have regard to the 'Guiding Principles' for facilitating the provision of energy networks set out by the Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (2019-2031).</p>
<b>SI50</b>	<p><b>Undergrounding of Energy Utility Infrastructure</b></p> <p>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, in the interests of visual amenity and facilitating compact urban development.</p>
<b>SI51</b>	<p><b>Renewable Energy Use and Generation</b></p> <p>To promote renewable energy generation, use and storage at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050.</p>

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

<b>SI52</b>	<p><b>Poolbeg Peninsula Strategic Sustainable Infrastructure Hub</b></p> <p>To support the development of the Poolbeg peninsula as a Sustainable Energy and Infrastructure Hub for Dublin with a strategic role in accommodating the city's critical hard infrastructure and to recognise the significant role that it plays in facilitating Dublin's transition to a low carbon and climate resilient city.</p>
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**It is an Objective of Dublin City Council:**

<b>SIO28</b>	<p><b>EirGrid Development Strategy</b></p> <p>To support EirGrid's Grid Development Strategy - Your Grid, Your Tomorrow (2017), Implementation Plan 2017 – 2022 and Transmission Development Plan (TDP) 2016 and any subsequent plans prepared during the lifetime of this Plan, in order to provide for the safe, secure and reliable supply of electricity.</p>
<b>SIO29</b>	<p><b>Smart Grid</b></p> <p>To support the roll-out of the Smart Grids and Smart Cities Action Plan (2013) in order to enable new connections, grid balancing, energy management and micro grid development.</p>
<b>SIO30</b>	<p><b>Facilitating Offshore Renewable Energy</b></p> <p>To support the sustainable development of Ireland's offshore renewable energy resources in accordance with the National Marine Planning Framework (2021) and Offshore Renewable Energy Development Plan (2019) and its successor, including any associated domestic and international grid connection enhancements.</p>

**Figure 9-2: Regional Infrastructure**





# CHAPTER 10

## Green Infrastructure and Recreation



DUBLIN CITY COUNCIL  
1710

## 10.1 Introduction

The city's natural assets are an essential resource for conserving biodiversity and for creating a healthy, low carbon, resilient and connected city. They include our parks, open spaces, landscapes, watercourses, coastline and urban tree canopy, some of which have international importance for biodiversity and provide crucial ecosystem services, including flood defences and carbon sequestration. They benefit urban well-being, are an essential part of making healthy places and bolster resilience to the impacts of climate change. Protecting and enhancing the quality of Dublin City's natural assets and ensuring green, sustainable and climate resilient development will be central to ensuring the liveability of the city and its attractiveness as a place to live, work and visit into the future.

The Environmental Protection Agency has highlighted in its State of the Environment Report<sup>21</sup> the challenges we are facing in Ireland. Aspects of the Irish environment including climate, air, soil and water are not meeting prescribed targets with ecosystems and biodiversity being eroded on an unprecedented scale. The EU Biodiversity Strategy 2030 calls upon cities of the European Union to address biodiversity loss by restoring ecosystems. The UN Decade of Restoration was announced in June 2021. This requires a commitment from cities to increase the percentage of restored and naturalised areas on public land at the city level.

In this respect, it is important to develop a proactive green infrastructure strategy for the city which will balance the need of the city to grow and consolidate with the need to protect and enhance vulnerable natural assets. As part of a green infrastructure approach, the City Council will seek more urban greening, healthy placemaking and development which works with nature in order to lessen the impacts of climate change, improve air and water quality, provide effective flood management, encourage walking, cycling and physical activity generally and also to protect and improve biodiversity and ecological resilience.

<sup>21</sup> Ireland's Environment – An Integrated Assessment 2020. EPA (2020)

## 10.2 Achievements

The city's Parks, Biodiversity and Landscape Services Division, continues to plan, design, maintain, and manage the city's parks and open space resources to best serve the recreational, cultural, economic, environmental and social needs of the city. The first Dublin City Parks Strategy was published in 2019. Year on year, the city continues to achieve Green Flag awards for a number of city parks – including 11 Green Flag awards in 2020. These awards are an international benchmarking standard for parks and open space judged on horticultural standards, biodiversity, cleanliness, sustainability and community involvement. The 2020/1 Covid 19 crisis highlighted the value of our parks as safe places for exercise and social interaction.

The challenges associated with green infrastructure deficits, particularly within the city centre, are being tackled in recent years through the implementation of area-based greening strategies. The first greening strategy commenced in 2015 in The Liberties and, since then, three more have followed: North-East Inner City (NEIC), Stoneybatter and the Markets Area. To date, in the Liberties, new public parks have been developed - Bridgefoot Street Park (10,000 sq. m.) and Weaver Park (4,000 sq. m.) - and most of the historic parks in that area have been refurbished. Within the NEIC since its launch in 2019, the quantum of trees has increased by 20%. Through the Stoneybatter Greening Strategy, a co-design process has led the community to suggest 40 greening projects for the area.

Dublin City Council has prepared a Dublin City Habitat Map (2020), based on a comprehensive database of the habitats of the entire City, to inform and monitor planning and development. This has identified what types of habitats are found in the City, their locations, connectivity and importance.

Dublin City Council was one of the first local authorities in the Republic of Ireland to sign up to the 'All Ireland Pollinator Plan' (2015-2020), following on from initiatives over the previous ten years to create wildflower meadows. This has been supported by the gradual 'wilding' of parks, road verges and graveyards in order to provide habitat and food for insects and pollinators and through significant changes to planting schemes, which are now comprised of 80% of pollinator-friendly plants, changes in mowing cycles and the elimination of glyphosates from green space management. This work has been brought to the public's attention through information campaigns and signage with the 'Leave Them Bee' tagline.

The development of the Metropolitan Greenway Network connecting Dublin Bay to the wider region / Dublin Mountains is progressing through the city. The completion of Phase 3 of the Royal Canal Greenway (Dublin City Section), the Dodder Greenway and the Clontarf to City Centre Greenway are currently progressing to construction. Phase 4 of the Royal Canal Greenway is currently being planned.

Across the city, the City Council provides a wide range of sporting, leisure and community services that supports communities to stay active and exercise in a safe, positive and accessible manner. Achievements include new/upgraded tennis courts at Bushy Park, St. Anne's Park, Herbert Park, Rockfield Park, Artane and Courtlands and Whitehall; all-weather pitches and/or astro training surfaces at St. Anne's Park, Bluebell, Kilbarrack, Rockfield Park, Clongriffin, Brickfields Park, Drimnagh, Donaghmede Park, Hertzog Park and Rathgar; new changing rooms have been provided/upgraded at Tolka River Valley Park, Finglas; Santry River Valley Park, Springdale; Poppintree Park, Ballymun, Markievicz Park and Ballyfermot. To encourage physical activity, the Council has provided new outdoor gyms at multiple locations around the city. These facilities and others represent a significant investment in local parks and provide first class facilities that benefit local communities.

The Dublin City Sport & Wellbeing Partnership (DCSWP) see [Dublin City Sport & Wellbeing Partnership](#), led by Dublin City Council, was established to enable people living and working in the city to participate and engage in sport and physical activity to improve their health and wellbeing. The Partnership works with stakeholders to facilitate sport and physical activity to the city's communities through the development and implementation of programmes, services and facilities across various demographics. DCSWP was pivotal in cultivating a relationship with parkrun Ireland that now sees the majority of Dublin City's primary parks utilised every Saturday morning for adult and junior/family park runs.

In making the city more child friendly, new public playgrounds have been completed at Kilbarrack, Sean Moore Park, Sandymount, Le Fanu Park, Ballyfermot, Edenmore Park and Weaver Park, where there was an identified deficit of play facilities in the City Parks Strategy 2019-2022. Many other of the 65 playgrounds in public parks have also been substantially refurbished and improved for universal access and an annual programme of renewal is on-going. A new skate park and playground at Le Fanu Park, Ballyfermot is a particular highlight and success.

## 10.3 Challenges

The main challenges for protecting, developing and managing the City's green infrastructure are:

- Mitigating and adapting to climate change: Specific challenges of climate change for Dublin City are examined in the Dublin City Climate Action Plan 2019 and include: decreased biodiversity, impacts of increased flooding, rising temperatures, increasingly higher sea levels, "urban heat island" effects and increases in the frequency and severity of extreme weather events. Dublin City must restore and protect its natural habitats, particularly wetlands and woodlands, so as to reduce its carbon emissions and to increase resilience to the effects of climate change, such as coastal and river flooding.
- Addressing biodiversity loss in the city: In 2019 Dáil Éireann declared a national biodiversity crisis. Ireland's 6th National Report to the UN Convention on Biological Diversity (2019)<sup>22</sup> called for a transformational change to conserve and restore biodiversity nationally and at EU and a global level. Ireland's National Biodiversity Action Plan (2017-2021)<sup>23</sup> requires that there is no net loss of biodiversity through the implementation of plans and projects.
- Getting people living and working in the city to be physically active: Ensuring the city facilitates, promotes and supports physical activity in line with the National Physical Activity Plan for Ireland 2016, the Sport Ireland Participation Plan 2021 – 2024 and the Active Cities Project.
- Addressing historic green space deficits in the City Centre and in other parts of the city: Retrofitting green infrastructure into existing built up areas to ensure that our densest urban areas support community access to quality public space and the benefits of green infrastructure.
- Restoring the city's rivers: Ensuring the city's rivers attain 'good ecological status' in line with the EU Water Framework Directive and providing space for the natural functions of rivers.

<sup>22</sup> DCHG (2019) Ireland's 6th National Report to the Convention on Biological Diversity. Department of Culture, Heritage and the Gaeltacht. <https://www.cbd.int/doc/nr/nr-06/ie-nr-06-en.pdf>

<sup>23</sup> Dept. of Culture, Heritage and the Gaeltacht (2017) National Biodiversity Action Plan (2017-2021).

- Addressing high levels of soil sealing / impermeable surfaces in the city: Retrofitting nature based solutions including sustainable drainage systems (SuDs) into the city and the public realm.
- Preventing the loss of existing mature trees: There is an ongoing difficulty in retention of existing trees on both public and private lands, due to impacts of development.

## 10.4 The Strategic Approach

In helping to achieve a healthy, green, connected city and more sustainable neighbourhoods in line with the core strategy of this plan, the following strategic approach will be pursued:

- Creating a climate resilient city by deploying urban greening / nature based solutions to ensure the benefits of ecosystem services<sup>24</sup> are realised within the city. These include green roofs and the planting of suitable tree species in suitable locations as part of sustainable drainage systems (SuDS); constructed wetlands to improve water quality and prevent flash flooding; increased biodiversity; more tree canopy cover to regulate urban heat, improve air quality and provide shade; and corridors for movement of wildlife within the city.
- Providing a network of multifunctional green spaces / urban green spaces which can secure a spectrum of environmental, social, and economic benefits for the city thereby, contributing to urban sustainability, climate resilience and providing a good quality of life for people.
- Providing opportunities for people to get active and lead healthier lifestyles by increasing access to facilities and nature, and by designing spaces / places that enable / encourage active travel, play and physical activity while protecting the environment.
- Creating and reinforcing a climate resilient and robust Urban Forest by planting the right trees in the right locations and by increasing the diversity of species, provenances and age classes. Preservation of mature trees and planting more street trees which will provide wildlife corridors through the most urbanised areas, linking habitats together while providing benefits to people.

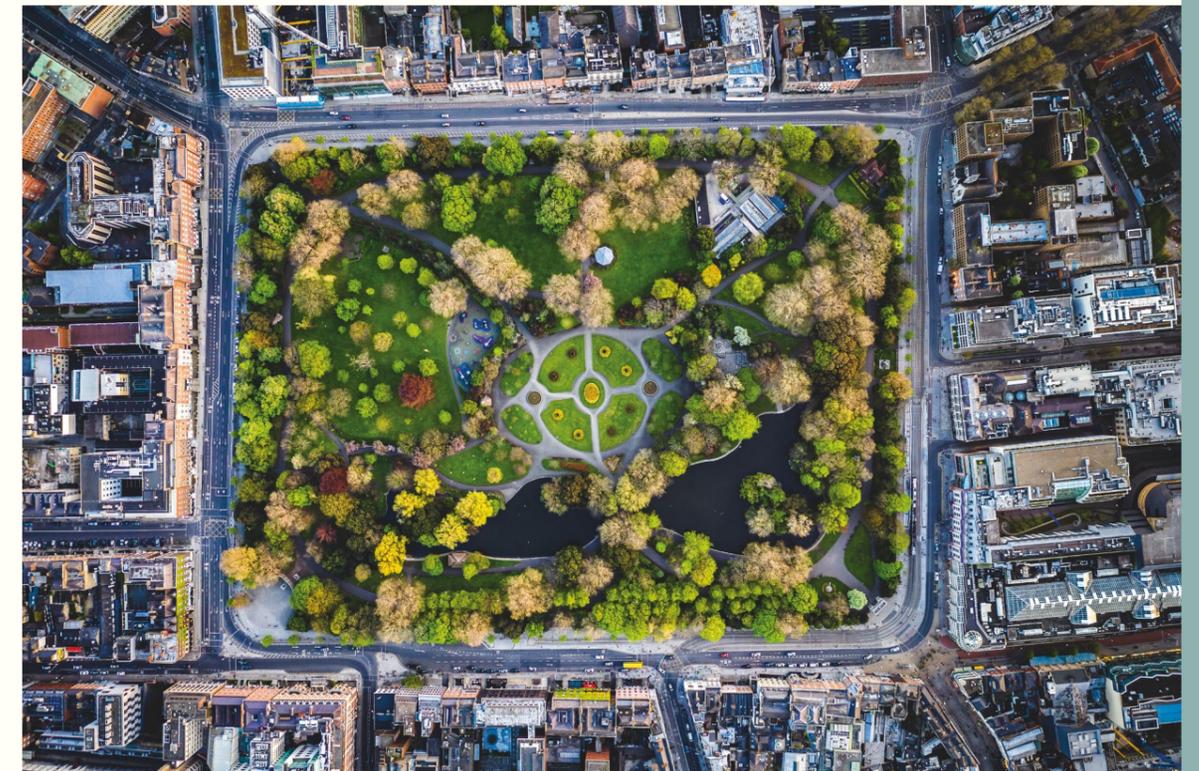
**24** Ecosystem Services are the direct and indirect contributions of ecosystems to human wellbeing. There are four main types: provisioning, regulating, supporting and cultural services, see Table 10.1.

## 10.5 Policies and Objectives

### 10.5.1 Green Infrastructure

Green infrastructure has a critically important role to play in making Dublin a climate resilient, healthy and green city. Green infrastructure (GI) can be defined as an interconnected network of green space (or blue in the case of water features) that conserves natural ecosystem values and functions and provides associated benefits to human populations<sup>25</sup>. These benefits can be described as ecosystem services and can change over time, and may be potential or realised, depending on human needs. A green infrastructure approach to planning takes into account nature conservation values and actions in concert with land development, growth management and built infrastructure planning.

The city's green and blue spaces include the coast, parks, rivers, canals, open space areas, public squares, and tree lined streets and increasingly nature based infrastructure such as wetlands in parks, rain gardens in the public realm and green roofs and green walls on buildings. These GI elements perform multiple functions to deliver a wealth of social, environmental and economic benefits to the city (see Table 10.1):



**25** Benedict, Mark A., and Edward T. McMahon. Green infrastructure: linking landscapes and communities. Island Press, 2006.

**Table 10-1: Examples of Ecosystem Services Provision**

	<b>FUNCTIONS</b>	<b>BENEFITS</b>
<b>Provisioning services</b>	Through pollination.	Supporting food production, crops.
	Through urban food production and community gardens.	Support sustainable and local food production.
<b>Regulating services</b>	Providing for climate regulation by sequestering and storing carbon in soil, trees etc.	Mitigating and adapting the natural and built environment to climate change.
	Reducing / slowing down rainwater run-off into our rivers and surface water system and retaining pollutants from entering watercourses	Improving water quality / flood retention.
	Providing naturally occurring green infrastructure along the coast to help manage coastal flooding.	Supporting coastal storm protection sequester pollutants and carbon.
	Filtering air pollutants as vegetation absorbs and removes particulates.	Improving air quality.
<b>Supporting services</b>	Increasing the amount and quality of habitats and by providing better connected habitats.	Supporting resilient ecosystems and biodiversity.

<b>Cultural services</b>	Enhancing the city's character and its natural, cultural and heritage elements and by providing places that give a sense of place.	Providing appealing places in which to live / work / invest / visit.
	Providing safe, easily accessible well designed green and civic spaces and streets for social interaction and spaces for recreation at a range of scales and functions.	Space for physical activity and opportunities for social interaction benefiting people's health and improving their sense of wellbeing.
	Providing networks for sustainable travel modes such as cycle routes and paths between spaces and urban centres.	Enabling active travel and access to nature.

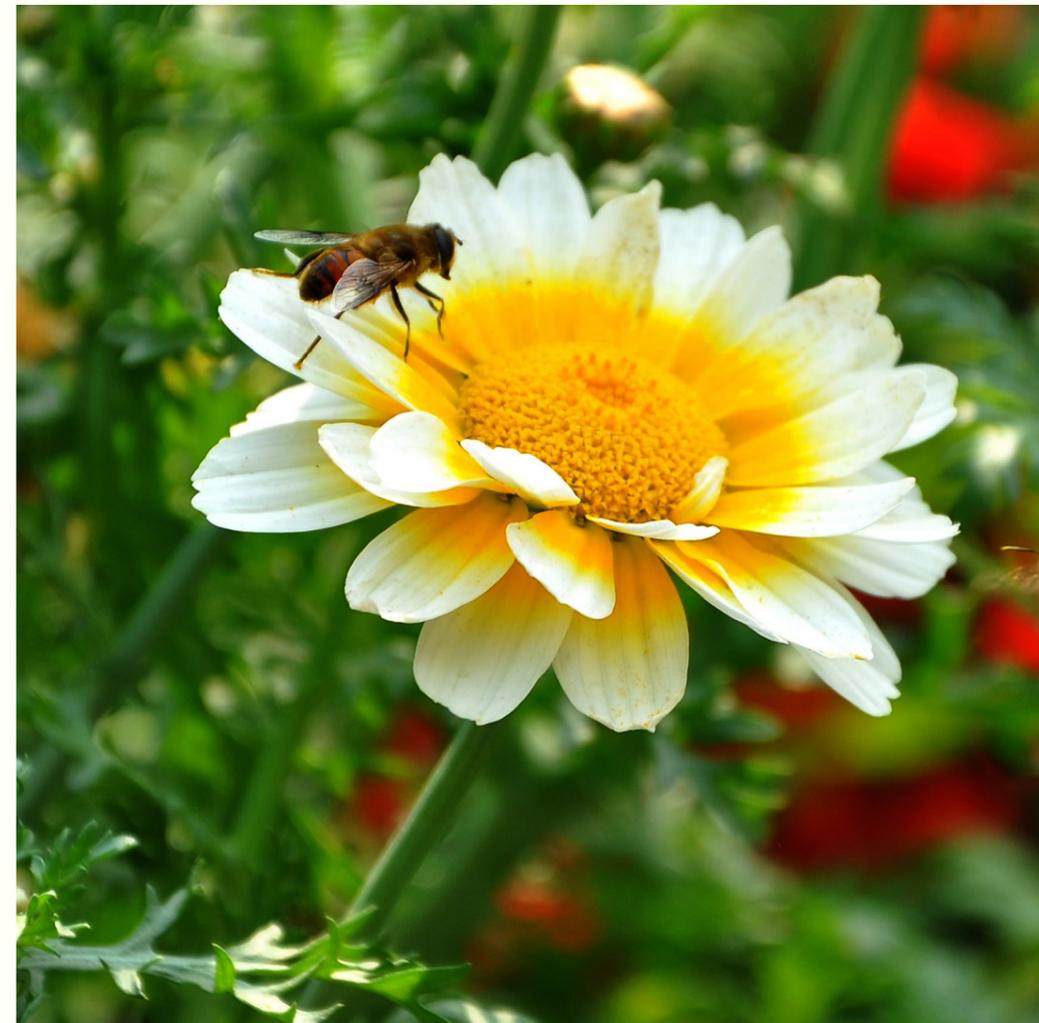
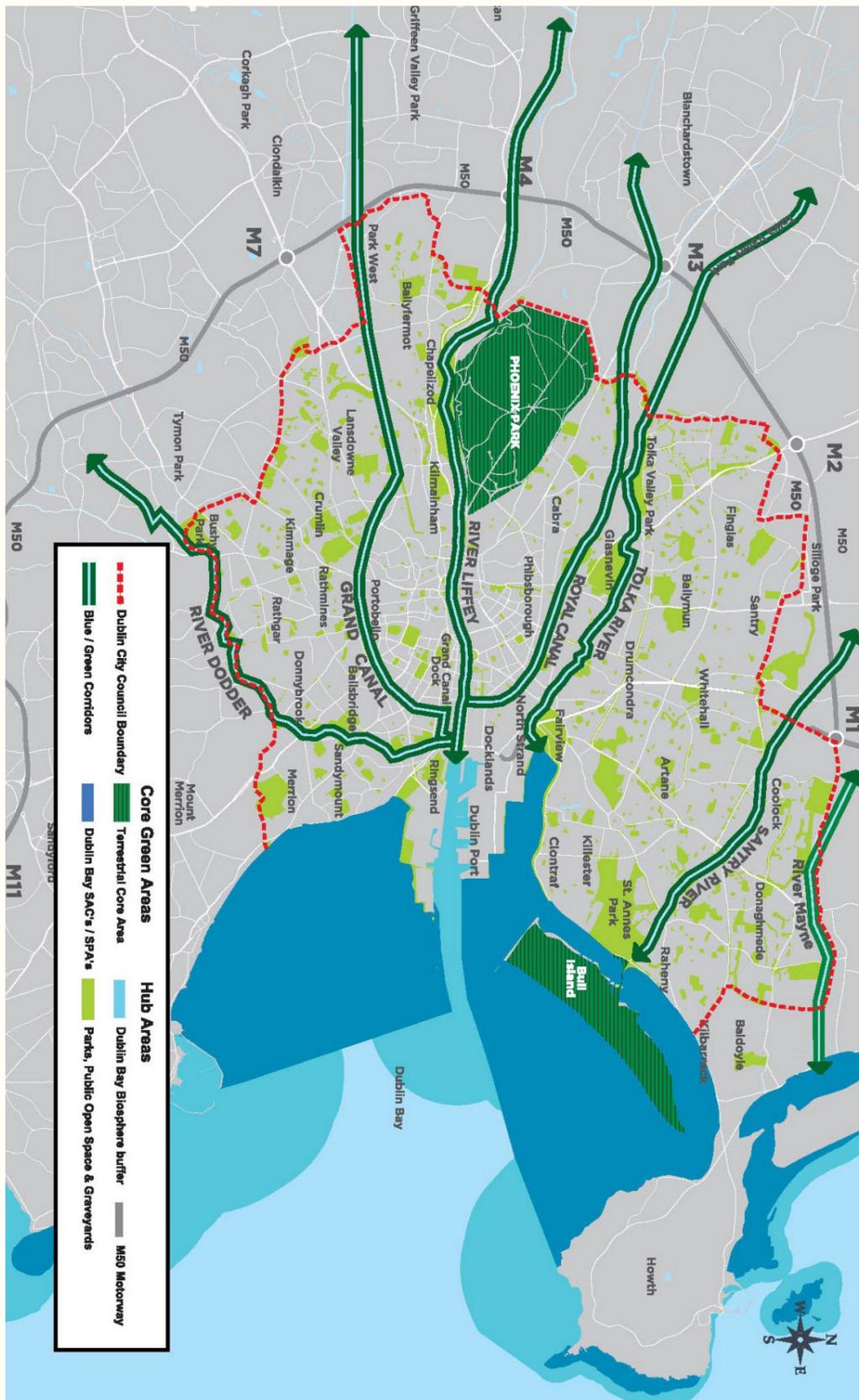


Figure 10-1: Existing Strategic Green and Blue Network in Dublin City



The city's existing strategic green and blue network shown on Figure 10-1 comprises:

- a. Core Areas** – Dublin Bay and the Phoenix Park - which are the nuclei of the network and provide essential habitat for sensitive species;
- b. Hubs – parks and open spaces** – which buffer the core areas, and are made of the largest, least fragmented continuous natural and semi natural spaces, and,
- c. Corridors** such as the city's rivers and canals and increasingly our streets and public realm which are vital to maintain connectivity of habitats in the landscape and provide for animal movement, seed and pollen dispersal, and plant migration.

As the city grows and consolidates, a co-ordinated and managed network of multifunctional green spaces linked to the wider regional GI network (as per RPO 7.23 of the Regional Spatial and Economic Strategy 2019), will be required to ensure ecosystem functions are maintained and enhanced. Existing and new developments, streets and the public realm will need to retain natural habitats and existing trees where feasible and also to include increased provision of urban greening features including green roofs, walls and nature based solutions, including sustainable drainage systems (SuDs).

The preparation of a city wide GI Strategy, an action of the DCC Climate Change Action Plan, will strengthen the city's existing spatial strategic network and will identify strategic opportunities / projects, including for urban place-making and recreational and tourism benefits, for areas of the city such as along the Canals, including the area between Blackhorse on the Grand Canal and the city's boundary with South Dublin County Council. Green Infrastructure will be delivered through the Development Management process, the planning and development of new growth areas in the city, through LAPs/Planning Schemes, through City Council Greening and Public Realm Strategies (existing and those to be developed) and through public infrastructural projects.



It is the Policy of Dublin City Council:	
	<b>Green Infrastructure Assets</b>
<b>GI1</b>	To identify and protect the integrity of the city's GI assets, as appropriate, and to enhance and expand the connectivity, multi-functionality, and accessibility of the city's green infrastructure network, while addressing gaps in the network.
	<b>Connectivity</b>
<b>GI2</b>	To develop an interconnected green infrastructure network of strategic natural and semi-natural areas with other environmental features including green spaces, rivers, canals, the coastal and marine area and other physical features including streets and civic spaces that supports ecological, wildlife, and social connectivity.
	<b>Multi-functionality</b>
<b>GI3</b>	To ensure delivery of multifunctional green and civic spaces that meet community needs, support biodiversity, promote active and passive recreation, flood and surface water management and local habitat improvements. The multi-functionality of spaces will be balanced against the need to protect and enhance local habitat and the recreational and functional requirements of parks.
	<b>Accessibility</b>
<b>GI4</b>	To ensure universal design for access for all to the green infrastructure network. Priority of access is to be given to pedestrians over all other users. In line with the Parks Strategy, access to facilities and to public parks and open spaces will be provided equally to all citizens and inequalities of access shall be identified and addressed.
	<b>Greening of Public Realm / Streets</b>
<b>GI5</b>	To integrate urban greening features including nature based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets. The installation of living green walls will be encouraged to the fullest possible extent throughout the city of Dublin.
	<b>New Development / New Growth Areas</b>
<b>GI6</b>	To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city's green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development.
	<b>Connecting Greening Elements in Site Design</b>
<b>GI7</b>	To avoid the fragmentation of green spaces in site design and to link green spaces /greening elements to existing adjacent green infrastructure / the public realm where feasible and to provide for ecological functions.

It is the Policy of Dublin City Council:	
	<b>Metropolitan Greenways</b>
<b>GI8</b>	To support the development of Metropolitan Greenways connecting Dublin Bay to regional and national greenway projects, subject to careful routing and design to ensure ecological functions are maintained and existing biodiversity and heritage is protected and enhanced. The delivery of Metropolitan Greenways is identified in the National Planning Framework as one of the key enablers for the growth of Dublin City.

It is an Objective of Dublin City Council:	
	<b>Green Roof Guidance Document (2021)</b>
<b>GIO1</b>	The use of green / blue roofs in developments will be in accordance with the requirements of the Dublin City Council Green Roof Guidance Document (2021), see Appendix 11.
	<b>Preparation of a Green Infrastructure Strategy for Dublin City</b>
<b>GIO2</b>	To prepare a Green Infrastructure Strategy for Dublin City that will include a newly developed set of green micro areas.
	<b>Current and Future Greening Strategies</b>
<b>GIO3</b>	To expand the preparation and implementation of urban greening strategies, with particular focus on key streets in the city area between the Royal and Grand Canals. To support the implementation of the: 'Liberties Greening Strategy' (2015), the 'North East Inner City Greening Strategy' (2018) and the 'Stoneybatter Green Strategy' (2021) and to implement the greening strategies in the Council's Public Realm Strategies programme.
	<b>Engage with Community</b>
<b>GIO4</b>	To engage with and involve corporate volunteers, landowners and relevant agencies to support their communities in the development and delivery of green infrastructure programmes.
	<b>Design Guide for Public Open Space</b>
<b>GIO5</b>	To implement the forthcoming Dublin City Council Parks, Public Open Space Design Guide.
	<b>Metropolitan and Local Greenways</b>
<b>GIO6</b>	To support the development of the following metropolitan greenways and local cycleways / walkways: <ul style="list-style-type: none"> <li>• Royal Canal and the Grand Canal (including the inner Grand/Royal canal loop linking the two canals via the Phoenix Park).</li> <li>• Rivers Liffey (Dublin Galway Euro route) Dodder (to Dublin Mountains).</li> <li>• Coastal corridor.</li> <li>• Local routes and extension of existing routes including along the Rivers Tolka, Santry, Poddle, Camac and Mayne.</li> </ul>

### 10.5.2 Biodiversity

Biodiversity is vital, not just for its intrinsic worth but also because of the wide ranging ecosystem services and social benefits it delivers for our quality of life (our health and wellbeing) and for the social and economic fabric of the city. Biodiversity underpins the city's green infrastructure. The quality of natural habitats (water, soils etc.) is central to ecosystem services provision, and, therefore, integral to maintaining the integrity of a GI network and the city's resilience to climate change impacts.

Urban pressures, habitat loss, climate change, pollution, invasive species and human behaviour are some of the constant challenges to conserving and restoring biodiversity. The City Council is committed under the National Biodiversity Plan (2017 – 2021) and the Draft City Biodiversity Action Plan 2021 – 2025 to conserving and restoring this key resource. The Draft Dublin City Biodiversity Action Plan 2021-2025 seeks to address biodiversity loss through targeted actions with measurable outcomes to maintain, restore and supplement nature in the city.

The city has a wide range of habitats which have been mapped. These include natural and semi-natural grasslands, wetlands and watercourses, dunes, woodland and hedgerows, stone walls, street trees, scrub and cultivated ground. Habitats include those within protected areas of international and national importance (see Table 10.2), which in turn, support a wide range of flora and fauna across the city, including protected species (see draft Dublin City Biodiversity Action Plan 2021-2025).

Dublin City Council recognises the importance of inland feeding sites used by protected birds associated with Dublin Bay. All proposals which fall inside, or within the zone of influence of potential disturbance effects, of ex situ inland feeding sites for Special Conservation Interest winter bird species of Special Protection Areas, within Dublin City Council's administrative area, will be subject to an Appropriate Assessment, informed by adequate data to allow assessment of potential effects on the relevant European sites' conservation objectives. Any such proposals will be assessed and consented in line with the commitment, stated in Chapter 1 (Section 1.5) of this plan, to ensure the legislative requirements for Appropriate Assessment are applied. The draft 2021 - 2025 Biodiversity Plan contains actions to identify feeding sites within the city and, in respect of its own lands, to develop a grassland management strategy to ensure the availability of the lands as feeding sites for Brent Geese. DCC will also endeavour to work with relevant stakeholders including State and semi-State bodies in this regard.

The preparation of a city wide Green Infrastructure Strategy will facilitate the building of a strong and connected ecological network / corridors. The linking of sites of biodiversity importance in the city including protected sites, wildlife corridors and non-designated sites that have conservation value for biodiversity will enable biodiversity in the city to be more resilient to current and future pressures.

The city has many areas of geological importance, some of which are considered to be of national importance in terms of being best representative examples of particular geological formations or features. The Geological Survey of Ireland (GSI), as part of their Irish Geological Heritage Programme, has identified twelve geological sites of interest in the city. These are: Phoenix Park, River Dodder, North Bull Island, River Poddle, Glasnevin Cemetery, GPO, Museum Building at TCD, Oscar Wilde Statue, 51 St. Stephens Green, Dublin City Walls, Temple Bar Street Well and Guinness Wells.

**Table 10-2: Protected Areas of International and National Importance**

Special Areas of Conservation (SACs) (Natura 2000 sites)	Special Protection Areas (SPA's) (Natura 2000 Sites)	Proposed National Heritage Areas (pNHAs)	Dublin Bay: Other Designations	Water Framework Directive Register of Protected Areas
North Dublin Bay (000206)	South Dublin Bay and River Tolka Estuary (004024)	North Dublin Bay (000206)	North Bull Island Ramsar Wetland Site (International)	Rivers – Abstraction of Drinking Water - River Liffey
South Dublin Bay (000210)	North Bull Island (004006)	South Dublin Bay (000210)	Sandymount Strand/ Tolka Estuary Ramsar Wetland Site (International)	Groundwater Body for abstraction Drinking water – Dublin Urban Groundwater body

SACs and SPAs located in adjoining Counties are shown in the Natura Impact Report Appropriate Assessment Volume 6.	Dolphins Dublin Docks near Pigeon House Harbour (000201)	North Bull Island National Special Amenity Area	Bathing Locations – Dollymount, Merrion Strand, Sandymount
	Grand Canal (002104)	North Bull Island National Nature Reserve	Nutrient Sensitive Areas – Rivers Liffey, Liffey Estuary and Tolka Estuary
	Royal Canal (002103)		Groundwater Terrestrial Dependent Ecosystems– Designated SACs and SPAs

<b>It is the Policy of Dublin City Council:</b>	
<b>G19</b>	<b>European Union Natura 2000 Sites</b> To conserve, manage, protect and restore the favourable conservation condition of all qualifying interest/special conservation interests of all European sites designated, or proposed to be designated, under the EU Birds and Habitats Directives, as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) (European / Natura 2000 sites).
<b>G110</b>	<b>Flora and Fauna Protected under National and European Legislation Located Outside Designated Areas</b> To adequately protect flora and fauna (under the EU Habitats and Birds Directives, the Wildlife Acts 1976–2021, the Fisheries Acts 1959–2006 and the Flora (Protection) Order 2015 S.I No. 356 of 2015), wherever they occur within Dublin City, or have been identified as supporting the favourable conservation condition of any European sites.
<b>G111</b>	<b>Proposed Natural Heritage Areas</b> To protect and enhance the ecological functions and connectivity of habitats and species of proposed Natural Heritage Areas (pNHAs) to be designated by the National Parks and Wildlife Service (NPWS).
<b>G112</b>	<b>National and International Sites for Nature Conservation</b> To protect sites for nature conservation as designated under the Ramsar Treaty for wetland sites, National Special Amenity Areas, National Nature Reserves, Important Bird Areas and Flora Protection Order Sites.

<b>It is the Policy of Dublin City Council:</b>	
<b>G113</b>	<b>Areas of Ecological Importance for Protected Species</b> To ensure the protection, conservation and enhancement of all areas of ecological importance for protected species, and especially those listed in the EU Birds and Habitats Directives, including those identified as supporting the favourable conservation condition of any European sites, in accordance with development standards set out in this plan.
<b>G114</b>	<b>Ecological / Wildlife Corridors</b> To maintain and strengthen the integrity of the city's ecological corridors and stepping stones which enable species to move through the city, by increasing their connectivity [to be shown in the proposed Green Infrastructure Strategy] under Article 10 of the EU Habitats Directive. Development proposals should not compromise their ecological functions and should realise opportunities to contribute to enhancing the nature conservation value of them by landscaping that provides complementary habitats. An Ecological Impact Assessment will be required for any proposed development likely to have a significant impact on habitats and species of interest on or adjacent an ecological corridor.
<b>G115</b>	<b>Inland and Sea Fisheries</b> To protect inland and sea fisheries and take full account of Inland Fisheries Ireland Guidelines 'Planning for Watercourses in the Urban Environment' 2020, when undertaking, approving or authorising development or works which may impact on rivers streams, watercourses, estuaries, shorelines and their associated habitats. To protect sea angling sites designated by Inland Fisheries Ireland at the North and South Bull Walls and at Dollymount and Sandymount Strands.
<b>G116</b>	<b>Habitat Creation and New Development</b> That new development should provide opportunities to incorporate biodiversity improvements through urban greening and the use of nature based infrastructural solutions that are of particular relevance and benefit in an urban context. Opportunities should be taken as part of new development to provide a net gain in biodiversity.
<b>G117</b>	<b>Habitat Restoration</b> To increase the percentage of restored and naturalised areas on public land in the city. That new development on private and public lands should provide opportunities for restoration of degraded habitats and soils where feasible and provide for their long-term maintenance to limit degradation.
<b>G118</b>	<b>Minimise Impact – Light and Noise</b> To minimise the environmental impact of external lighting and noise 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 sensitive species such as bats (see also Section 9.5.9 Public & External Lighting).

It is an Objective of Dublin City Council:	
	<b>National Biodiversity Action Plan 2017-2021</b>
<b>GIO7</b>	To support the management targets for nature conservation sites set out in the National Biodiversity Action Plan 2017 (and as updated) and the objectives for local authorities to address threats to biodiversity.
	<b>Draft Dublin City Biodiversity Action Plan 2021 - 2025</b>
<b>GIO8</b>	To support the implementation of the 'Draft Dublin City Biodiversity Action Plan 2021-2025' (or as updated), which sets out key themes and objectives for biodiversity conservation and restoration and measurable targets and actions, in partnership with all relevant stakeholders.
	<b>Invasive Alien Species</b>
<b>GIO9</b>	To support measures to prevent the introduction of and to control the spread of invasive alien species in Dublin City in accordance with the European Communities (Birds and Natural Habitats) Regulations 2011 and EU Regulations 1143/2014 and to implement the targets and actions set out in the Dublin City Invasive Alien Species Action Plan 2016 – 2020 (or as updated).
	<b>All Ireland Pollinator Plan 2021 - 2025</b>
<b>GIO10</b>	To have regard to the all-Ireland Pollinator Plan 2021 – 2025 in the management of the Council's open spaces, parks and roadside verges and to encourage the pollination of vacant, derelict and temporary sites through measures to protect and increase the populations of native wild bees and other pollinators.
	<b>North Bull Island Management Plan and Nature Reserve Action Plan 2020 - 2025</b>
<b>GIO11</b>	To manage and maintain the North Bull Island National Nature Reserve (Recognition Order, 1988) in partnership with the National Parks and Wildlife Service and to support the implementation of the North Bull Island Management Plan and Nature Reserve Action Plan 2020-2025 for the implementation of Management Objectives.
	<b>Geological Sites</b>
<b>GIO12</b>	To recognise the importance of County Geological Sites and to protect the character and integrity of these sites / features.
	<b>Dublin City Habitat Map and Database</b>
<b>GIO13</b>	To protect and improve connectivity of habitats and to prevent habitat loss and fragmentation through urban land use change, development and management through the use of the Dublin City Habitat Map and Database (2020, and updates) to inform planning decisions.
	<b>Further Nature Reserves</b>
<b>GIO14</b>	To liaise and work with and support the National Parks and Wildlife Service in the designation of additional nature reserves and Natural Heritage Areas, and in the identification of opportunities for nature development.

Figure 10-2: SPA/SAC/pNHA Map



### 10.5.3 Landscape

Dublin’s setting, on the River Liffey and around Dublin Bay, with the Dublin Mountains to the south and Howth peninsula to the north is unique. The city’s natural, historic and dynamic contemporary landscapes define the city and give it its character and identity. This includes the coastal landscape, inland waterways, the city’s historic parks and urban quarters including the Docklands. It is critical to retain existing key landscapes and open spaces which offer so much to the city in terms of amenity and character and which 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 and a National Historic Park – the Phoenix Park.

It is the Policy of Dublin City Council:	
	<b>Protect and Enhance Landscapes</b>
<b>GI19</b>	To continue to protect and enhance the city’s landscape and seascape, the amenities of places and features of natural beauty and interest, through sustainable planning and design for both the existing community and for future generations in accordance with the National Landscape Strategy 2015 – 2025 and any updated strategy.
	<b>Views and Prospects</b>
<b>GI20</b>	To protect and enhance views and prospects which contribute to the appreciation of landscape and natural heritage.
	<b>Promote City Landscape</b>
<b>GI21</b>	To promote the city landscapes, including rivers, canals, Dublin Mountains and Dublin Bay, as a major resource for the city and forming core areas of the green infrastructure network.
	<b>Managed Access</b>
<b>GI22</b>	To provide managed access to landscape and amenity areas of Dublin city while ensuring their long-term protection and maintenance to limit degradation.
	<b>European Landscape Convention</b>
<b>GI23</b>	To continue to protect and enhance landscape, including existing green spaces through sustainable planning and design for both the existing community and for future generations in accordance with the principles of the European Landscape Convention.

It is an Objective of Dublin City Council:	
	<b>National Landscape Strategy 2015-2025</b>
<b>GIO15</b>	To support and implement the objectives of the National Landscape Strategy 2015 – 2025 (and updates).
	<b>Landscape Character Assessment</b>
<b>GIO16</b>	To prepare a Landscape Character Assessment (LCA) for Dublin City, during the lifetime of the plan in accordance with the National Landscape Strategy 2015 – 2025 and the forthcoming National Landscape Character Map and national guidance on local landscape character assessments.
	<b>Views and Prospects Study</b>
<b>GIO17</b>	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.
	<b>Landscape Conservation Areas Review</b>
<b>GIO18</b>	To investigate the suitability of designating St. Anne’s Park as a Landscape Conservation Area and to prepare a review to examine the potential for other Landscape Conservation Areas as appropriate during the timeframe of the development plan.
	<b>North Bull Island National Special Amenity Area (SAA)</b>
<b>GIO19</b>	To update the 2009 SAAO Management Plan for the North Bull Island National Special Amenity Area. To support the protection of the North Bull Island SAA.
	<b>Liffey Valley &amp; Phoenix Park Proposed SAA</b>
<b>GIO20</b>	To seek the designation of Liffey Valley (from Islandbridge to the western city boundary) and the Phoenix Park as National Special Amenity Areas and to prepare Special Amenity Area Orders (SAAO) for same, in accordance with the Planning and Development Act 2000, as amended.
	<b>Protection and Connectivity of the Dublin Mountains with Dublin City</b>
<b>GIO21</b>	To support, as part of the Dublin Mountain Partnership, the proper planning and development measures for the protection and connectivity of the Dublin Mountains with Dublin City. To prepare and implement strategies for the conservation and enhancement of the landscape, visual amenity and biodiversity of the Dublin Mountains, in partnership with South Dublin County Council and Dún-Laoghaire Rathdown County Council.

### 10.5.4 Parks and Open Spaces

The City’s parks and open spaces encompass a wide range of spaces including formal parks (Flagship Parks and Community Grade 1 & 2 Parks), green open space areas, grassed areas, woodlands and also cemeteries, allotments and civic spaces. These parks and open spaces play an invaluable role in improving the quality, character and economy of the city. They are an essential physical asset for well-being in the city linked to the better mental and physical health of residents. They provide attractive places for residents, workers and visitors to relax, socialise and play, and allow people to have contact with nature.

According to the Council’s Parks Strategy for the city, parks area per 1,000 population indicates a total provision of 3.64 hectares or 36 square metres per person city wide, and this is comparable with national guidelines. This varies considerably however at the local level and where deficits were identified in the city, greening strategies have been put in place to address these.

As the city develops, the scale, location and connectivity of parks and open spaces need to be planned and designed to better respond to the needs of the growing population. New Flagship Parks and Community Grade 1 and 2 Parks<sup>26</sup> will be provided as part of the delivery of new growth areas in the city. For many other parts of the city, the main emphasis will be on quality and accessibility; ensuring that people have access to good facilities and sufficient recreational space. Opportunities to increase permeability of the urban environment will be sought to increase access to public open space.

Food growing takes place in the city in people’s back gardens, allotments, parks, vacant and temporary sites and on rooftops. Community gardens, allotments and urban farms provide a social, community orientated and physical activity to all age groups and different abilities providing locally grown food. They can also bring vacant lands into active use. Growing space in residential developments, rooftops and temporarily on vacant land and initiatives such as the Eat the Streets (<https://www.eatthestreets.ie/dublin>) will be fully supported.

<sup>26</sup> Community Parks Grade 1 serve local communities, have a good range of amenities and have a high standard of design or horticultural presentation and are approximately 10 ha in size. Community Parks Grade 2 serve local communities and have a range of amenities or are primarily used for active recreation and are approximately 5 ha in size.

It is the Policy of Dublin City Council:	
GI24	<p><b>Multi-Functionality</b></p> <p>To incorporate new open space into the green infrastructure network for the city, and providing a multi-functional role including: outdoor recreation, biodiversity, urban drainage, flood management, connection and carbon absorption without compromising public access to and the amenity function of open space (see Section 15.6: Green Infrastructure and Landscaping).</p>
GI25	<p><b>Open Space Provision (sq. m.) per 1,000 Persons Benchmark</b></p> <p>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, a city wide range of 2.5ha to 3.6ha of parks per 1,000 population benchmark for green/recreational space as set out in the 2019 Parks Strategy (or as updated) shall be a policy goal and quality standard.</p>
GI26	<p><b>Securing Acquisition of Additional Public Open Space</b></p> <p>To give priority to acquiring new public open space on-site, particularly in areas identified in the Council’s Parks Strategy 2019 as deficient in public open space. Where it is not feasible or realistic on site, the Council will require a financial contribution in lieu of provision to provide appropriate open space in the vicinity. The methodology for calculating this contribution shall be included in the City’s Development Contribution Scheme.</p>
GI27	<p><b>Addressing Public Open Space Deficits in Identified Areas</b></p> <p>To seek the provision of additional public open spaces in areas of deficiency as identified in the Dublin City Council Parks Strategy 2019 (and any future update) and the forthcoming public open space audit for the city centre by: a) securing open space as part of new development / the redevelopment of brownfield lands; b) the upgrading of existing Flagship Parks and Community Grade 1 &amp; 2 Parks to better serve their communities; c) investigating opportunities for access to local schools and colleges; and, d) the development of pocket parks/parklets.</p>
GI28	<p><b>New Residential Development</b></p> <p>To ensure that in new residential developments, public open space is provided which is sufficient in amenity, quantity and distribution to meet the requirements of the projected population, including play facilities for children and that it is accessible by safe secure walking and cycling routes.</p>

It is an Objective of Dublin City Council:	
<b>GIO22</b>	<b>Dublin City Parks Strategy</b> To support the implementation of the Dublin City Parks Strategy 2019 or as updated.
<b>GIO23</b>	<b>Manage / Protect / Enhance Parks</b> To continue to manage and protect and/or enhance the city's parks and 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.
<b>GIO24</b>	<b>Public Open Space Audit</b> To support the preparation of a Public Open Space Audit for the City Centre Area.
<b>GIO25</b>	<b>Facilities and Amenities in Parks/Public Open Spaces</b> To continue to provide and improve visitor facilities in parks and public open spaces, including cafés, kiosks, toilets, shower and changing-room facilities, water fountains and dog parks etc. and to ensure that such features are accessibly designed. To encourage and facilitate the introduction of amenities in parks such as table tennis, outdoor gyms, adult exercise equipment, bowling greens, etc.
<b>GIO26</b>	<b>Management Plans</b> To implement Conservation Management Plans for St. Anne's Park, Merrion Square, Mountjoy Square, Palmerston Park, Herbert Park, Sandymount Green and Wolfe Tone Park and to prepare management plans for all designated flagship parks and Community Grade 1 and 2 Parks under the management of the City Council. It is an objective of the Council to support management plans for the St. Stephen's Green and the Irish National War Memorial Gardens.
<b>GIO27</b>	<b>Phoenix Park Management Plan</b> To support the implementation of the Phoenix Park Management Plan by the Office of Public Works so as 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.

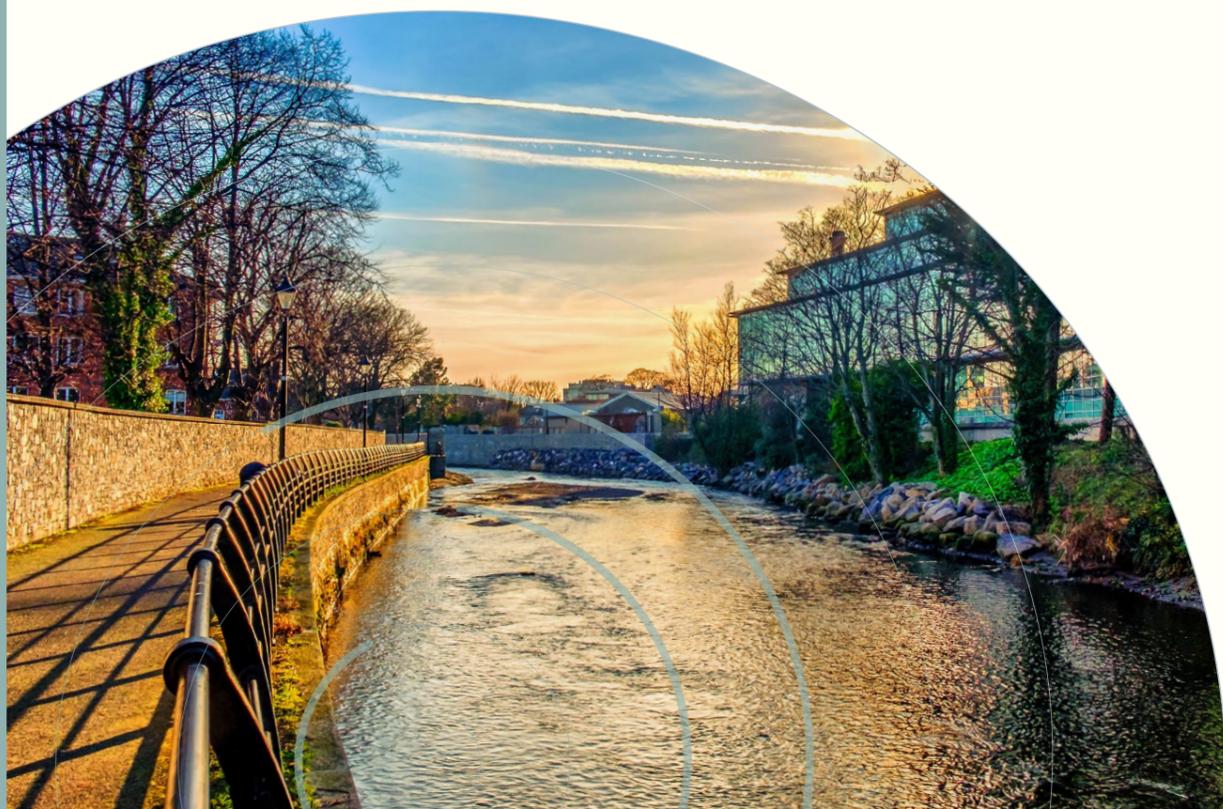
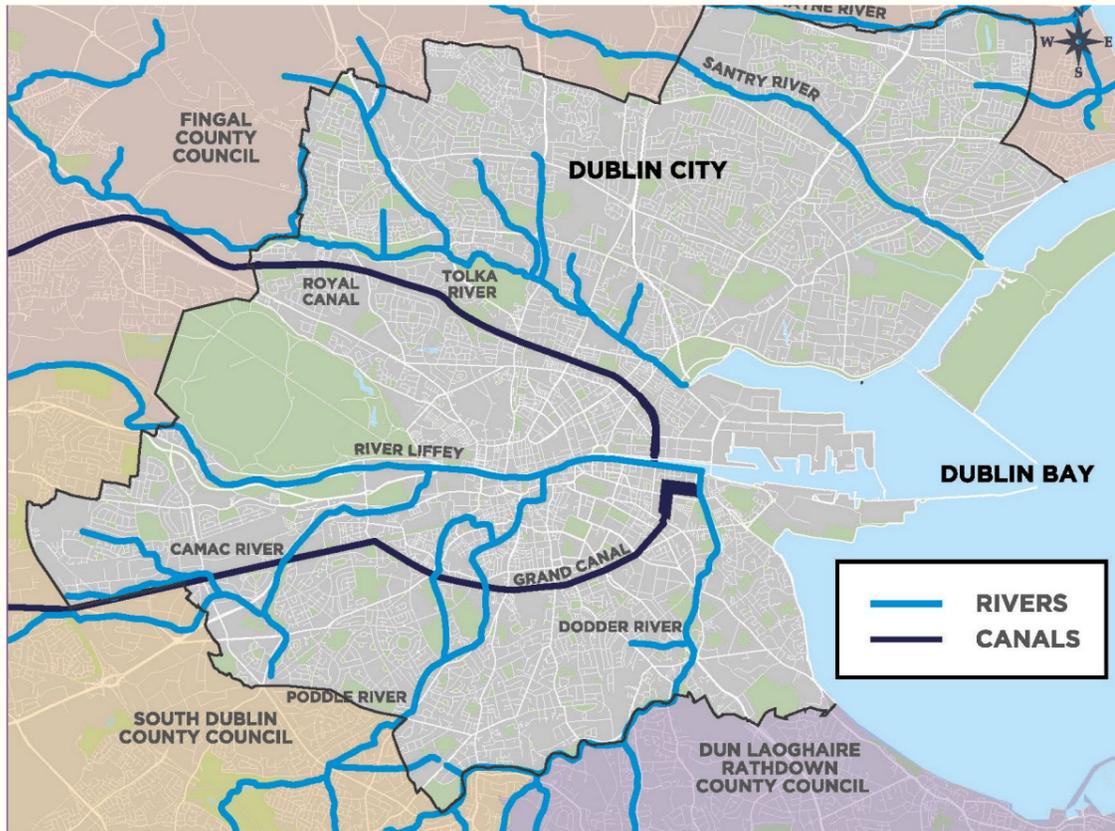
It is an Objective of Dublin City Council:	
<b>GIO28</b>	<b>Urban Farming and Food Production</b> (i) To support the provision of urban farming and food production initiatives, where feasible, and in particular, on the roofs of buildings, as temporary uses on vacant, under-utilised or derelict sites in the city and in peripheral urban areas / near M50, and in residential developments; (ii) to seek to increase the provision of allotments in the city in the order of 100%; (iii) To carry out a survey of underutilised open spaces for community gardens with a view to identifying areas in the city appropriate and suitable for community gardens.
<b>GIO29</b>	<b>Scully's Field</b> To promote and actively pursue the development of a park in the area known as Scully's Field between Clonskeagh and Miltown while ensuring the conservation of existing biodiversity.
<b>GIO30</b>	<b>Fitzwilliam Square and Four Masters Park</b> To seek the opening of Fitzwilliam Square and Four Masters Park at Berkeley Road/Eccles Street to the public.

### 10.5.5 Rivers and Canals

The city's rivers and canals and their riparian zones / towpaths form important elements of the city's GI network. These waterways and their riparian zones serve as wildlife corridors and aquatic habitats, floodplains, green spaces, the setting for heritage features / development, areas of beauty and tranquillity and a means of connection in the city. Many facilitate river focused amenity, sports and riverside cycle and walkways. The River Liffey is the city's key waterbody and urban space. It links Dublin Bay to the Phoenix Park and to the wider region and has important civic, amenity, ecological, historical and cultural connections.

The city's rivers are not achieving 'good ecological status' as per the Water Framework Directive. This is due to a number of factors including upstream pollution, sewer overflows / misconnections and urban runoff. In addition, urban development and historic alterations to rivers has altered the natural banks and contours of river valleys and thus allowed for the rapid and increased movement of water/pollutants into rivers leading to the loss of water quality, biodiversity and increasing the potential for flooding.

**Figure 10-3: Dublin City's Main Rivers and Canals**



The protection, creation and/or enhancement of riparian buffer zones will be sought to benefit rivers as will opportunities for river restoration. Such interventions will maintain or create habitats necessary for wildlife movement, including fish and other aquatic life and terrestrial species that use the riparian zones as wildlife corridors. This will also increase the potential to filter out pollutants and sediments from over-land surface run-off, provide significant amenity and recreational value, and enhance food management (see also Chapter 9, Section 9.5.2).

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

<b>G129</b>	<p><b>Protect Character of River Corridors</b></p> <p>To protect, maintain, and enhance the watercourses and their river corridors in the city and to ensure that development does not cover or encroach upon rivers and their banks. To maintain natural river banks and restore them as part of any new development. The creation and/or enhancement of river corridors will be required and river restoration opportunities where possible will be supported to help improve water quality, and ecology, provide natural flood relief as well as providing amenity and leisure benefits.</p>
<b>G130</b>	<p><b>Maintain and Improve Connectivity of Freshwater and Estuarine Habitats/ EU Birds and Habitats Directives</b></p> <p>To conserve, maintain and restore freshwater and estuarine habitats which are of importance for species listed in the annexes of the EU Birds and Habitats Directives and to ensure connectivity of these in accordance with Article 10 of the EU Habitats Directive.</p>
<b>G131</b>	<p><b>Protect and Improve Ecological Status of Rivers under the EU Water Framework Directive</b></p> <p>To support the improvement of the ecological status of all rivers / waterbodies within the administrative area of Dublin City Council and those rivers identified in accordance with the River Basin Management Plan 2018 – 2021 and the next management plan to be produced under the 3rd river basin planning cycle (2022-2027), as required under the EU Water Framework Directive (see Chapter 9, Section 9.5.2 Urban Watercourses and Water Quality).</p>
<b>G132</b>	<p><b>Linear Parks and Recreational Use of Waterways Aspects</b></p> <p>To develop linear parks, sustainable riverine access, walkways, cycleways and water focused recreational, sporting and tourism amenities which enhance appreciation of rivers in a manner that ensures that any adverse environmental effects are avoided and ecological enhancements, where appropriate, are employed to ensure a net biodiversity gain. Where lands along the waterways are in private ownership, it shall be policy in any development proposal to secure public access along the waterway.</p>

It is the Policy of Dublin City Council:	
<b>GI33</b>	<p><b>River Liffey</b></p> <p>To recognise the unique character, importance and potential of the River Liffey to the city and to protect and enhance its civic, ecological, amenity, historical and cultural connections. To promote the sustainable development of this key resource for amenity and recreational uses in and along the river and its development as a green corridor in the city.</p>
<b>GI34</b>	<p><b>New Development and Public Open Space along River Corridors</b></p> <p>To ensure that new development, in terms of siting and design, responds to the character, importance and setting of the city's rivers where the context allows, and to require public open space which is to be provided as part of new development, to supplement riparian buffer zones so as to support the attainment of 'good ecological status' or higher for water bodies, flood management, the conservation of biodiversity and ecosystem functions.</p>

It is an Objective of Dublin City Council:	
<b>GIO31</b>	<p><b>North City Walk</b></p> <p>To investigate the potential of the North City Walk from the Royal Canal linking all the main natural and built heritage sites between the Royal Canal and the Tolka River.</p>
<b>GIO32</b>	<p><b>Liffey Vale House Education Centre</b></p> <p>To develop an accessible biodiversity and education centre at Liffey Vale House for education and interpretation of the River Liffey, its ecosystem, history and culture.</p>
<b>GIO33</b>	<p><b>Working with Agencies</b></p> <p>To liaise and work with relevant State agencies responsible for the city's waterways, including Waterways Ireland, Inland Fisheries Ireland, the Environmental Protection Agency, the Office of Public Works (OPW), The Local Authority Waters Programme (LAWPRO) and Dublin Port Company.</p>
<b>GIO34</b>	<p><b>Water Animation Strategy Docklands</b></p> <p>To support the implementation of the North Lotts and Grand Canal Dock SDZ Docklands Water Animation Strategy 2018 to promote the Dublin Docklands as a significant water focussed amenity and the sustainable use of the waterways as an integral part of the vitality and experience of Dublin Docklands, that enhances the area as a world class destination for living, doing business, tourism, leisure and cultural activities.</p>

### 10.5.6 The Coast and Dublin Bay UNESCO Biosphere

Dublin's coastline is an important asset for the city as it underpins many of the environmental, economic, recreational, cultural and tourism functions of the City. Dublin Bay encompasses coastal landscapes, coastal amenities, natural heritage of international, European and national importance, nature reserves and recreational opportunities. It is also home to coastal settlements, Dublin Port and much of the critical infrastructure for the city which is extremely vulnerable to climate change. The future economic, tourism, recreational (including water based activities such as sea swimming) and energy resource potential of the coast will need to be balanced with the requirement to protect its natural heritage, water quality and attractions.

Dublin Bay and its hinterland is designated since 2015 as a UNESCO Biosphere Reserve. Biosphere reserves promote solutions reconciling the conservation of biodiversity with its sustainable use. They are learning areas for sustainable development which integrate three main "functions": 1) conservation of biodiversity and cultural diversity; 2) sustainable economic development; and 3) logistic support, underpinning development through research, monitoring, education and training. The UNESCO Biosphere is managed through the Dublin Bay Biosphere Partnership which comprises Fingal County Council, Dublin City Council, Dún Laoghaire-Rathdown County Council, Dublin Port Company, Fáilte Ireland and the National Parks and Wildlife Service. Their work focuses on the inter-relationship between the human, cultural and ecological aspects of Dublin Bay (see [Dublin Bay Biosphere](#)).

EU Directive 2014/89/EU requires the preparation of a National Marine Plan for Ireland's marine area which includes the coastal zone. The National Marine Planning Framework (NMPF) was published in July 2021. It sets out a national strategy for the strategic planning and sustainable development in the maritime area for the purpose of achieving ecological, economic and social priorities (managing marine assets). Common terrestrial / marine policy areas include renewable energy, electricity networks, coastal and flood defences, fishing and aquaculture, ports and harbours, public access, tourism and recreation, protected sites and species, seascape and landscape. The development plan must be consistent with an adopted NMPF in the area between the mean high water mark and the near shore.

It is the Policy of Dublin City Council:	
<b>GI35</b>	<b>General Protection of Coastal Zone</b> To protect and enhance the coast shoreline and marine environment as open space and valuable natural habitats.
<b>GI36</b>	<b>Recreational and Tourism Amenities</b> To develop sustainable estuarine and coastal recreational and tourism amenities which enhance appreciation of coastal natural assets in a manner that ensures that any adverse environmental effects are avoided, remediated or mitigated.
<b>GI37</b>	<b>Protection and Management of Dublin Bay</b> To ensure a co-ordinated approach to the protection and management of Dublin Bay with other State and Semi-State agencies through the Dublin Bay UNESCO Biosphere Partnership in line with its management plan for the sustainable development of Dublin Bay and the Lima Action Plan of the UNESCO MAB World Network of Biosphere Reserves.
<b>GI38</b>	<b>Marine Pollution and MSF Directive</b> 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/EU).
<b>GI39</b>	<b>Interpretation, Awareness and Public Engagement</b> To raise awareness of the international importance for nature conservation of Dublin Bay by improving information and interpretation of its biodiversity for recreational users and visitors. To increase public engagement and actions to conserve nature in line with the objectives of the UNESCO Biosphere Reserve.

It is an Objective of Dublin City Council:	
<b>GIO35</b>	<b>Providing Coastal Recreational Amenities</b> To promote and support the sustainable use, including access, of the city's beaches and the coast for amenity and recreational uses while protecting habitats from unsustainable recreational pressures.
<b>GIO36</b>	<b>Bathing Beaches and Blue Flag Status</b> To maintain beaches for bathing at Dollymount, Sandymount, Merrion and Poolbeg/Shelly Banks to a high standard and to protect and improve water quality and bathing facilities in order to bring them to 'Blue Flag' standard.

It is an Objective of Dublin City Council:	
<b>GIO37</b>	<b>Dublin Bay Discovery Centre</b> To develop an accessible Discovery Centre for Dublin Bay at North Bull Island for education, interpretation, visitor management and research to support the nature conservation objectives of the North Bull Island Nature Reserve, the vision of the Dublin Bay UNESCO Biosphere and the criteria for biosphere reserves of the UNESCO Man and the Biosphere (MAB) Programme.
<b>GIO38</b>	<b>Dublin Bay UNESCO Biosphere Conservation and Research Strategy</b> To support the Biosphere as an international centre of excellence for education, training and research and the implementation of the Dublin Bay UNESCO Biosphere Reserve Conservation and Research Strategy, 2016 – 2020 (and updates).
<b>GIO39</b>	<b>National Marine Planning Framework</b> To comply with the policies and objectives of the National Marine Planning Framework as it relates to the city's coastal zone (in the area between the mean high water mark and the near shore) with respect to the planning and resource management of the marine area.

### 10.5.7 Urban Forest

The city's urban forest consists of street trees, garden trees, trees in parks and open spaces, hedge lines and woodlands. Trees bring extensive benefits to the city by humanising space, enhancing the environment and minimising the impacts of climate change. They provide ecosystem services such as cleaning air, providing natural water management / flood control and creating diverse habitats while also storing carbon, cooling the urban environment, masking noise and acting as a wind barrier. Trees link green spaces, make attractive streets and neighbourhoods and promote a general sense of well-being.

The 2017 Dublin Tree Canopy Study identified that there are some 300,000 trees in Dublin City covering some 10% of the city's land area. It identified a low canopy cover between the canals in the City Centre and an axis of low canopy cover running from the Grand Canal to the south west City boundary. Ecological surveys and habitat management plans for woodlands in the Tolka Valley, St. Anne's and Bushy Parks have been prepared and the 2006 citywide hedgerow survey has been updated to inform future woodlands and hedgerow management. The forthcoming Dublin Tree Strategy will establish urban forestry plans for the city, provide a target for an increased level of tree cover and will prioritise locations for tree planting.

It is the Policy of Dublin City Council:	
<b>GI40</b>	<p><b>Tree Planting - General</b></p> <p>To require appropriate and long-term tree and native hedgerow planting in the planning of new development, urban spaces, streets, roads and infrastructure projects. New development should seek to provide for additional tree planting using a diversity of species including native species as appropriate to the location of the development in the interests of natural heritage, amenity, environmental quality and climate resilience.</p>
<b>GI41</b>	<p><b>Protect Existing Trees as Part of New Development</b></p> <p>To protect existing trees as part of new development, particularly those that are of visual, biodiversity or amenity quality and significance. There will be a presumption in favour of retaining and safeguarding trees that make a valuable contribution to the environment.</p>
<b>GI42</b>	<p><b>Tree Management</b></p> <p>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 and as per Dublin City Tree Strategy 2016 or as updated.</p>
<b>GI43</b>	<p><b>Hedgerows</b></p> <p>To protect and enhance the City's hedgerow network, in particular, hedgerows that form townland, parish and barony boundaries. It is Council policy to increase hedgerow coverage and promote the planting of hedgerows in new developments using native species.</p>
<b>GI44</b>	<p><b>Resilient Urban Forest</b></p> <p>To deliver and manage a resilient urban forest for the City to help increase resilience to the effects of climate change to consist of native and exotic trees and to target and prioritise locations in the city with a low canopy cover for an increased level of tree cover.</p>

It is an Objective of Dublin City Council:	
<b>GIO40</b>	<p><b>Forthcoming Dublin City Tree Strategy 2016</b></p> <p>To support the implementation of the Dublin City Tree Strategy 2016 and any future revision thereof, which sets a vision for the long-term planting, protection and maintenance of trees, hedgerows and woodlands within Dublin City.</p>
<b>GIO41</b>	<p><b>Trees as Wildlife Corridor or 'Stepping Stones'</b></p> <p>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.</p>
<b>GIO42</b>	<p><b>Urban Tree Canopy Plan</b></p> <p>To support the preparation of an Urban Tree Canopy Plan for the City Centre Area. To increase the tree canopy cover to a minimum of 10% in all areas with an emphasis in increasing the tree canopy cover in areas where there is a deficit, and a minimum of 5% each year in the city centre.</p>

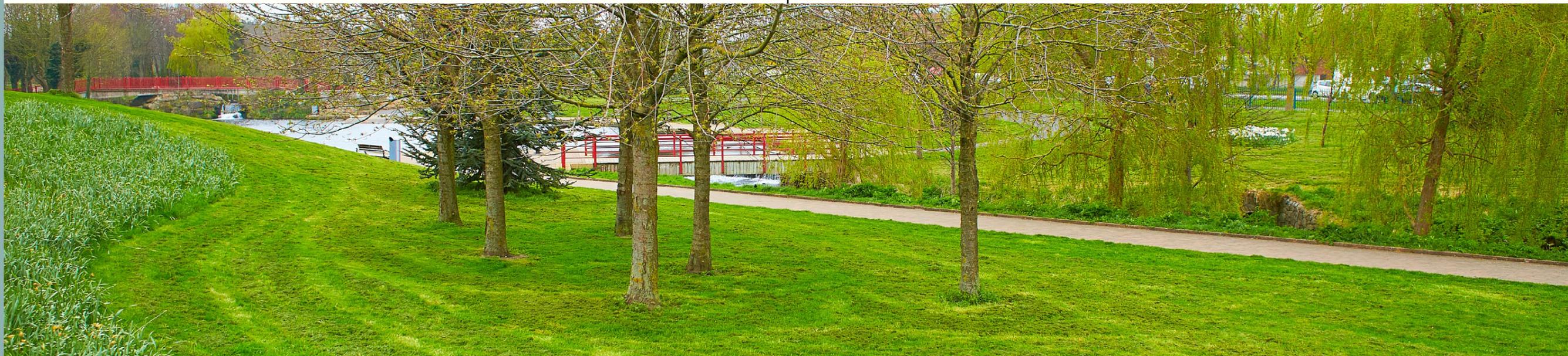
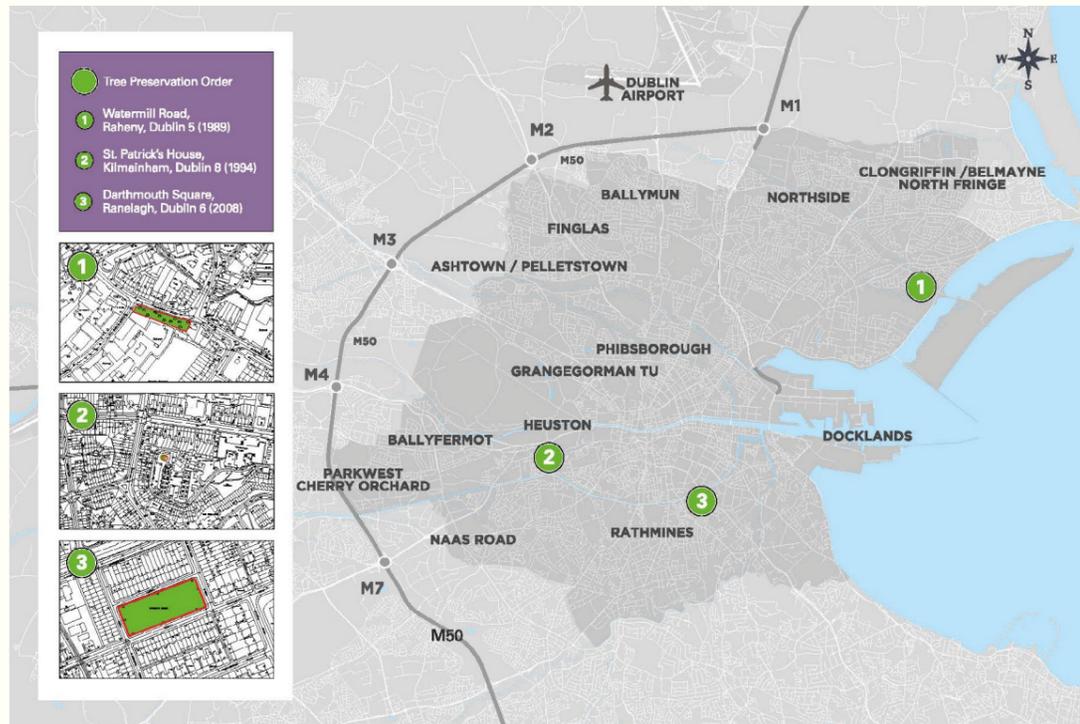


Figure 10-4: Existing Tree Preservation Orders (TPOs)



### 10.5.8 Sport, Recreation and Play

Increased physical activity helps improve the health and wellbeing of all people living and working in the City. For reasons of public health, a sustainable environment and social cohesion, the Healthy Ireland, A Framework for Improved Health and Wellbeing 2019 - 2025, the National Physical Activity Plan 2016 and Sport Ireland Participation Plan 2021 – 2024 set out objectives to increase physical activity levels across the whole population through formal sport and through enabling people to access parks and to walk and cycle to their daily destinations. Enabling opportunities for physical activity and active living is a priority of this Plan and a critical element in achieving healthy places.

Dublin City Council will continue to renew and develop sport and recreation facilities throughout the city and support their provision by community and private organisations. In this regard, the very important role that sporting and social clubs play in enhancing the social and recreation life of the city communities is acknowledged. Facilities and increased participation in sport for all people at all stages in their lifecycle and all abilities inclusive of girls/women and diverse cultures is required.

The Dublin City Council-led Sport and Wellbeing Partnership (DCSWP) will continue to work towards improving opportunities to enable Dublin’s citizens and workers to be physically active via targeted programmes and initiatives. The DCSWP is leading the Active Cities Project which sets out a goal for everyone in Dublin to have both the opportunity and motivation to actively participate in sport and physical activity with a vision that maintaining an active lifestyle could become an accepted part of the cultural norm in Dublin.

Playing is the most important aspect of a child’s daily life. Dublin City Council is committed to enabling local, accessible and inclusive opportunities to play for children and young people. The Draft Dublin City Play Strategy ‘Pollinating Play!’ 2020 – 2025 is underpinned by the United Nations Convention on the Rights of the Child (UNCRC) Article 31; the child’s right to play. It advocates for a child-friendly and playful city where all children and young people (ages 0-18) can enjoy and fully exercise their right to play and have child friendly physical activity. This would include access to playgrounds, youth focused spaces and opportunities for play friendly neighbourhoods and public realm.

The city’s extensive permeable network of public streets, footpaths and cycleways provides people with access to the city’s major recreational amenities such as the coast, the city’s rivers and to the

city's numerous parks and open spaces. Figure 10-5 identifies and maps the strategic Public Rights of Way (PROW) in the city. Many of these PROW incorporate / will incorporate Metropolitan Greenways thereby promoting and enabling wider regional recreation and tourism objectives and also sustainable travel modes.

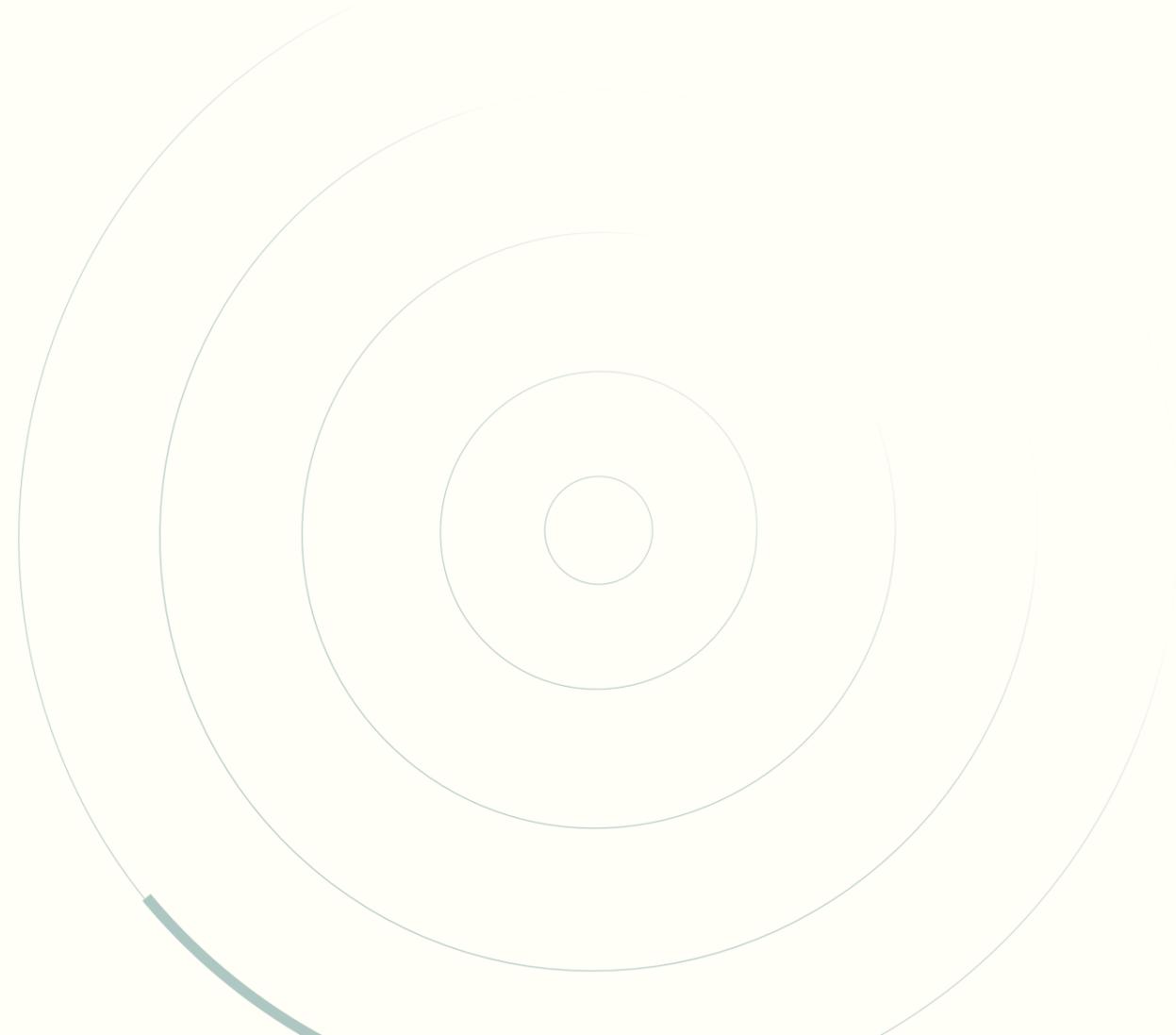
<b>It is the Policy of Dublin City Council:</b>	
<b>GI45</b>	<b>National Physical Activity Plan 2016</b> To improve the health and well-being of communities by increasing access to participation in sports, recreation and healthy activity in line with the National Physical Activity Plan 2016, the Healthy Ireland Framework 2019 – 2025 and the Sport Ireland Participation Plan 2021 – 2024.
<b>GI46</b>	<b>To Improve and Upgrade / Provide Access to Sports / Recreational Facilities</b> To improve and upgrade existing sports/recreational facilities in the city and to ensure the availability of and equal access to a range of recreational facilities to the general population of all ages and groups (including women/girls and minority sports) at locations throughout the city, including housing complexes. 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.
<b>GI47</b>	<b>Private Recreational Lands</b> To support the development of private recreational lands for recreational purposes.
<b>GI48</b>	<b>Multiple Use of Sports and Recreational Facilities</b> To maximise the multiple use of sports and recreation facilities by encouraging the co-location of services between sports providers, schools, colleges and other community facilities.
<b>GI49</b>	<b>Protection of Existing and Established Sport and Recreational Facilities</b> To protect existing and established sport and recreation facilities, including pitches, unless there is clear evidence that there is no long term need for the facility; unless the loss would be replaced by equivalent or better provision in terms of quantity or quality in an accessible and suitable location; or the development is for alternative sports and recreational provision, or required to meet other open space deficiencies, the benefits of which would clearly outweigh the loss of the former or current use.

<b>It is the Policy of Dublin City Council:</b>	
<b>GI50</b>	<b>Fenced Playing Pitches on Existing Open Space</b> To protect public open space and to generally restrict the development of fenced playing pitches on existing open space areas where it would exclude the use of the open space for other amenity related purposes when matches are not in progress.
<b>GI51</b>	<b>Children's Playing Facilities - General</b> To seek the provision of children's playing facilities that encompasses local and public places and spaces for play that are accessible and inclusive for children and young people of all ages, abilities and socio-economic backgrounds.
<b>GI52</b>	<b>Children's Playing Facilities in New Residential Developments</b> To seek the provision of children's playing 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.
<b>GI53</b>	<b>Public Rights of Way</b> To protect public rights of way as shown on Figure 10-5.

<b>It is an Objective of Dublin City Council:</b>	
<b>GIO43</b>	<b>National Public Health Policy</b> To support the objectives of public health policy including Healthy Ireland Framework 2019 - 2025 and the National Physical Activity Plan 2016.
<b>GIO44</b>	<b>Active Cities Project</b> To support the work of the Dublin City Sports & Wellbeing Partnership and the Dublin Active Cities Project in creating, maintaining and increasing the numbers of people, of all ages, gender and ability, participating in sport and physical activity in the city.
<b>GIO45</b>	<b>Playing Fields Study</b> To carry out a playing fields study to better measure the use and management (quality) of playing pitches and to examine the level of pitch provision required as a result of planned population growth, increased female participation in sport and the increase in demand for sports playing pitches.
<b>GIO46</b>	<b>Liaising with Sporting Organisations</b> To liaise and work 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.

It is an Objective of Dublin City Council:	
<b>GIO47</b>	<b>Multi Sports Hub in Conjunction with Fingal County Council</b> To investigate the potential for the provision of a multi sports hub in the outer suburbs to service the growing demand for pitch facilities in conjunction with Fingal County Council.
<b>GIO48</b>	<b>Dublin City Play Strategy 'Pollinating Play' 2020</b> To support the implementation of the Draft Dublin City Play Strategy 'Pollinating Play' 2020 – 2025 which aims to provide inclusive and accessible play opportunities for children and young people and the integration of play provision and child friendly neighbourhoods.
<b>GIO49</b>	<b>Play Friendly Communities</b> To support and encourage the development of play-friendly communities that provide time and space and permission for 'everyday street play', opportunities and experiences and play in urban public space.
<b>GIO50</b>	<b>STRIDE: 2017 – 2020</b> To support the preparation and implementation of a new Dublin City Sport & Wellbeing Partnership Strategy.
<b>GIO51</b>	<b>Dalymount Park</b> 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.
<b>GIO52</b>	<b>Informal Recreational Space – Undeveloped Land</b> To examine the possibility of using suitable undeveloped land temporarily as informal recreational space.
<b>GIO53</b>	<b>Water Sports and Leisure Activities</b> To support the development of a public lido and other facilities to provide water sports and leisure activities in the City Centre.
<b>GIO54</b>	<b>Olympic Standard Velodrome</b> To support the development of an Olympic standard velodrome in the city region.
<b>GIO55</b>	<b>Marrowbone Lane Depot</b> To develop the council owned depot at Marrowbone Lane as a Green Infrastructure and Recreational Area.
<b>GIO56</b>	<b>Public Rights of Way</b> To identify further significant public rights of way during the lifetime of the development plan and to update the 'Public Rights of Way' map.

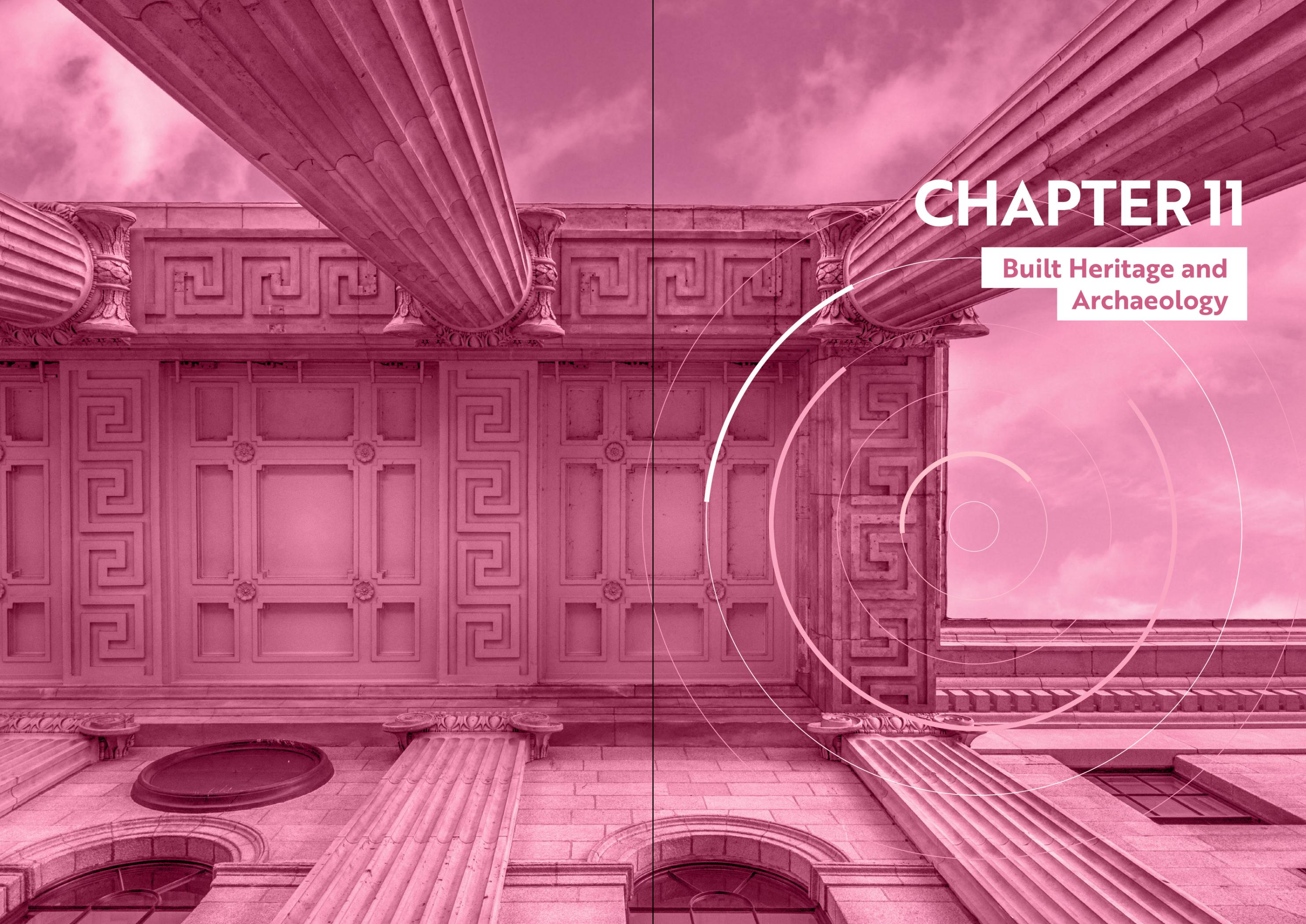
Figure 10-5: Public Rights of Way





# CHAPTER 11

**Built Heritage and  
Archaeology**



## 11.1 Introduction

It is recognised that the city's heritage contributes significantly to the collective memory of its communities and to the richness and diversity of its urban fabric. It is key to the city's character, identity and authenticity and is a vital social, cultural, and economic asset for the development of the city.

The City's historic buildings, streetscapes villages, Georgian terraces and squares, Victorian and Edwardian architecture, industrial heritage, institutional landmarks, modernist buildings of the 20th century, urban core and the Medieval City, together with its upstanding monuments and buried archaeology contribute to its local distinctiveness and help create a strong sense of place for citizens and visitors to the city and its neighbourhoods.

The development plan plays a key role in valuing and safeguarding built heritage and archaeology for future generations. The plan guides decision-making through policies and objectives and the implementation of national legislation to conserve, protect and enhance our built heritage and archaeology.

## 11.2 Achievements

The Council continually strives to protect, enhance and preserve our heritage assets. The Record of Protected Structures (RPS) comprises in excess of 8,400 structures. Since October 2016, there have been 51 additions, 10 amendments/clarifications and 129 deletions from the RPS. Work in this area is constantly in progress with ongoing assessments of structures for addition to the record.

There are presently 24 Architectural Conservation Areas (ACAs) in the city. In the period since the 2016-2022 Dublin City Development Plan was adopted, three additional ACAs have been designated at Haddon Road/Victoria Road, Hollybrook Road and North Great Georges Street.

Between 2016 and 2020, Dublin City Council administered 192 projects under the Built Heritage Investment Scheme and 15 projects under the Historic Structures Fund (previously called Structures at Risk fund) with a combined funding of over €2.2 million.

The Conservation Section promotes awareness of Architectural Conservation and Heritage by presenting a number of conservation lectures as part of the annual 'Conserving Your Dublin Townhouse' conservation course offered by the Georgian Society (in association with the Heritage Section of Dublin City Council).

The Dublin City Heritage Plan has been implemented since 2002 in association with the Heritage Council. Under the Plan, new projects are developed in the areas of heritage research, improving heritage management and raising awareness amongst a broad audience. A number of pioneering Heritage Plan projects have been undertaken since 2016, all supported by the Heritage Council. These projects include:

- 14 Henrietta Street, conservation/adaptive reuse and museum development project, winning awards from the RIAI in 2018 for 'Best Conservation Project' and more recently the 'Silletto' Prize at the European Museum of the Year 2020 awards.
- Original social and architectural history research into the processes of modernisation in Dublin during the 20th Century including 'More than Concrete Blocks, Vol II 1940-1972' and 'Dublin Through the Ages: The City Walls.'

Notable achievements in the protection and promotion of our archaeological resource in the city include:

- Raising awareness of Viking Dublin through international engagement with the Viking urban network and diaspora including the establishment of the Annual 'Festival of History International Viking' Seminar with National University of Ireland.
- Preservation and presentation in situ of medieval and later structures in commercial developments at Aungier Street, Ship Street, Little Green Street and Thomas Street.
- Implementation of the Dublin City Walls and Defences Conservation Plan, including the installation of a permanent exhibit about the City Wall in the Wood Quay Venue; monitoring and conservation repair works to the City Wall at the Wood Quay Venue.

## 11.3 Challenges

There are a number of key issues facing the city in terms of its built heritage and archaeology.

- An over-arching issue is the on-going need to balance the often competing demands of a modern city in terms of consolidation and future growth with the need to protect its intrinsic character. There is a need to ensure that Dublin City is a real and vibrant city where people live and work, not merely a tourist destination. Dublin's citizens will be encouraged to live in the historic core and the challenge will be to provide sensitive and environmentally sustainable restoration of historic properties, suitable for modern living.
- It is acknowledged that the 'greenest building is one... that is already built'<sup>27</sup>, and the continued, albeit appropriate use of an existing building is necessary for its survival. It is recognised that various historic buildings in the city remain underutilised and vacant. Identifying suitable and viable uses for certain heritage buildings, particularly the upper floors can be difficult. The challenge is to continuously facilitate and sensitively manage the changes required to adapt, reuse, upgrade and protect our rich architectural heritage whilst retaining its authenticity, integrity and special interests.
- Dublin's built heritage and archaeology is a distinguishing feature in an increasingly homogenised world. It is a unique asset, which forms part of our cultural identity. There is a need to promote a deeper understanding of our built heritage and archaeology as an authentic, unique and finite resource. Increasing public awareness of the cultural value and social and economic significance of the city's built heritage will be required. The widening appreciation of our heritage, culture and creativity also presents significant potential for collaboration with community, professional and institutional stakeholders across the various cultural spheres.
- The direct effects of climate change on heritage may be immediate or cumulative. Of the many potential impacts, those identified as priorities for adaptation planning are flooding, storm damage, coastal erosion, soil movement, changing burial-preservation conditions, pest and mould and maladaptation. In addition, there will be indirect impacts related to societal responses to climate change in terms of both adaptation (e.g. changes of land use) and mitigation (e.g. renovation or upgrading of historic buildings to reduce energy

<sup>27</sup> Carl Elefante, 2007

consumption). The challenge will be to conserve Dublin's heritage for future generations and to develop sustainable policies and plans for climate change adaptation of built and archaeological heritage.

## 11.4 The Strategic Approach

The National Planning Framework (NPF) (particularly NPO 17 and NPO 60) highlights how our built, cultural and natural heritage has intrinsic value in defining the character of urban and rural areas and adding to their liveability, attractiveness and sense of place. It also emphasises how Ireland's built heritage assets are a non-renewable resource that merit being nurtured in a manner appropriate to their significance as an aid to understanding the past, contributing to community well-being and quality of life as well as regional economic development.

The Regional Spatial and Economic Strategy (RSES) states that cultural heritage is the fabric of our lives and societies, that it surrounds us in the buildings of our towns and cities, our landscapes, natural sites, monuments and archaeological sites and that it brings communities together and builds shared understandings of the places we live.

The overarching strategic policy approach in both plans supports quality place-making and exemplar urban design. This has a clear synergy with the sense of place and character created by built heritage and archaeology.

In order to ensure the protection and enhancement of the city's built heritage, the following strategic approach will be pursued:

- The preservation of the built heritage and archaeology of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.
- Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive development to ensure their preservation for existing and future generations.
- Ensure buildings of architectural and historic interest are protected and include those structures that are considered in the opinion of the Planning Authority to be of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest in the Record of Protected Structures.

- Identify and designate Architectural Conservation Areas and Areas of Special Planning Control.
- Safeguard zones of archaeological interest.
- Implement and build on the success of the Dublin City Heritage Plan 2002-2006 along with the outcomes of the current City Heritage Plan Review 2021 and promote the role of heritage in fostering creative places that meet local needs and aspirations.
- Promote the reuse of redundant and underused heritage buildings and continue to promote active land measures such as the Living City Initiative and the Living-Over-the-Shop scheme to encourage the sensitive reuse and adaptation of such buildings.
- Implement policies that support high quality architecture which respects cultural identity and past traditions of building settlement.
- Promote the environmental benefits of heritage conservation as a crucial contributor to sustainability as it fulfils the interrelated economic, cultural, social, and environmental principles of sustainable development.
- Promote best practice in the restoration of the fabric of historic buildings and enhance adaptive capacity, strengthen resilience and reduce the vulnerability of heritage in line with the National Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage (2020).

## 11.5 Policies and Objectives

### 11.5.1 The Record of Protected Structures

The Planning and Development Act, 2000 (as amended) requires each Planning Authority to include in their development plan objectives for the protection of structures, or parts of structures, which are of, special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest. These buildings and structures are compiled on a register referred to as the Record of Protected Structures (RPS). The RPS for Dublin City is listed in Volume 4 and shown on development plan maps. The record is a mechanism for the statutory protection of such structures. Reference to the National Inventory of Architectural Heritage (NIAH) and Ministerial Recommendations is made when assessing a building for inclusion on the RPS.

A 'Protected Structure'<sup>28</sup> is defined as any structure or specified part of a structure, which is included in the RPS. Unless otherwise stated, it includes the interior of the structure, the land lying within the curtilage of the structure, any other structures lying within that curtilage and their interiors and all fixtures and features which form part of the interior or exterior of the above structures. The protection also extends to any features specified as being in the attendant grounds including boundary treatments.

### External and Internal Works

All works to protected structures shall be carried out to the highest standards in accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (Department of Arts, Heritage and the Gaeltacht, 2011). Additional guidance for proposed works to and the repair of historic structures and features are published by the Department of Housing, Local Government and Heritage Advice Series (available <https://www.buildingsofireland.ie/resources>), comprising a range of specific advice and guidance for example on: Windows: The Repair of Historic Windows (2007); Iron: The Repair of Wrought and Cast Ironwork (2009); Energy Efficiency in Traditional Buildings (2010); Access: Improving the Accessibility of Historic Buildings and Places (2011) and Paving: The Conservation of Historic Ground Surfaces (2015).

The City Council will manage and control external and internal works that materially affect the architectural character of the structure through the development management process. Planning permission is required for any works, including repairs, which would materially affect the character of the structure or its special interest.

All planning applications relating to Protected Structures shall contain the appropriate level of documentation in accordance with Article 23 (2) of the Planning and Development Regulations, 2001 (as amended) and chapter 6 and appendix B of the 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011), or any variation thereof including where relevant an Architectural Heritage Impact Assessment.

### Curtilage of a Protected Structure

The curtilage<sup>29</sup> 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

<sup>28</sup> Section 2.21, Chapter 2, Architectural Heritage Protection Guidelines, 2011.

<sup>29</sup> See Chapter 13 of the Architectural Heritage Protection Guidelines, 2011 for guidance on determining the curtilage of a Protected Structure.

laid out to complement the design or function. However, the curtilage of a structure can also be expansive and be affected by development at some distance away. The Architectural Heritage Impact Assessment submitted with any development proposal should also include an appraisal of the wider context of the site or structure including potential visual impacts on curtilage of a protected structure.

**Historic Use**

The historic use of the structure is part of its special interest and often 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, such as the insertion of new openings, staircases, the substantial subdivision of historic floor plans and/or serious loss of historic fabric. Issues such as fire protection, sound proofing, servicing and access will also require careful consideration. In finding the optimum viable use for protected structures, other land-use policies and site development standards may be relaxed to achieve long-term conservation. In some circumstances, short-term uses may be deemed appropriate in order to ensure a building remains weather-tight and in use pending long-term solutions.

**Fixtures and Fittings**

Historic fixtures and fittings are at risk of damage or theft when buildings are vacant, undergoing building work or on the market. Where development is proposed, the Architectural Heritage 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.

**Demolition**

Planning permission shall not be granted for the demolition or substantial demolition of a Protected Structure or a proposed Protected Structure except in exceptional circumstances (Section 57(10)(b) of the Planning and Development Act, 2000 (as amended)). It is accepted that in some circumstances, the loss of a Protected Structure 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. Any proposal regarding the demolition of a protected structure will require the strongest justification provided by a qualified professional with

expertise in architectural conservation. The applicant will be required to provide preservation by written and visual record of the structure or any element of the structure that contributes to its special interest, or the architectural salvaging or reinstatement of any such element, before the authorised development takes place.

**Buildings-at-Risk**

Each owner and occupier of a Protected Structure is required to ensure that the structure/building and any of its feature(s) of special interest are not endangered; under Section 58 of the Planning and Development Act, 2000 (as amended). Any person causing damage to a Protected Structure without lawful authority is guilty of an offence.

Dublin City Council maintains and proactively manages the Buildings-at-Risk Register of Protected Structures that are considered to be endangered or to have the potential to become ‘endangered’ through neglect, decay, damage or harm. The Conservation Section liaises between Planning Enforcement, Derelict Sites and Dangerous Buildings Sections of the City Council in order to prevent endangerment and to address endangerment where it has been identified.

**Building Regulations**

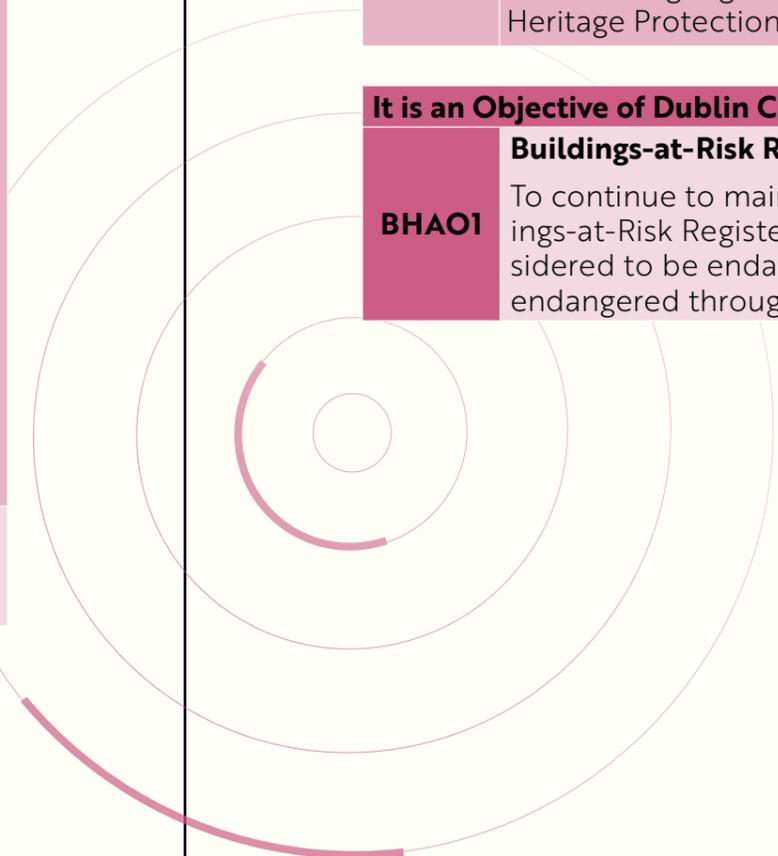
In carrying out works to Protected Structures in accordance with the requirements of building regulations, the special interest and character of the building should be considered. Further guidance is provided in the Advice Series publication “Access: Improving the Accessibility of Historic Buildings and Places (2011)”, and “Energy Efficiency in Traditional Buildings” (2010), published by the then Department of Arts, Heritage and the Gaeltacht, and now issued by the Department of Housing, Local Government and Heritage.

<b>It is the Policy of Dublin City Council:</b>	
	<b>Record of Protected Structures</b>
<b>BHA1</b>	(a) To include those structures that are considered to be of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest in the Record of Protected Structures, and to remove those structures where protection is no longer warranted. (b) To maintain and review the RPS whilst having regard to recommendations for additions to the RPS made by the Minister under Section 53 of the Planning and Development Act, 2000 (as amended).

It is the Policy of Dublin City Council:	
	<p><b>Development of Protected Structures</b></p> <p>That development will conserve and enhance Protected Structures and their curtilage and will:</p> <ul style="list-style-type: none"> <li>(a) Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the 'Architectural Heritage Protection Guidelines for Planning Authorities' 2011 published by the Department of Culture, Heritage and the Gaeltacht.</li> <li>(b) Protect Structures included on the RPS from any works that would negatively impact their special character and appearance.</li> <li>(c) Ensure that works are carried out under supervision of a suitably qualified person with expertise in architectural conservation.</li> <li>(d) Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.</li> </ul>
<b>BHA2</b>	<ul style="list-style-type: none"> <li>(e) Ensure that the form and structural integrity of the Protected Structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the Protected Structure.</li> <li>(f) Respect the historic fabric and the special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.</li> <li>(g) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the Protected Structure.</li> <li>(h) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.</li> <li>(i) Ensure historic landscapes, gardens and trees (in good condition) associated with Protected Structures are protected from inappropriate development.</li> <li>(j) Have regard to ecological considerations for example, protection of species such as bats.</li> </ul>
<b>BHA3</b>	<p><b>Loss of Protected Structures</b></p> <p>That the City Council will resist the total or substantial loss of Protected Structures in all but exceptional circumstances.</p>

It is the Policy of Dublin City Council:	
<b>BHA4</b>	<p><b>Ministerial Recommendations</b></p> <p>To have regard to the National Inventory of Architectural Heritage (NIAH) rating of a structure and any associated Ministerial Recommendation in the assessment of planning applications.</p>
<b>BHA5</b>	<p><b>Demolition of Regional Rated Building on NIAH</b></p> <p>That there is a presumption against the demolition or substantial loss of any building or other structure assigned a 'Regional' rating or higher by the National Inventory of Architectural Heritage (NIAH), unless it is clearly justified in a written conservation assessment that the building has no special interest and is not suitable for addition to the City Council's Record of Protected Structures (RPS); having regard to the provisions of Section 51, Part IV of the Planning and Development Act, 2000 (as amended) and the Architectural Heritage Protection Guidelines for Planning Authorities (2011).</p>
<b>BHA6</b>	<p><b>Buildings on Historic Maps</b></p> <p>That there will be a presumption against the demolition or substantial loss of any building or other structure which appears on historic maps up to and including the Ordnance Survey of Dublin City, 1847. A conservation report shall be submitted with the application and there will be a presumption against the demolition or substantial loss of the building or structure, unless demonstrated in the submitted conservation report that it has little or no special interest or merit having regard to the provisions of the Architectural Heritage Protection Guidelines for Planning Authorities (2011).</p>

It is an Objective of Dublin City Council:	
<b>BHAO1</b>	<p><b>Buildings-at-Risk Register</b></p> <p>To continue to maintain and proactively manage the Buildings-at-Risk Register of Protected Structures that are considered to be endangered or have the potential to become endangered through neglect, decay, damage and harm.</p>



### 11.5.2 Architectural Conservation Areas

The Planning and Development Act, 2000 (as amended), provides the legislative basis for the protection of Architectural Conservation Areas (ACAs). Under the Act, an ACA is defined as a place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, technical, social interest or value, or contributes to the appreciation of Protected Structures.

Architectural Conservation Areas (ACAs) are designated in recognition of their special interest or unique historic and architectural character and important contribution to the heritage of the city. This character is often derived from the cumulative impact of the area's buildings, their setting, landscape and other locally important features which developed gradually over time. An ACA may consist of groupings of buildings and streetscapes and associated open spaces. Chapter 3 of the Architectural Heritage Protection Guidelines for Planning Authorities (2011) provides more detailed guidance in relation to Architectural Conservation Areas and the assessment of development proposals within them.

The protected status afforded by inclusion in an ACA only applies to the exterior of structures and features of the streetscape.

While the purpose of ACA designation is to protect and enhance the special character of an area, it should not be viewed as a means of preventing new development but rather to help guide and manage change to ensure developments are sympathetic to the special character of the ACA.

The City has 24 designated ACAs which range from historic villages such as Chapelizod, to Georgian streets and squares, such as North Great George's Street, Fitzwilliam Square and Mountjoy Square and attractive Victorian streetscapes such as Haddon Road and Victoria Road in the suburbs of Clontarf.

Each of the ACAs adopted by the City Council is shown on a map and accompanied by a detailed description of the architectural character and special interest of the area supported by policies and objectives to assist in the future management of development proposals for the area. The ACA document for each ACA is available online: <https://www.dublincity.ie/archaeologyconservation&heritage/architecturalconservationareas>

There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of the ACA except in exceptional circumstances where such loss would also contribute

to a significant public benefit. In such exceptional circumstances, a proposal for demolition or substantial demolition will be considered having regard to the provisions of the 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011). Where it is proposed to demolish a structure that contributes to the character of an ACA or to demolish behind a retained façade, the onus is on the applicant to make the case for demolition. Dublin City Council will consider the effect both on the character of the area and any adjacent Protected Structures. When it is proposed to demolish an undistinguished building in an ACA, the proposed replacement should not be of lesser quality or interest than the existing one and should not adversely affect the character of the area.

In considering a proposal for demolition, the applicant must demonstrate that the proposed replacement integrates exemplary principles of sustainable design.

#### Priority Architectural Conservation Areas

Dublin City currently has 24 Architectural Conservation Areas and further ACAs will be considered for designation over this development plan period. Fifteen ACAs have been identified for prioritisation following careful consideration of the aspects required to identify areas for protection under an ACA, as set out in Chapter II, Part IV of the Planning and Development Act, 2000 (as amended) and expanded upon in Chapter 3 of the 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011). These 15 ACAs and any others considered necessary at any time, will be progressed over the development plan period subject to a prioritisation programme to be agreed as part of the implementation of the development plan and the availability of resources.

Priority ACA projects (in alphabetical order)

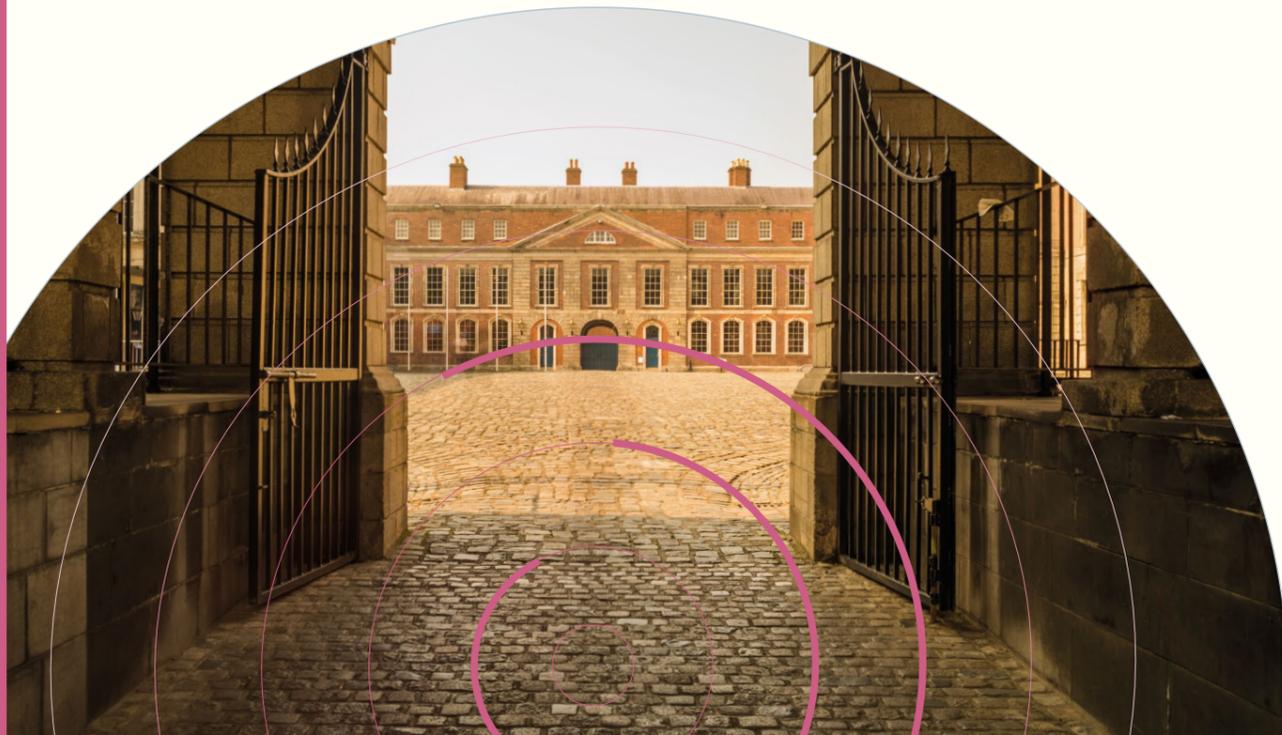
- Aungier Street
- Brú Chaoimhín & Environs
- Ceannt Fort
- Collins Barracks, Arbour Hill & Environs
- CIE Estate Inchicore
- Grove Park
- Harold's Cross
- Henrietta Street

- James’s Street/Thomas Street (west end)
- Marino
- Moore Street
- Parnell Square
- Rialto Court & Environs
- Stoneybatter
- The Tenter’s.

**Areas of Special Planning Control**

An Area of Special Planning Control (ASPC) is all, or part of an Architectural Conservation Area which is considered to be of special importance to the civic life or the architectural, historical, cultural, or social character of a city or town in which it is situated. The legislation relating to ACAs and ASPCs is contained in Chapter II of Part IV of the Planning and Development Act, 2000, as amended.

Two Areas of Special Planning Control have been created for Dublin City Centre, O’ Connell Street and Environs ASPC and Grafton Street and Environs ASPC. The designation of these ASPC’s allows Dublin City Council to specify development objectives for the preservation or enhancement of the area that would further strengthen its designation as an Architectural Conservation Area. Dublin City Council monitors and reviews the schemes over a six year period and may by resolution, amend or revoke the scheme as necessary.



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

<p><b>BHA7</b></p>	<p><b>Architectural Conservation Areas</b></p> <p>(a) To protect the special interest and character of all areas which have been designated as an Architectural Conservation Area (ACA). Development within or affecting an ACA 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. Development shall not harm buildings, spaces, original street patterns, archaeological sites, historic boundaries or features, which contribute positively to the ACA. Please refer to Appendix 6 for a full list of ACAs in Dublin City.</p> <p>(b) Ensure that all development proposals within an ACA contribute positively to the character and distinctiveness of the area and have full regard to the guidance set out in the Character Appraisals and Framework for each ACA.</p> <p>(c) Ensure that any new development or alteration of a building within an ACA or immediately adjoining an ACA is complementary and/or sympathetic to their context, sensitively designed and appropriate in terms of scale, height, mass, density, building lines and materials and that it protects and enhances the ACA. Contemporary design which is in harmony with the area will be encouraged.</p> <p>(d) Seek the retention of all features that contribute to the character of an ACA including boundary walls, railings, soft landscaping, traditional paving and street furniture.</p> <p>(e) Promote sensitive hard and soft landscaping works that contribute to the character and quality of the ACA.</p> <p>(f) Promote best conservation practice and encourage the use of appropriately qualified professional advisors, tradesmen and craftsmen, with recognised conservation expertise, for works to buildings of historic significance within Architectural Conservation Areas.</p> <p>All trees which contribute to the character and appearance of an Architectural Conservation Area, in the public realm, will be safeguarded, except where the tree is a threat to public safety, prevents universal access or requires removal to protect other specimens from disease.</p>
<p><b>BHA8</b></p>	<p><b>Demolition in an ACA</b></p> <p>There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of the ACA except in exceptional circumstances where such loss would also contribute to a significant public benefit.</p>

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

<b>BHAO2</b>	<p><b>Designation of ACAs</b></p> <p>To identify and designate further Architectural Conservation Areas (ACAs), within the identified priority areas in accordance with the Architectural Heritage Protection Guidelines, (2011).</p>
<b>BHAO3</b>	<p><b>Areas of Special Planning Control</b></p> <p>To prepare schemes for Areas of Special Planning Control, where deemed desirable and appropriate, having regard to the statutory needs of the city.</p>
<b>BHAO4</b>	<p><b>Bewley's Oriental Café</b></p> <p>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 building as a café, which is intrinsic to the special character of the building at basement, ground and first floor. Appropriate ancillary uses may be considered on the upper floors.</p>

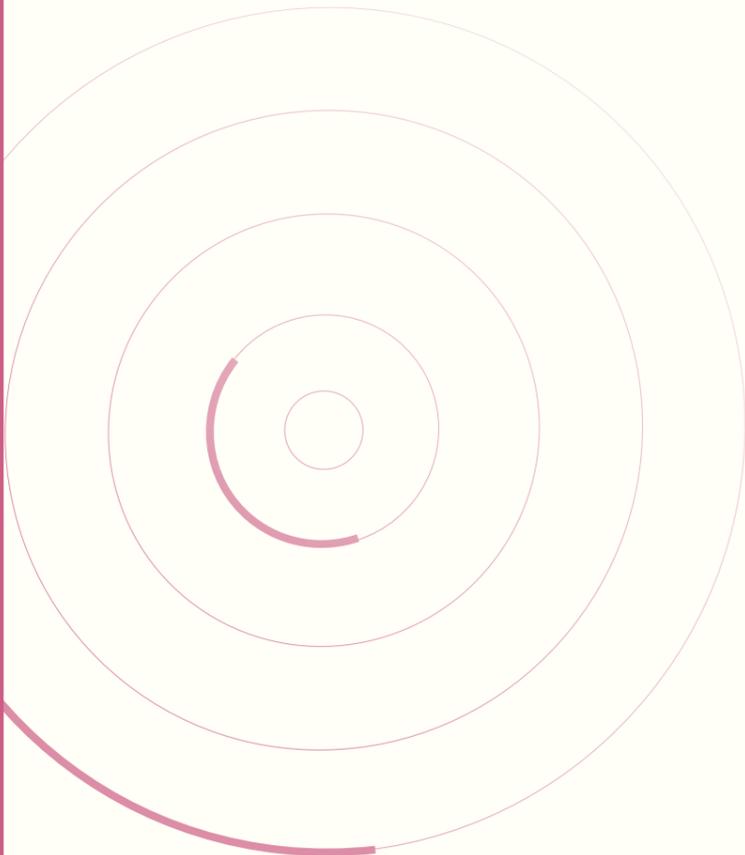
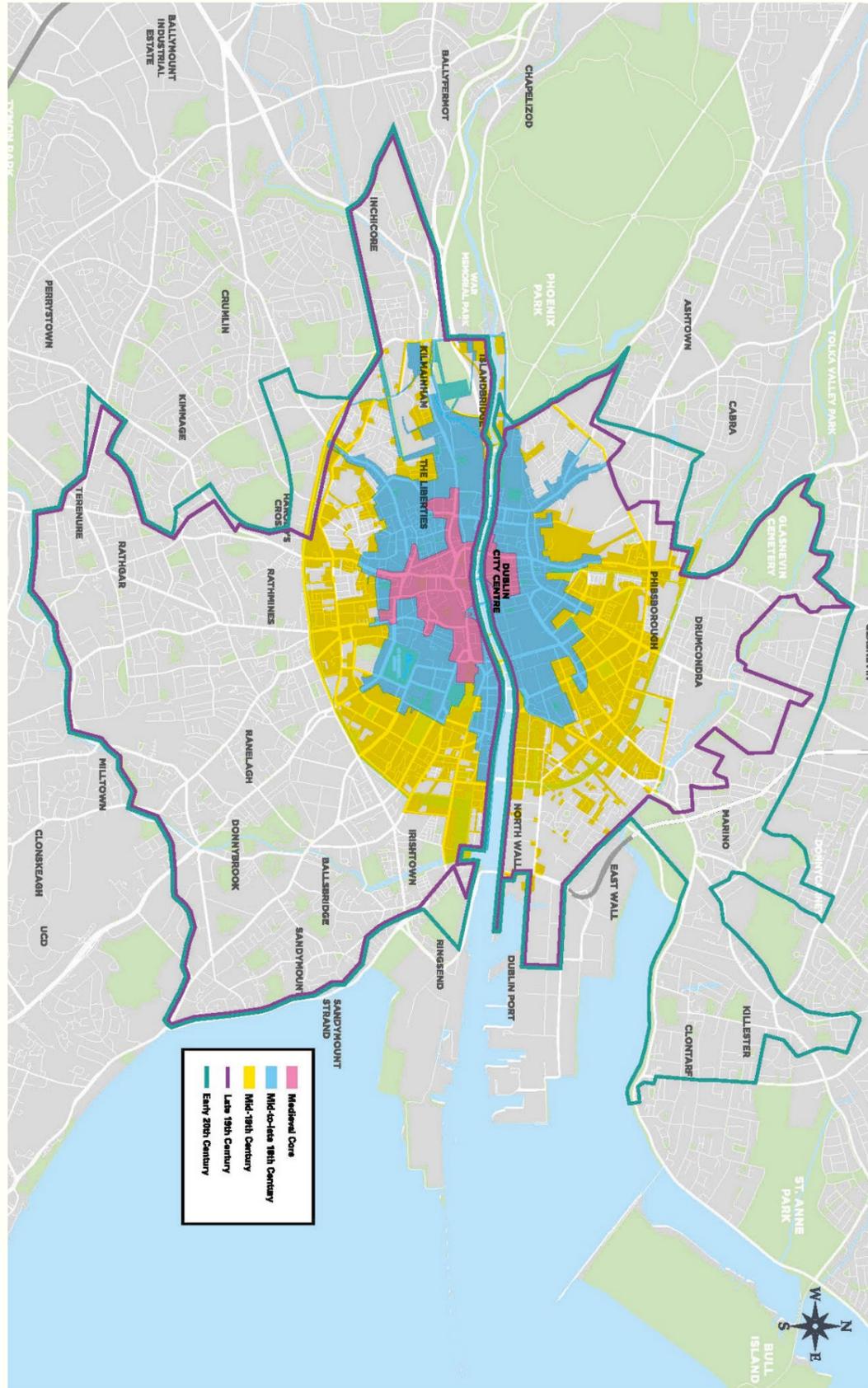


Figure 11-1: The Evolution of Dublin



### 11.5.3 Built Heritage Assets of the City

These include heritage assets such as conservation area land use zonings, mews structures, vernacular buildings, 20th century heritage, industrial heritage and street furniture, which may not be Protected Structures but which contribute significantly to the streetscape and to the character of the city.

#### Z2 and Z8 Zonings and Red-Hatched Conservation Areas

The Z8 Georgian Conservation Areas, Z2 Residential Conservation Areas and red-lined Conservation Areas are extensive throughout the city. Whilst these areas do not have a statutory basis in the same manner as Protected Structures or ACAs, they are recognised as areas that have conservation merit and importance and warrant protection through zoning and policy application.

Designated Conservation Areas include extensive groupings of buildings, streetscapes and associated open spaces and include (parts of) the medieval/walled city, the Georgian Core, 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. The City Council will encourage development which enhances the setting and character of Conservation Areas.

As with Architectural Conservation Areas, there is a general presumption against development which would involve the loss of a building of conservation or historic merit within the Conservation Areas or that contributes to the overall setting, character and streetscape of the Conservation Area. Such proposals will require detailed justification from a viability, heritage and sustainability perspective.



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

<b>BHA9</b>	<p><b>Conservation Areas</b></p> <p>To protect the special interest and character of all Dublin’s Conservation Areas – identified under Z8, Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. 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.</p> <p>Enhancement opportunities may include:</p> <ol style="list-style-type: none"> <li>1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.</li> <li>2. Re-instatement of missing architectural detail or important features.</li> <li>3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.</li> <li>4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.</li> <li>5. The repair and retention of shop and pub fronts of architectural interest.</li> <li>6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area.</li> </ol> <p>Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Areas and its setting. 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.</p>
<b>BHA10</b>	<p><b>Demolition in a Conservation Area</b></p> <p>There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit.</p>

### Buildings of Heritage Interest Including Mews and Vernacular Buildings

Many of the older buildings and structures in the city, whilst not included on the Record of Protected Structures or located within an Architectural Conservation Area or Conservation Area, make a positive contribution to the historic built environment of the city. The retention and reuse of these buildings add to the streetscape and sense of place and has a role in the sustainable development of the city. There will be a presumption against demolition of individual structures of vernacular or historic/ social interest that contribute to the character of an area.

It is also recognised that mews buildings in the historic core of the city make a positive contribution to the historic built environment and provide opportunities to increase the residential population of the city. There are significant opportunities, including in the north and south Georgian cores, to improve and intensify residential stock through appropriate mews development. It is noted that in certain parts of the city, many mews sites have been developed for office accommodation and surface car parking. The regeneration and redevelopment of these areas for appropriate infill housing is encouraged. Detailed guidance on mews development is set out in Chapter 15: Development Standards.



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

	<b>Rehabilitation and Reuse of Existing Older Buildings</b>
<b>BHA11</b>	<p>(a) To retain, where appropriate, and encourage the rehabilitation and suitable adaptive reuse of existing older buildings/structures/features, which make a positive contribution to the character and appearance of the area and streetscape in preference to their demolition and redevelopment.</p> <p>(b) Encourage the retention and/or reinstatement of original fabric of our historic building stock such as windows, doors, roof coverings, shopfronts (including signage and associated features), pub fronts and other significant features.</p> <p>(c) Ensure that appropriate materials are used to carry out any repairs to the historic fabric.</p>
<b>BHA12</b>	<b>Industrial, Military and Maritime, Canal-side and Rural Heritage</b> To promote the awareness of Dublin’s industrial, military and maritime, canal-side (including lock-keepers’ dwellings), rail and rural (vernacular) heritage.
<b>BHA13</b>	<b>Maritime Heritage and Maritime Villages</b> To support maritime heritage in built form, to foster initiatives that give expression to the maritime heritage of Dublin City, including trails, features and public realm design and to promote and develop the character and heritage of coastal and maritime villages.
<b>BHA14</b>	<b>Mews</b> To promote the redevelopment and regeneration of mews lanes, including those in the north and south Georgian core, for sensitively designed, appropriately scaled, infill residential development, that restores historic fabric where possible and that removes inappropriate backland car parking areas.

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

<b>BHA05</b>	<b>Mews</b> To prepare a best practice design guide regarding appropriate mews development in the city including for the north and south Georgian cores.
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### Twentieth Century Buildings and Structures

It is increasingly recognised that there are exemplar buildings from the twentieth century that require recognition and protection. A number of these buildings have already been included on the City Council’s Record of Protected Structures.

Original social and architectural history research was commissioned by the Dublin City Heritage Officer, into the processes of modernisation in Dublin during the 20th Century, in the publications ‘More than Concrete Blocks, Vol. 1, 1900-1940’, ‘More than Concrete Blocks, Vol.2: 1940-1972’.

It is the Policy of Dublin City Council:	
	<b>Twentieth Century Buildings and Structures</b>
<b>BHA15</b>	(a) To encourage the appropriate development of exemplar twentieth century buildings and structures to ensure their character is not compromised. (b) To encourage the retention and reinstatement of internal and external features that contribute to the character of exemplar twentieth century buildings, such as roofscapes, boundary treatments, fenestration pattern, materials, and other features, fixtures and fittings (including furniture and art work) considered worthy of retention.

It is an Objective of Dublin City Council:	
<b>BHA06</b>	<b>Twentieth Century Buildings and Structures and the RPS</b> To identify and protect exemplar buildings of the twentieth century; to categorise, prioritise, and, where appropriate, add to the Record of Protected Structures (RPS); to produce guidelines and offer advice for protection and appropriate refurbishment of such structures.
<b>BHA07</b>	<b>Arts and Crafts Housing on Griffith Avenue</b> To undertake a study of Arts and Crafts Housing on Griffith Avenue, its environs and Glasnevin Village, to examine appropriate conservation mechanisms for the protection of dwellings of particular interest and character.

### Industrial Heritage

The sites, structures, complexes, landscapes, machinery, artefacts and plant associated with manufacturing, transportation, communications, construction, public utilities, raw material extraction and production form our industrial heritage. The city’s industrial heritage is preserved both in visible structures and buried remains.

The scope of industrial heritage is vast, comprising a considerable quantity of site types that are highly diversified in terms of their purpose,

design and evolution. Dublin’s industrial heritage is closely associated with the development of the city, encompassing sites and structures of engineering heritage related to the evolution of the city’s transport networks and public utilities, as well as its manufacturing heritage. It includes a number of sites of national and international importance such as the Grand and Royal Canals, the Great South Wall, the Pigeon House Power Station, the Guinness Storehouse and the R&H Hall Grain Silo. It also includes sites/structures such as the city’s bridges, quays, railways, telephone exchanges, post boxes and weirs.

Dublin City Council will implement and promote the Dublin Principles adopted jointly by the International Council on Monuments and Sites (ICOMOS) and the International Committee for the Conservation of Industrial Heritage (TICCIH) 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.

It is the Policy of Dublin City Council:	
<b>BHA16</b>	<b>Industrial Heritage</b> To have regard to the city’s industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans and the assessment of planning applications. To review the DCHIR in accordance with Ministerial recommendations arising from the National Inventory of Architectural Heritage (NIAH) survey of Dublin City.
<b>BHA17</b>	<b>Industrial Heritage of Waterways, Canals and Rivers</b> To support and promote a strategy for the protection and restoration of the industrial heritage of the city’s waterways, canals and rivers, including retaining features such as walls, weirs and millraces.

It is an Objective of Dublin City Council:	
<b>BHA08</b>	<b>Industrial Heritage and the RPS</b> To identify and protect further sites of industrial heritage; to categorise, prioritise and where, appropriate, add to the RPS.

### Protection of Historic Ground Surfaces, Street Furniture and Public Realm

Dublin is fortunate to still retain impressive areas of historic street surfaces such as granite kerbing, granite pavement flags and granite and/or diorite setts, mainly but not entirely situated in the city centre. These along with other important historic features in the public realm such as milestones, city ward stones, street furniture, water troughs, post boxes,

lampposts and railings make a special contribution to our built heritage. These items are often an integral part of the urban landscape or provide significant historic references which contribute greatly to the character of an area, especially where they complement the architectural features of protected structures, Architectural Conservation Areas and Z2, Z8 and Red-Hatched Conservation Areas (see also Appendix 6).

The City also has a legacy of historic advertising and trader names fixed or painted onto a range of buildings and gables; many of which are iconic and add value to the public realm. It is the intent of the Council that such signage should be retained and protected where possible.

<b>It is the Policy of Dublin City Council:</b>	
<b>BHA18</b>	<p><b>Historic Ground Surfaces, Street Furniture and Public Realm</b></p> <p>(a) To protect, conserve and retain in situ historic elements of significance in the public realm including milestones, jostle stones, city ward stones, bollards, coal hole covers, gratings, boot scrapers, cast iron basement lights, street skylights and prisms, water troughs, street furniture, post boxes, lampposts, railings and historic ground surfaces including stone kerbs, pavement flags and setts and to promote conservation best practice and high standards for design, materials and workmanship in public realm improvements within areas of historic character, having regard to the national Advice Series on 'Paving: The Conservation of Historic Ground Surfaces' (2015).</p> <p>(b) To maintain schedules of stone setts, historic kerbing and historic pavers/flags, and associated features in the public realm, to be protected, conserved or reintroduced (Appendix 6 and to update and review these schedules during the period of this development plan.</p>
<b>BHA19</b>	<p><b>Historic Street Furniture and the RPS</b></p> <p>To maintain a schedule of features in the public realm identified for protection in Appendix 6 whilst also having regard to recommendations for additions to the RPS made by the Minister for such structures under Section 53 of the Planning and Development Act, 2000 (as amended).</p>
<b>BHA20</b>	<p><b>Ghost Heritage Signs</b></p> <p>To seek the retention and maintenance of heritage signs and advertising through the city, where appropriate.</p>

### 11.5.4 Retrofitting, Sustainability Measures and Addressing Climate Change

The enhanced thermal performance requirements (Part L) of the Building Regulations do not apply to buildings included on the Record of Protected Structures. Notwithstanding such exemptions, and in the overall interest of promoting sustainability, the Council recognises the need to improve energy efficiency, provided that the retrofitting of energy efficiency measures does not harm or compromise the special interest of Protected Structures.

Retaining existing buildings and seeking to enhance their energy performance in sensitive ways is in keeping with building conservation, sustainability and progress towards a low carbon society. This is in line with the Built & Archaeological Heritage Climate Change Sectoral Adaptation Plan, prepared under the National Adaptation Framework 5.1.3.2, Objective 2, Development Management and Conservation Approaches for Changing Environments.

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 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.

The Irish Standard publication ISEN 16883:2017: 'Conservation of Cultural Heritage- Guidelines for Improving the Energy Performance of Historic Building' 2017 sets out a systematic procedure to assist decision-making in the context of upgrading the energy efficiency of the historic building stock. The use of this standard is not limited to buildings with statutory heritage protection but applies to historic buildings of all types and ages. The standard presents a normative working procedure for selecting measures to improve energy performance, based on investigation, analysis and documentation of the building, including its heritage significance. The procedure assesses the impact of those measures in relation to preserving the character defining elements of the building.

Regard should also be had to the Department of Environment, Heritage and Local Government's publication on 'Energy Efficiency in Traditional Buildings' (2010) and any future updates and also the 2018 publication

“Deep Energy Renovation of Traditional Buildings” by the SEAI, The Heritage Council, Carrig Conservation Ltd. and the ICOMOS Ireland National Scientific Committee on Energy, Sustainability and Climate Change.

<b>It is the Policy of Dublin City Council:</b>	
<b>BHA21</b>	<p><b>Retrofitting Sustainability Measures</b></p> <p>To have regard to the Department of Environment, Heritage and Local Government’s publication on ‘Energy Efficiency in Traditional Buildings’ (2010) and the Irish Standard IS EN 16883:2017 ‘Conservation of Cultural Heritage- Guidelines for Improving the Energy Performance of Historic Buildings’ (2017) and any future updates or advisory documents in assessing proposed works on heritage buildings.</p>
<b>BHA22</b>	<p><b>Upgrading Environmental Performance</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• The significance of the structure, and</li> <li>• The extent of intervention, including impact on historic fabric, the technical requirements of a traditionally constructed building, visibility, siting and design.</li> </ul> <p>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.</p>
<b>BHA23</b>	<p><b>Climate Action</b></p> <p>To co-operate with other agencies in the investigation of climate change on the fabric of historic buildings and to enhance adaptive capacity, strengthen resilience and reduce the vulnerability of heritage in line with the National Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage. (2020)</p>

<b>It is an Objective of Dublin City Council:</b>	
<b>BHA09</b>	<p><b>Community Monuments Fund</b></p> <p>To support the implementation of the Community Monuments Fund in order to ensure the monitoring and adaptation of archaeological monuments and mitigate against damage caused by climate change.</p>

### Reuse and Refurbishment of Historic Buildings

The inherent sustainability of retention and adaptive reuse, compared with the whole life energy costs and waste impacts that result from demolition and replacement, is acknowledged. Sympathetic maintenance, adaptation and reuse can allow architectural heritage to yield aesthetic, environmental and economic benefits even when the original use may no longer be viable. Conservation can be recognised as a good environmental choice as the reuse of buildings rather than their demolition contributes to sustainability through retaining the embodied energy of buildings and reducing demolition waste. Conservation also supports employment and skills and provides for good quality jobs for artisans.

The South Georgian Townhouse Re-Use Guidance Document commissioned by Dublin City Council (March 2019) sets out a range of possible solutions for the adaptation, densification and conversion of some typical Georgian town houses. Notwithstanding the fact that the study is based on the South Georgian Area, it is intended that the guidance principles are transferrable to other Georgian areas of the city and indeed to some Victorian typologies also. ([https://www.dublincity.ie/sites/default/files/2021-03/sgtrg-report-rev-03\\_2019.pdf](https://www.dublincity.ie/sites/default/files/2021-03/sgtrg-report-rev-03_2019.pdf))

Also useful to owners of older residences, including historic houses and Protected Structures, the Royal Institute of the Architects of Ireland (RIAI), with funding from the Department of Housing, Heritage and Local Government has published a free online guide to conservation and renovation, ‘Old House, New Home’, which offers guidance and advice on repairing and reusing historic buildings. (<https://www.riai.ie>)

<b>It is the Policy of Dublin City Council:</b>	
<b>BHA24</b>	<p><b>Reuse and Refurbishment of Historic Buildings</b></p> <p>Dublin City Council will positively encourage and facilitate the careful refurbishment of the historic built environment for sustainable and economically viable uses and support the implementation of the National Policy on Architecture as it relates to historic buildings, streetscapes, towns and villages, by ensuring the delivery of high quality architecture and quality place-making and by demonstrating best practice in the care and maintenance of historic properties in public ownership.</p>

### Separate Access to the Upper Floors of Buildings

In order to ensure that historic buildings in their entirety are retained in productive use, it is essential to maintain upper floor access. The existence of separate building frontage (or side) access multiplies the re-use options available for buildings. The reinstatement of upper floor access will be sought where this is feasible based upon an assessment of the quality of ground floor (e.g. commercial) unit configuration and frontage. The City Council may also consider joint access arrangements favourably where single unit reinstatement is not feasible and reasonable.

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

Loss of Upper Floor Access	
<b>BHA25</b>	There will be a presumption against the loss of upper floor access to buildings from street frontages, and the City Council will seek reinstatement of upper floor access points wherever possible from the street.

### 11.5.5 Archaeological Heritage

Dublin City has a rich archaeological heritage. It 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.

The European Convention on the Protection of Archaeological Heritage (1992) was ratified by Ireland in 1997. The archaeological heritage of the city is protected by the National Monuments Act 1930-2004 and comprises:

- Recorded sites and features of historical and archaeological importance included in the Record of Monuments and Places.
- Registered sites and features of historical and archaeological importance included in the Register of Historic Monuments, as established under Section 5 of the National Monuments Act, 1987.
- National Monuments in State ownership or guardianship.

- National Monuments, which are the subject of Preservation Orders.
- All previously unknown archaeology that becomes known (e.g. through ground disturbance, fieldwork or the discovery of sites underwater).

The document 'Framework and Principles for the Protection of the Archaeological Heritage' (1999) emphasises the importance of ensuring that full account is taken of archaeological considerations in the wider planning and development process.





## Record of Monuments and Places

The Record of Monuments and Places (RMP) was established under Section 12 of the National Monuments (Amendment) Act, 1994. Structures, features, objects or sites listed in this Record are known as Recorded Monuments. The RMP is accompanied by a set of maps on which monuments are designated by a relevant reference number and denoted by a circle defining a Zone of Archaeological Potential. The Record of Monuments and Places for Dublin City is listed in Appendix 6 and detailed on Map L. The qualities of archaeological and architectural interest are not mutually exclusive and certain structures may appear on both the Record of Monuments and Places and the Record of Protected Structures.

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.

Applicants with development proposals proximate to sites listed within the RMP are encouraged to consult with The National Monuments Service at an early stage in order to ascertain any specific requirements that may be required to protect the site in question. Zones of Archaeological Interest in urban areas can provide challenges to development and regeneration as well as providing opportunities for understanding our past. For clarity, the development plan map of Zones of Archaeological Interest is based on the statutory RMP map (1994).

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 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 policies and objectives below are intended to conserve and raise awareness of the city's rich archaeological legacy.



It is the Policy of Dublin City Council:	
<b>BHA26</b>	<p><b>Archaeological Heritage</b></p> <ol style="list-style-type: none"> <li>To protect and preserve Sites and Zones of Archaeological interest which have been identified in the Record of Monuments and Places and the Historic Environment Viewer (<a href="http://www.archaeology.ie">www.archaeology.ie</a>).</li> <li>To protect archaeological material in situ by ensuring that only minimal impact on archaeological layers is allowed, by way of re-use of standing buildings, the construction of light buildings, low impact foundation design, or the omission of basements (except in exceptional circumstances) in the Zones of Archaeological Interest.</li> <li>To seek the preservation in situ (or where this is not possible or appropriate, as a minimum, preservation by record) of all archaeological monuments included in the Record of Monuments and Places, and of previously unknown sites, features and objects of archaeological interest that become revealed through development activity. In respect of decision making on development proposals affecting sites listed in the Record of Monuments and Places, the Council will have regard to the advice and/or recommendations of the Department of Housing, Heritage and Local Government.</li> <li>Development proposals within Sites and Zones of Archaeological Interest, of sites over 0.5 hectares size and of sites listed in the Dublin City Industrial Heritage Record, will be subject to consultation with the City Archaeologist and archaeological assessment prior to a planning application being lodged.</li> <li>To preserve known burial grounds and disused historic graveyards. Where disturbance of ancient or historic human remains is unavoidable, they will be excavated according to best archaeological practice and reburied or permanently curated.</li> <li>Preserve the character, setting and amenity of upstanding and below ground town wall defences.</li> <li>Development proposals in marine, lacustrine and riverine environments and areas of reclaimed land shall have regard to the Shipwreck Inventory maintained by the Department of Culture, Heritage and the Gaeltacht and be subject to an appropriate level of archaeological assessment.</li> <li>To have regard to national policy documents and guidelines relating to archaeology and to best practice guidance published by the Heritage Council, the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland.</li> </ol>

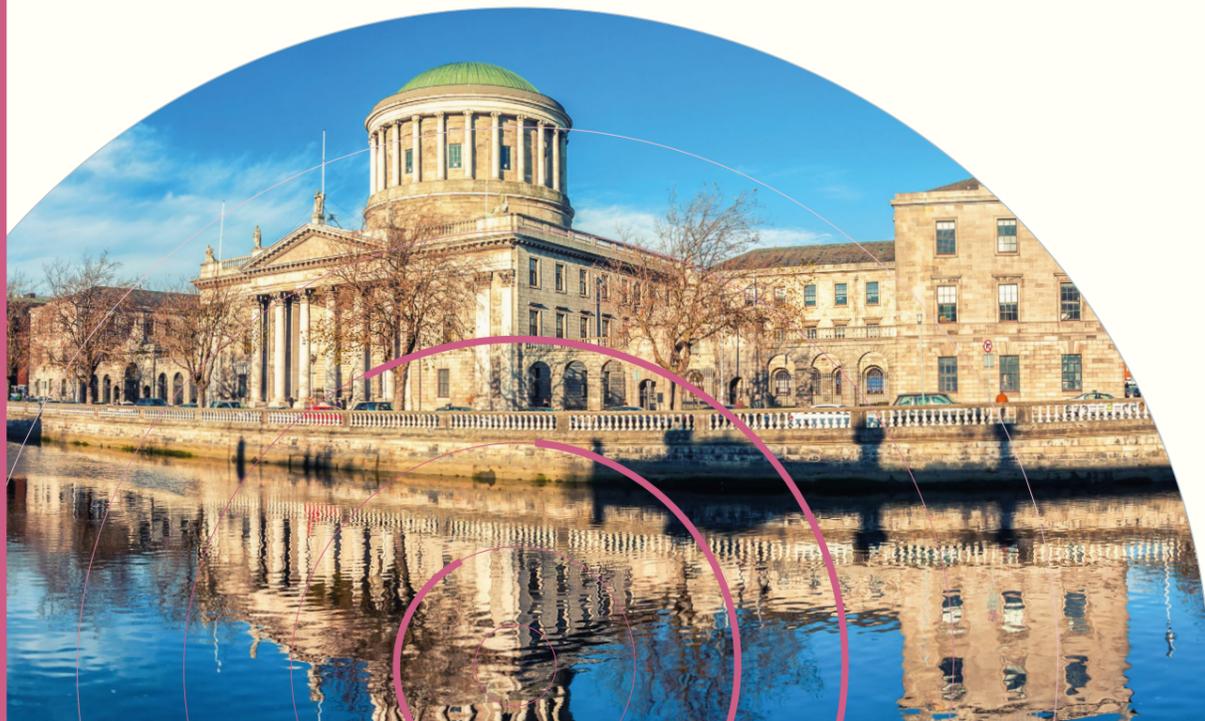
It is an Objective of Dublin City Council:	
<b>BHAO10</b>	<p><b>Conservation Plans</b></p> <p>To prepare and implement conservation plans for National Monuments and Recorded Monuments in Dublin City Council ownership.</p>
<b>BHAO11</b>	<p><b>Dublin City Archaeological Archive</b></p> <p>To maintain, develop and promote the Dublin City Archaeological Archive (DCAA) at Pearse Street Library and Archives.</p>
<b>BHAO12</b>	<p><b>Findings of Licenced Archaeological Activity</b></p> <p>To ensure the public dissemination of the findings of licenced archaeological activity in Dublin through the Dublin County Archaeological GIS, publications and public lectures and to promote awareness of, and access to, the city's archaeological inheritance and foster high quality public archaeology.</p>
<b>BHAO13</b>	<p><b>Management Plan</b></p> <p>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.</p>
<b>BHAO14</b>	<p><b>Viking Dublin</b></p> <p>To promote the awareness of the international significance of Viking Dublin. To support the Viking York Axis Project, the Destination Viking Network and the Dublin Festival of History Viking Seminar; to explore the feasibility of a research excavation in Viking Dublin; to support post-excavation research into the Wood Quay excavations 1962-81; to record and map the survival of water-logged Viking Age and medieval archaeological stratigraphy.</p>
<b>BHAO15</b>	<p><b>Civic Museum</b></p> <p>To develop a strategy for improving public access to the former Civic Museum collection and for curation of other collections of civic interest and importance.</p>
<b>BHAO16</b>	<p><b>City Wall and City Defences</b></p> <p>To continue to preserve, and enhance the surviving section of the City Wall and City Defences - a National Monument, according to the recommendations of the City Walls Conservation Plan (2005) - with reference to the National Policy on Town Defences (2008).</p>
<b>BHAO17</b>	<p><b>Tourism</b></p> <p>Promote tourism in the medieval city drawing on its archaeological heritage to create a strong and authentic sense of place and to support educational and historical tours of sites in the city.</p>

It is an Objective of Dublin City Council:	
<b>BHA018</b>	<b>OPW Heritage Sites and Assets</b> Work proactively with the OPW to promote and improve the visitor experience and interpretation of their heritage sites and assets within Dublin City area.
<b>BHA019</b>	<b>Built Heritage and Archaeology</b> To provide for the protection, preservation and promotion of the built heritage, including architectural heritage and archaeological heritage and support the in situ presentation and interpretation of archaeological finds within new developments.

### 11.5.6 City Heritage Plan

Dublin City’s heritage is part of our identity and contributes significantly to our wellbeing and our sense of place. It encompasses our built, archaeological, natural and cultural heritage (tangible and intangible). The City Heritage Plan provides strategic support to the City Council and other stakeholders by delivering or contributing to a wide range of initiatives aimed at improving the management, understanding and appreciation of our city’s heritage. The preparation of a City Heritage Plan enables a collaborative approach to identifying projects and programmes to be implemented over a five-year time span.

The City Heritage Plan identifies new ways to research, support and manage our heritage and identify opportunities to engage communities across the city and suburbs with our built environment, archaeological monuments and cultural heritage. It set out priorities to identify, enhance, and increase awareness of Dublin’s heritage in the specific areas of the historic built environment.



It is the Policy of Dublin City Council:	
<b>BHA27</b>	<b>Dublin City Heritage Plan</b> To implement the current Dublin City Heritage Plan and to support the preparation and implementation of the Dublin City Heritage Plan 2022-2026.
<b>BHA28</b>	<b>Historic Place and Street Names</b> To preserve historic place and street names and ensure that new street names reflect appropriate local archaeological, historical or cultural associations.
<b>BHA29</b>	<b>World Heritage Nomination</b> To support and pursue a World Heritage nomination for the Historic City of Dublin, in partnership with the Department of Housing, Heritage and Local Government.
<b>BHA30</b>	<b>Moore Street National Monument</b> 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 and to support the retention and refurbishment of the cultural quarter associated with 1916 on Moore Street.
<b>BHA31</b>	<b>St. Sepulchre’s Palace Complex</b> To work with all stakeholders and interested parties to develop a Conservation Plan to safeguard the future of St. Sepulchre’s Palace complex (Kevin Street Garda Station), identify appropriate future use(s) that reflect 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.
<b>BHA32</b>	<b>Water Related Heritage Strategies</b> To support the creation and implementation of water-related heritage strategies in partnership with restoration and enhancement of river and canal corridors within the city.
<b>BHA33</b>	<b>Dublin Port Heritage Quarter</b> To support the vision of the Dublin Port Company for the Flour Mill and surrounding heritage assets of the port to deliver a new cultural heritage quarter and maritime museum for the city, that documents Dublin’s rich maritime history and the social history of the Dock workers.





# CHAPTER 12

Culture

## 12.1 Introduction

Culture is a universal and fundamental part of the human experience, and plays a central role in defining us as a society and as a City. Cultural expression takes many forms such as music, dance, visual arts, sculpture, theatre and literature; all when used for purpose of interpretive or cultural expression.

As the Capital City, Dublin leads the State in the wealth of culture available to all, from major cultural institutions and globally recognised festivals, to local community spaces and events. As recognised in the Government policy document Culture 2025, participation in cultural activities can contribute to social cohesion, reduce isolation and enrich all our lives. Cultural infrastructure is a key social asset that must be planned for in the same way as we do for our water supply, our transport, our parks and our built heritage.

Culture is defined by UNESCO as:

“a set of distinctive spiritual, material, intellectual and emotional features of society or a social group, that encompasses, not only art and literature but lifestyles, ways of living together, value systems, traditions and beliefs.”

Taking into consideration the above, for the purposes of this Development Plan, culture infrastructure is defined as:

“the buildings, structures and places/spaces where culture is either:

Experienced: places where culture is experienced, participated in, showcased, exhibited or sold e.g. museums, galleries, theatres, cinemas, libraries, music venues, nightclubs and historical cultural sites.

or

Created: places of creative production where creative work is made by artists, performers, makers or manufacturers e.g. creative workspaces, performing arts rehearsal spaces, music recording studios”.

### National and Regional Policy Context

The National Planning Framework at its outset outlines the national strategic outcomes and strategic investment priorities for the State. One of these strategic investment priorities (no. 7) is named Culture, Heritage and Sport; placing investment in culture at the heart of what this national plan seeks to achieve.

The NPF references arts, culture and heritage as one of the key elements supporting quality of life. The NPF and NDP are supported by arts and culture specific national policies that form part of the vision of Ireland 2040, with Culture 2025- A National Cultural Policy Framework which sets the vision, framework and direction for the cultural sector, and Investing in our Culture, Language and Heritage 2018 – 2027 which provides a plan to enhance cultural participation.

Culture 2025 sets out three fundamental principles of national policy:

- (1) Recognising the value of culture and creativity to the individual and society;
- (2) Supporting creative practice and cultural participation and
- (3) Cherishing our cultural heritage.

These three principles provide a policy basis for a number of aspects of development plan and also provide direction to the cultural sector.

The Regional Spatial and Economic Strategy for the Eastern, Midland and Dublin Region (RSES) details that Culture as referenced under Strategic Objective 7 of the NPF sets the context for the RSES. The RSES includes “creative places” as a key component of the Strategy and as a Regional Strategic Objective (number 5). The objective of the RSES is to “enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration”. The RSES highlights the importance of culture as an essential part of place making and in delivering an enhanced quality of life for the residents of the Region. It also recognises the benefit to the economy of successful place making with culture as a key driver. The Strategy specifically identifies Dublin City as a hub for higher order culture and leisure.

## 12.2 Achievements

The Council has a number of departments that contribute significantly in addressing cultural activities in the city. The City Arts Office is a developmental unit of Dublin City Council. It supports quality, access, participation, learning and innovation in the arts through collaboration

and strategic partnership at local, regional and international levels. It provides a range of assistance to the artistic community including artists work, training and research spaces; residencies; grants, bursaries and commissions. It manages a range of festivals and events in cultural venues and public realm spaces. It also manages the city's public art programme. It liaises with property owners and artists to create positive relationships and opportunities and is actively involved in increasing new spaces for artists' studios at a number of locations across the city, on both Council and privately owned land. The Council also has a number of purpose built citizen stakeholder led cultural assets including Axis, the Lab and Dancehouse.

The Hugh Lane Gallery is wholly owned by Dublin City Council, and as well as hosting exhibitions and the permanent collection, runs a wide range of educational programmes, events and lectures which engage the public in a range of ways.

The Council currently operates 23 libraries across the city, offering accessible cultural events within local communities. City Libraries are re-imagining the role of the library in the community beyond their buildings and the lending of books. Libraries offer a sense of place, a local destination for their communities. Whilst literacy is at the heart of the work of the public library, they also provide cultural hubs for wider range of art forms. The many workshops and events for adults and children held in the City Council libraries are delivering a cultural and arts experience to many in their local community. There are plans now in place to expand this approach in future redevelopment of the existing and new libraries; not least the new City Library planned for Parnell Square which will be a key cultural asset to the city when built.

Dublin City Culture Company, on behalf Dublin City Council, run a range of cultural initiatives and buildings across the city including programmes such as Culture Connects, Creative residencies, Culture Club and the National Neighbourhood. They also manage and provide a range of services for two key Council heritage assets- Henrietta Street and Richmond Barrack, as well as maintaining a database and map (Culture Near You) of all cultural assets in the city ([www.dublincityculturecompany.ie](http://www.dublincityculturecompany.ie)).

The Events Office, often in partnership with others, supports a great diversity of cultural and artistic led events across the city; bringing culture and the arts to wide audience and enhancing the positive experience of those living, visiting or working in Dublin. These events make great use of the many quality public open spaces and a wide range of non-cultural buildings within the city such as College Green

and our city streets for big and small events such as New Year's Eve and St. Patricks Festival and the Bram Stoker festival. The Parks Department also contribute positively to outdoor cultural projects through the use of parks for events and the Sculpture Dublin initiative which commissions new works in parks and public spaces across the city.

The Council community and sports offices in conjunction with the Area Offices across the city bring about a wide range of locally led events, festivals and cultural experiences for their communities and also assist in the provision of local facilities for use by groups within the area.

## 12.3 Challenges

The nature of cities and their role in attracting those interested both in creating art and cultural experiences and those who wish to engage and participate, is one of the key parts of making Cities great places; but it can also create pressures. The impact of both local gentrification and City wide economic growth, creates demand for spaces and raises the cost of land. This can have negative impacts on the affordability to live in the city for those in the creative arts and also in relation to affordability and accessibility to larger type spaces needed to undertake art and cultural expression.

The interaction of land use policy and culture is a challenge to many modern cities as they grow and there is no single approach that best addresses this matter. The City Council does have a role in addressing these competing pressures, including through the provisions of the development plan.

As Dublin continues to grow, there is a challenge in protecting the arts and cultural assets of the city whilst allowing sustainable growth; and in expanding the range of spaces and places available to allow the pace of cultural growth match our population growth. This challenge must be met in all parts of the city, including the regeneration of industrial lands and of older social housing complexes; in new build in the suburbs; and in addressing gaps within the existing inner and outer city suburbs to enable new facilities. All of this must be done in tandem within the densification of the city to meet the targets of the National Planning Framework and RSES.

## 12.4 Strategic Approach

In seeking to shape future planning policy, a balance must be struck between achieving the cultural vision and aims of the National Development Plan in tandem with the targets of the National Planning Framework in terms of climate resilient, sustainable compact growth.

Culture also contributes to the economic growth of the city in a number of key ways. By having a vibrant city with many cultural activities and attractions, Dublin becomes more attractive to residents, tourists and visitors. Cultural investment provides employment and also has many spin off economic benefits to other sectors including food and beverage, retail and the taxi industry. Cultural engagement and investment also allows people to develop their skills to work in the creative industries. This sector, which already has a thriving base in Dublin, has further potential to provide skilled employment in a world where traditional models of working are fast changing.

The cultural infrastructure of the city has significant assets run by the State and the City Council. Alongside this, is the vibrant and vital private sector role in supporting culture and the arts within the city. Dublin has a wide range of privately run cultural assets; from the more traditional facilities such as galleries and museums, to smaller music schools, dance studios, recording spaces to rehearsal spaces for theatre companies. There is also the cultural experience of venues including theatre and music as well as many spaces across the city that host or are managed as arts or cultural spaces for events. All of these facilities form an inherent part of defining the cultural experience of the city and need to be valued and protected; and as the population of the city grows, so must cultural infrastructure.

This chapter seeks to address the planning challenges facing the sector; and recognises that the protection and expansion of all types of cultural assets will always be achieved through both public and private investment, reflecting the diverse and wide ranging sector that it is. For this reason, the Plan aims to provide for a vibrant and sustainable cultural sector and associated cultural infrastructure to meet the needs of the city. It is critical that in catering for future population growth outlined in the NPF that such growth is also in line with the strategic investment priority of the NPF of keeping culture at the heart of communities.



## 12.5 Policies and Objectives

The policies and objectives outlined below aim to ensure that culture infrastructure is valued and protected as an integral part of the fabric of the city, in line with national and regional policy.

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

<b>CU1</b>	<b>Shared Vision for Culture</b> 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 and contribution to the cultural life of the city.
<b>CU2</b>	<b>Cultural Infrastructure</b> 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.
<b>CU3</b>	<b>Dublin UNESCO City of Literature</b> To promote the vision of Dublin UNESCO City of Literature as a "City of Words", and to support investment in expanded and upgraded cultural infrastructure that supports this vision.

### 12.5.1 Protecting and Enhancing Dublin City's Cultural Assets

As our State's capital, Dublin has many significant assets with the majority of State owned cultural institutions located within the city. Facilities include the National Concert Hall, National Museums at Kildare St. and Collins Barracks, the National Library, State Archives, National Gallery, Museum of Natural History, The Abbey Theatre and IMMA to name but a few. Alongside these are many other nationally significant cultural facilities in both public, NGO and private ownership such as The Gate Theatre, The Hugh Lane Gallery, the Irish Traditional Music Archive, the Ark, Alliance Française, Project Arts Centre, the Olympia Theatre, Vicar Street and Irish Film Institute. Many of these institutions run outreach events and programmes to increase engagement and participation.

The Council seeks to continue to support the growth and expansion of the many cultural resources within the city, particularly where proposals increase the opportunity for greater engagement with local communities, the young, the marginalised and people with disabilities. Such cultural institutions play an important role in shaping the future of the arts and culture within the city in giving people, particularly children, the opportunity to engage and experience arts and culture and in nurturing future interest and involvement.

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

<b>CU4</b>	<p><b>Cultural Resources</b></p> <p>To support the development of new and expanded cultural resources and facilities within the city that enrich the lives of citizens and visitors, provide new opportunities for engagement and celebrate aspects of our history and culture.</p>
<b>CU5</b>	<p><b>Investing in our Culture, Language and Heritage 2018 - 2027</b></p> <p>Support the planned upgrade and investment in national cultural institutions within the city as outlined in Investing in our Culture, Language and Heritage 2018 - 2027; including the new collections and Learning Centre at IMMA, Collins Barracks, The National Library, National Archives, National History Museum, IMMA, National Concert Hall and the Chester Beatty Library and other projects proposed during the lifetime of the Development Plan.</p>
<b>CU6</b>	<p><b>Abbey Theatre</b></p> <p>Support the expansion of the Abbey Theatre to the Liffey to create an upgraded and expanded venue that contributes positively to the culture of the city and provides the Abbey with a distinctive, visible new context that contributes positively to the Liffey Quays.</p>



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

<b>CUO1</b>	<p><b>Museum of Dublin</b></p> <p>To undertake a study to identify public and private collections that contribute to the story of Dublin's social and cultural history, and consider the feasibility of a dedicated Museum of Dublin where all these collections may be curated for public display.</p>
<b>CUO2</b>	<p><b>Dublin Fire Brigade Museum</b></p> <p>That Dublin City Council undertake a study to identify a viable, appropriately scaled, permanent location for the Dublin Fire Brigade Museum currently housed in the O'Brien Institute.</p>
<b>CUO3</b>	<p><b>Dublin Music Resource Centre and Museum</b></p> <p>In recognising the significant musical tradition in Dublin, the City Council will undertake a study to explore the opportunity of creating a Dublin Music Resource Centre and Museum that can provide facilities and opportunities for engagement with music for all, with particular focus on engaging and encouraging under represented and socially excluded people within the city.</p>
<b>CUO4</b>	<p><b>Chatham Row</b></p> <p>To work to deliver a new cultural resource in the former Conservatory of Music and Drama at Chatham Row, that will provide new spaces for cultural engagement within the city centre.</p>
<b>CUO5</b>	<p><b>Cultural Forum</b></p> <p>To explore the possibility of establishing a Cultural Forum for Dublin, led by Dublin City Council and working with other cultural partners.</p>
<b>CUO6</b>	<p><b>Arts and Culture Infrastructure</b></p> <p>To work with the Arts office in developing an Arts and Culture Infrastructure policy document for the city that informs the preparation of audits, use of vacant spaces and toolkits for provision of cultural and arts facilities.</p>

### 12.5.2 Cultural Hubs and Quarters

Dublin City has a number of world-class cultural hubs and emerging quarters, which have been supported and encouraged over the lifetime of previous development plans. As the city grows and intensifies, the importance and value of these places in defining and giving character and meaning to the city is even more relevant, making Dublin a rich and culturally diverse City. Cultural quarters, where a range of cultural uses are located in close proximity provide a benefit to the public in their experience and engagement with arts and culture, and can bring benefits to artists and practitioners in collaboration and interaction. The experience of culture night highlights the benefits of such clustering within the city.

The Council will continue to support, develop and nurture all identified and emerging cultural quarters within the city and seek the creation of additional spaces where the opportunity arises. The cultural quarters identified in this Plan are

- (i) South Georgian Quarter;
- (ii) North Georgian City incorporating O’Connell St. and Moore Street;
- (iii) Kilmainham/Inchicore;
- (iv) Temple Bar; and
- (v) Docklands.

Policies and objectives with regard to an Irish language quarter are addressed in a specific section - Supporting Irish Language and Culture in the City (see Section 12.5.6 below).

It is the Policy of Dublin City Council:	
<b>CU7</b>	<p><b>Cultural Clusters and Hubs</b></p> <p>To support existing, and encourage the growth of, emerging cultural clusters and hubs within the city, which bring together cultural activities interlinked with supporting uses (such as restaurants, retail, galleries and venues) to create vibrant, defined cultural quarters and communities within the city that give a variety of cultural experiences to all.</p>

**South Georgian Quarter**

The South Georgian Quarter of the city has been the leading cultural quarter of the city since the foundation of the State. Its concentration of national institutions, closely situated to the Houses of the Oireachtas makes this quarter unique. The depth and range of facilities in this cluster has grown over recent decades. Significant investment has seen transformative improvements to the quality of space including the National Gallery, upgrades to the National Library and the Natural History Museum. The area also contains important smaller institutions such as the Irish Architectural Archive, the Royal Irish Academy, the Museum of Literature Ireland and a wide range of facilities regularly used for cultural, music and other performances.

It is the Policy of Dublin City Council:	
<b>CU8</b>	<p><b>South Georgian Quarter Cultural Hub</b></p> <p>To support the role of the South Georgian Quarter as a cultural hub of national significance and to support the growth and use of buildings within the area for cultural, heritage and artistic purposes.</p>

**Parnell Square and North Inner City including Moore St. and O’Connell St.**

This area of the city, framed by the capitals premier street, has, in recent years grown and developed significantly as a new hub for culture and heritage within the city. The opening of two new world class museums (the GPO and Henrietta Street) sit alongside a range of existing cultural resources that include the Hugh Lane Gallery, Irish Writers Centre, Poetry Ireland, na Píobairí Uilleann, the Fire Station Studios, the LAB and Dancehouse. Further investment is also planned for the area including a large scale public realm upgrade of Parnell Square and Moore Street; the establishment of a new City Library and cultural resource on Parnell Square North; a new venue space at Grangegorman TUD; the restoration of pre-1916 buildings on Moore Street and the establishment of a commemorative visitor centre marking a key touchstone in our State’s foundation.

It is the Policy of Dublin City Council:	
<b>CU9</b>	<p><b>Parnell Square and North Inner City Cultural Cluster</b></p> <p>To promote and support the growth of the Parnell Square and North Inner City cultural cluster to facilitate opportunities that provide benefits both to the wider City and to the economic growth and regeneration for the NEIC that supports artists, mitigates social exclusion and increases opportunities for expression and artistic engagement for the diverse local community and in particular, young people.</p>

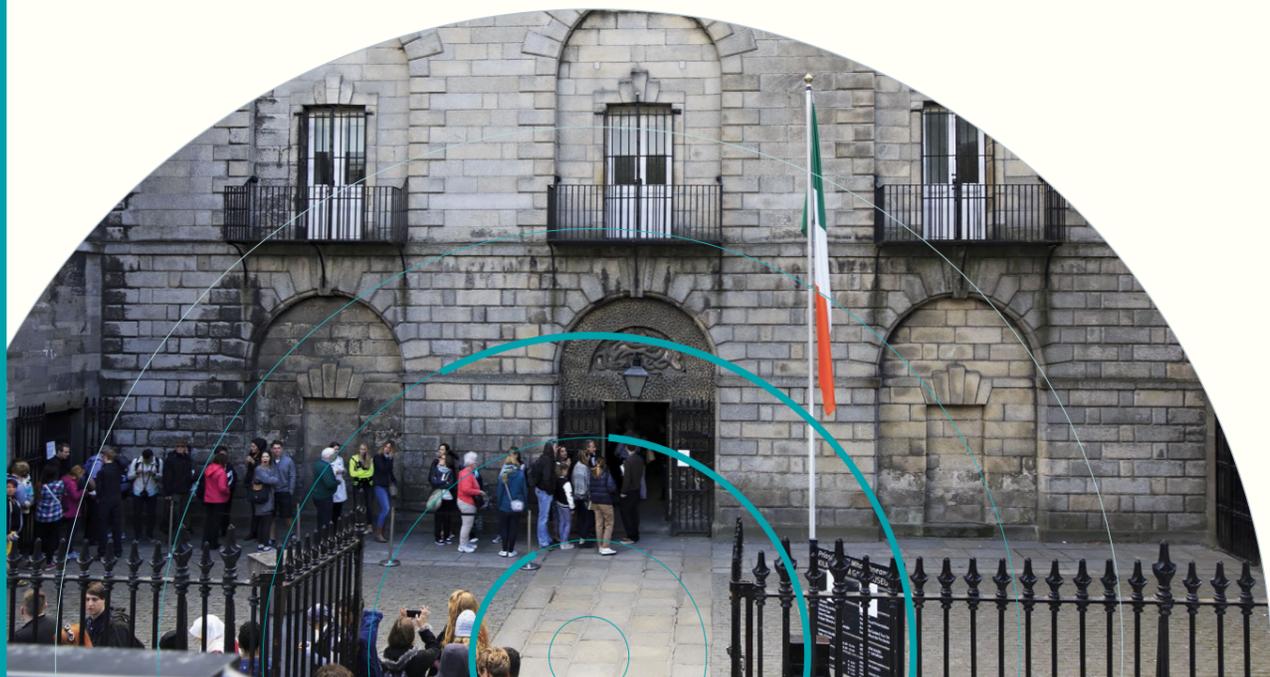
It is an Objective of Dublin City Council:	
<b>CUO7</b>	<p><b>City Library</b></p> <p>To deliver a world class new City library and cultural resource centre at Parnell Square alongside a significant upgrade of the public realm of Parnell Square to provide an attractive and appropriate setting for the high number of cultural facilities on the Square.</p>
<b>CUO8</b>	<p><b>Poetry Ireland</b></p> <p>To support the vision of Poetry Ireland to create a new all-island cultural resource at 11 Parnell Square, including library, exhibition space, performance and ancillary facilities.</p>

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

<b>CU09</b>	<b>14-17 Moore Street</b> To support the preservation and restoration of the historic terrace 10-25 Moore Street and adjacent yards and lanes, and the remaining historic built heritage of the street, including numbers 1-8 Moore Street, and the establishment of a commemorative visitor centre, as a fitting tribute to the men and women of Easter 1916 and as an educational and cultural resource centre.
<b>CU10</b>	<b>Convent and Magdalene Laundry Building on Sean Mc Dermott St.</b> To explore opportunities for suitable development of this site that incorporate housing and community uses and a memorial in the former Convent and Magdalene Laundry building on Sean Mc Dermott St. and that are sensitive to the legacy and history of this location.

**Dublin 8, Kilmainham and Inchicore**

The south central area of the city, with its wealth of historical, industrial, crafts and military heritage, has grown in importance as a cultural cluster within the city. A number of recent projects have and are being delivered in the area, making important interventions to support the growth of this area as an emerging cultural hub. Measures include the renovation and opening of Richmond Barracks as a heritage centre within the community with a particular focus on 1916 and the Decade of Centenaries; the acquisition and investment in Kilmainham Mills to create a new cultural and community space; plans for the new community arts facility at Bridgefoot St. and URDF funding sought to make a series of public realm interventions to support regeneration.



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

<b>CU011</b>	<b>Cultural Spaces in Dublin 8</b> To deliver a number of new cultural spaces and artists workspaces in the Dublin 8 area, including the renovation of Kilmainham Mills and the establishment of the Creative Campus space.
<b>CU012</b>	<b>Heritage Network and Trail</b> Support the establishment of a heritage network and trail from the Dublin route through to Kilmainham, Inchicore Works, Goldenbridge and Bluebell, supported by improved public realm, connections and restoration of the Camac River, which celebrates the rich history of this district.
<b>CU013</b>	<b>Dublin 8 Regeneration</b> To ensure that the wider regeneration of Dublin 8 contributes to the cultural assets of the community with new spaces provided at street level in larger regeneration projects that will accommodate and provide for new local cultural uses.
<b>CU014</b>	<b>Museum/Heritage Facility at Inchicore Works</b> To support CIE in any future proposal to provide a transport museum/heritage facility at Inchicore Works and seek that any new development at or proximate to the Works is sensitive to the industrial heritage of this area.

**Temple Bar**

Temple Bar, located in the heart of the city, has, in the 30 years since it was designated as a mixed use cultural quarter for the city, grown in scale and depth in terms of its cultural provision. It continues to support a wide range of arts and cultural spaces within a very small district of the city, justifying its identification as a cultural hub, a number of which are owned by Dublin City Council. Facilities such as Temple Bar Gallery and Studios, the IFI, Temple Lane Rehearsal Studios and the Project Arts Centre were flagship projects at the time of their establishment and they still deliver a range of high quality artistic and cultural activities. This success has not been without challenges. Growth in the night time economy and tourism have placed pressure on this small area within the city.

Dublin City Council recognises the importance of actively working to preserve the cultural role of Temple Bar and seeks to put in place policies and actions that will ensure that the artistic and cultural life of the area survives and thrives.

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

<b>CU10</b>	<p><b>Temple Bar Cultural Hub</b></p> <p>To support the role of Temple Bar as cultural hub within the south city and to prevent the erosion of the range of cultural and artist facilities and spaces and protect these for continued cultural purposes.</p>
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**It is an Objective of Dublin City Council:**

<b>CU015</b>	<p><b>Planning Applications within Temple Bar</b></p> <p>Require that all planning applications within Temple Bar that are in proximity to or that are deemed to directly impact on cultural or artistic facilities, must demonstrate how any such planned development will not erode or restrict the functioning of such spaces.</p>
<b>CU016</b>	<p><b>Variety and Diversity of Retail of Temple Bar</b></p> <p>To seek to protect the variety and diversity of retail of Temple Bar which gives this hub its distinctive character.</p>
<b>CU017</b>	<p><b>Temple Bar as a Mixed Use Cultural Quarter</b></p> <p>To seek to maintain the role of Temple Bar as a mixed use cultural quarter and avoid the concentration of particular uses and retail facilities which would re-inforce particular activities in the area to the detriment of the cultural, residential and social functions of the area. Any application for further expansion of floor space for licenced premises, restaurants or the sale of food or alcohol for consumption off the premises, will have to demonstrate how such expansion will not have a detrimental impact on the character of the area.</p>
<b>CU018</b>	<p><b>National Photographic Archive</b></p> <p>Recognise the need for the expansion of the photographic archive and to support their identification of new space to meet the needs of this cultural facility.</p>

**Dublin Docklands**

The Docklands area of the city has seen a radical transformation over the past 20 years. It presents a blend of the very modern alongside historic buildings and features of maritime history and trade and great historic engineering achievements of Dublin. The transformation, led initially by the Custom House Docks Authority, later the Dublin Docklands Development Authority and now by Dublin City Council, has seen the Docklands regenerate at a significant scale, with both positive outcomes for the city and some challenges.

Part of the vision for this area is the provision of new cultural facilities for the city. The establishment and subsequent expansion of the Point (now 3 Arena) and the Bord Gáis Energy Theatre established new flagship venues on the north and south sides of the river bringing people into Docklands and providing night time animation. The opening of EPIC, a new museum for the city within the historic CHQ building has been a welcome addition to the area. Other new additions are planned and it is expected these will be delivered during the lifetime of the Plan, including a new venue within Dublin Port (objective BHA33 in Chapter 11 refers) and the U2 music space and museum in Grand Canal Dock. Poolbeg West SDZ presents the opportunity to deliver new artist spaces within Docklands as it develops. Dublin City Council, through its Docklands office, will continue to work with all key stakeholders in the area to achieve growth and expansion of the cultural offer and the development of new cultural assets in the area so it can in time, develop a role within the city as a cultural hub.

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

<b>CU11</b>	<p><b>Cultural Facilities within Docklands</b></p> <p>Support and encourage the growth of cultural facilities within Docklands, at community and citywide scale, to enrich the area, generate activity and economic benefits and celebrate the maritime heritage of the Docklands area.</p>
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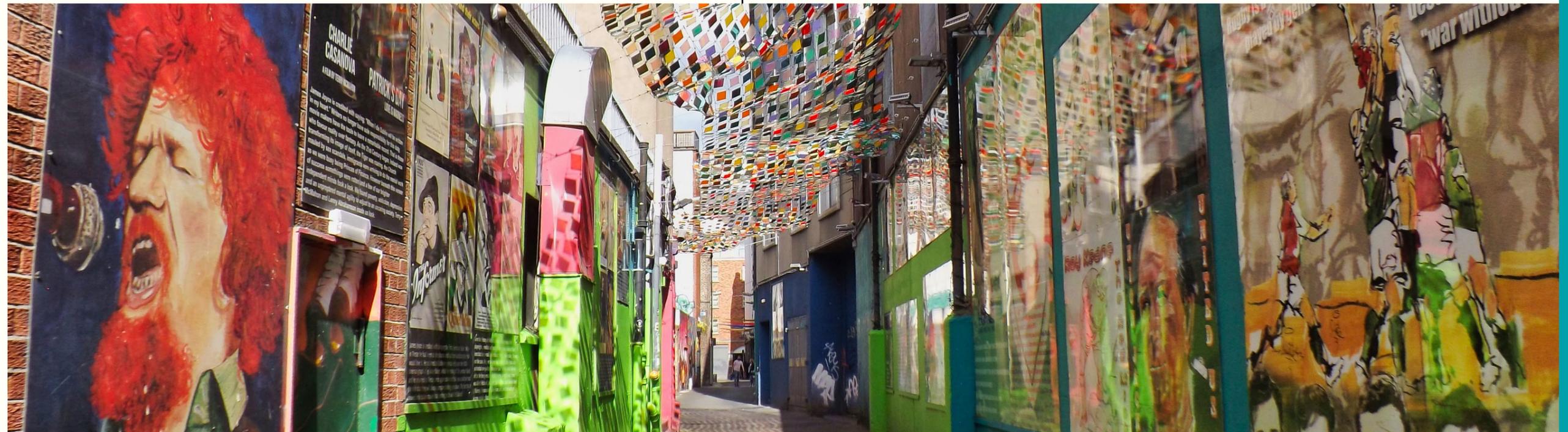
**It is an Objective of Dublin City Council:**

<b>CU019</b>	<p><b>Implementation of the North Lotts and Grand Canal Dock SDZ and Poolbeg West SDZ Requirements</b></p> <p>Support the implementation of the North Lotts and Grand Canal Dock SDZ and Poolbeg West SDZ requirements regarding the provision of new spaces for arts and cultural uses as part of larger regeneration developments.</p>
<b>CU020</b>	<p><b>Poolbeg Hotel, Harbour and Power Station Complex</b></p> <p>Support the development of the historic Poolbeg hotel, harbour and power station complex for an innovative cultural enterprise that will provide a sustainable future for these historic riverside buildings and provide a range of new facilities for this area of the city.</p>

### 12.5.3 Supporting Cultural Vibrancy in the City

A wide range of cultural facilities is the lifeblood of a city. It provides vitality and vibrancy and attracts people to the city. It is essential that as Dublin city delivers its agenda of sustainable compact growth, that this growth is not at the cost of what makes Dublin a great place to be, to visit and to work. As cities grow and land values change, pressures emerge on more vulnerable uses such as privately run facilities including venues, theatres, art galleries, nightclubs and historic public houses. It is important that the Plan recognises that such pressures now exist within Dublin and responds accordingly to preserve and grow the cultural diversity of the city. As Dublin changes, there is also a need for the cultural offer to grow to reflect these changes, and to reach out and engage with those who traditionally have not partaken in mainstream cultural experiences.

As part of the preparatory work for the Plan, a cultural infrastructure study was undertaken of the city, and was published as a background document for the Plan. The study provides a detailed analysis of the extent of cultural infrastructure within the city; where challenges lie; and makes a number of recommendations, including content for a future toolkit on designing spaces for arts workspaces to address the mismatch that can occur between application of standard design spaces and the practical needs for practitioners.



It is the Policy of Dublin City Council:	
	<b>Cultural Spaces and Facilities</b>
<b>CU12</b>	To grow the range of cultural spaces and facilities in tandem with all new developments and across existing developments to meet the needs of an increased population within the city.
	<b>Protection of Cultural Uses</b>
<b>CU13</b>	To protect cultural uses within the city that have been negatively impacted by the Covid pandemic and seek to preserve such spaces so they are not lost to the city as a result of the economic impact of the extended closure during the pandemic.
	<b>Cultural Uses in Developments on Former Industrial Lands</b>
<b>CU14</b>	To ensure new developments on former industrial lands incorporate cultural uses as part of new mixed use communities.
	<b>Cultural Uses in the Design and Uses of Side Streets</b>
<b>CU15</b>	To encourage the rejuvenation of quieter urban streets by the inclusion of cultural uses both in the design and uses of side streets.
	<b>Temporary Use for Cultural Provision</b>
<b>CU16</b>	To facilitate the temporary use of underused sites or buildings for artistic or cultural provision.
	<b>Design of Cultural and Arts Facilities</b>
<b>CU17</b>	To promote a co-design approach to cultural and arts facilities and that applicants and developers consider the Toolkit guide for artform specific workplace to inform the design of such spaces.

It is an Objective of Dublin City Council:	
<b>CUO21</b>	<p><b>Masterplans</b></p> <p>Masterplans or statutory plans prepared for lands over 2 hectares that were previously zoned for industrial purposes and are now identified for mixed use must include dedicated locations at the design stage for cultural uses and details as to how any existing cultural uses within the area can be accommodated as part of a wider regeneration.</p>
<b>CUO22</b>	<p><b>SDRAs and large Scale Developments</b></p> <p>All new regeneration areas (SDRAs) and large scale developments above 10,000 sq. m. in total area must provide for 5% community, arts and culture and artist workspaces internal floorspace as part of their development at the design stage. The option of relocating a portion (no more than half of this figure) of this to a site immediately adjacent to the area can be accommodated where it is demonstrated to be the better outcome and that it can be a contribution to an existing project in the immediate vicinity. The balance of space between cultural and community use can be decided at application stage, from an evidence base/audit of the area. Such spaces must be designed to meet the identified need.</p>
<b>CUO23</b>	<p><b>Demolition or Replacement of a Use of Cultural Value</b></p> <p>Where applications are made seeking to demolish or replace a cultural space/use, the development must re-accommodate the same or increased volume of space/use or a similar use within the redevelopment. Cultural uses include theatres, cinemas, artist studios, performance spaces, music venues, nightclubs, studios and dance space.</p>
<b>CUO24</b>	<p><b>Toolkit Guide to Workspace</b></p> <p>The Council will publish a “toolkit” for developers and other stakeholders giving a guide to the spatial requirements of artform specific workspaces to inform the design process and ensure viable arts and cultural spaces are provided.</p>
<b>CUO25</b>	<p><b>Reuse of Vacant Space</b></p> <p>The City Arts Office, in partnership with the Planning Department, continue its role as broker between owners of unused premises and landowners in encouraging the uptake of such spaces for artistic and cultural purposes for both short and longer term.</p>

It is an Objective of Dublin City Council:	
<b>CUO26</b>	<p><b>Co-Design and Audits</b></p> <p>Large development applications (over 10,000 sq. m., either in phases or as one application) will, in the absence of a DCC local area culture audit (COU38 refers), be required to undertake a cultural audit for the local area to identify shortcomings within the area; and to work with DCC Arts Office to identify and agree appropriate arts or cultural uses, preferably as part of a co-design process in advance of lodging an application, for inclusion in the development. Such audits shall be informed by the existing cultural mapping resources in the Dublin City Cultural Infrastructure Study and by Culture Near You maps.</p>

### 12.5.4 Supporting Key Cultural Activities

The development plan has a role in supporting key cultural activities within a wider context of policies and actions of Dublin City Council and others agencies and stakeholders. Dublin City Council seeks to engage with key stakeholders during the implementation of the Plan to support and improve the opportunities for cultural activity within the city.

#### Art

Arts is defined by the Arts Act 2003 as:

“any creative or interpretive expression (whether traditional or contemporary) in whatever form, and including, in particular, visual arts, theatre, literature, music, dance, opera, film, circus and architecture and including any medium when used for those purposes”.

Allowing space for artists to work and live within the city is vital to maintaining a vibrant artistic community as part of the cultural life of the city. Dublin City will continue to work with artists and artist groups to expand the provision of studios available and/or supported by the Council.



It is an Objective of Dublin City Council:	
<b>CUO27</b>	<b>Artist Studios</b> To further develop and provide spaces for artist studios within the city and avail of opportunities for utilising underused buildings within communities for artistic and cultural purposes.
<b>CUO28</b>	<b>Artist Live-work Space</b> To support the development of a feasibility model and pilot project for provision of artist live-work space during the lifetime of the Development Plan and to seek to provide a clear community benefit as part of the project.

**Music**

Music is one of most widely engaged forms of culture in the city. The diversity and range of music – from full orchestras to solo singer songwriters and everything in-between; the creative range and diversity of this art form is vast. Alongside the diversity in type, is the need for diversity in space for musical artists to rehearse, record and perform. Retaining music as part of the cultural landscape of the city and the musical success experienced by many artists on a global scale cannot be sustained without maintaining a wide range and scale of venues for artists to hone their abilities and grow as performers. It is critical for the city’s music scene that existing venues for performance within the city are protected; and the Council will support and encourage the development of a new music venue (400-1,000 scale) within the inner city to support and diversify the sector.

Many rehearsal spaces and recording spaces in the city are located in former industrial estates. As these areas regenerate, it is critical that these spaces are retained within communities. Provision of affordable spaces is important particularly to younger people, and the provision of such spaces as part of Council and other public projects will be encouraged. With increased living in apartments, there are less options and spaces for people to rehearse and/or play with others, making the provision of space even more important as this form of housing increases within the city. The Council is committed to supporting the development of music hub within the city as a flagship space that will provide a range of facilities and opportunities to all (see Objective COU3).

It is the Policy of Dublin City Council:	
<b>CU18</b>	<b>Music as a Key Cultural Asset</b> To support music as a key cultural asset of Dublin City and seek the retention and expansion of venues and facilities that allow for expression and experience of music in a wide variety of forms to enhance the cultural life of the city.

It is an Objective of Dublin City Council:	
<b>CUO29</b>	<b>Music Rehearsal Spaces</b> To seek opportunities to include facilities for music rehearsal spaces within communities to enable and encourage more people to engage with music, with a particular focus on young people.
<b>CUO30</b>	<b>Industrial Estate Regeneration Areas</b> All large scale mixed use former industrial estate regeneration areas (over 10 ha) in the city shall include at least one studio/rehearsal space and/or venue.
<b>CUO31</b>	<b>Music Venues</b> To encourage the development of new music venues that will provide opportunities for music artists to perform at a range of venue sizes.

**Photography/Audio Visual/Cinema/Digital Arts**

Dublin has a growing and successful audio-visual sector, both as an economic asset in production and as a cultural experience, supporting cinema provision, education and local arts projects and facilities to engage with the media. The Council seeks to support this sector including:

- supporting production within the city;
- protecting key historic set pieces and the use of the public realm for production work;
- supporting the emergence of audio-visual hubs within D8 and D2;
- the development of new larger scale cultural spaces within the inner city that can accommodate film production requirements (studios/ editing/recording/rehearsal);
- and encouraging the provision of community spaces such as community radio studios and recording spaces across the city suburbs.

Provision of community space can allow local initiatives work with young people to develop skills and consider careers in this growing sector. This has proven successful in other locations as a means of engaging with children at risk of leaving education.

It is the Policy of Dublin City Council:	
<b>CU19</b>	<b>Audio-Visual Sector</b> Support the growth of the audio-visual sector within Dublin and to promote Dublin as a location for film and series production to provide employment opportunities, showcase the city and provide new artistic opportunities to all within the city.

It is an Objective of Dublin City Council:	
<b>CUO32</b>	<b>Audio-Visual Sector</b> To support the growth of the audio-visual sector within the city, and the continued growth of the existing clusters in D8 and D2, including encouraging start-up space provision.
<b>CUO33</b>	<b>Audio and Visual Community Spaces</b> To work with local stakeholders to seek the delivery of audio and visual community spaces such as community radio studios and recording spaces across the city suburbs and where the opportunity arises. To seek to integrate provision for cinema events space within urban villages by ensuring that the design of future community facilities can accommodate cinema events.

**Night Time Cultural Activities**

A strong theme of the consultation process for the preparation of this Development Plan was the need to address night time cultural activities in all its forms.

Cultural activity in evening and night time gives life and vitality to the city; supports the food and beverage sector; and gives further opportunities for people to engage and interact with cultural activities.

The management of certain night time activities requires a multidisciplinary approach including policing and legislative controls. In land use terms, a careful balancing of activities is required to avoid potential negative impacts and over concentration of certain land uses. The Council will seek to cluster certain late night activities onto busy streets and key thoroughfares of the city or locations with limited residential uses where people are not using quieter residential streets to exit venues or to avail of transport options.

The recent publication Report of the Night Time Economy Taskforce in September 2021 by the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media sets out a vision and actions for supporting and growing the night time economy in Ireland.

It is the Policy of Dublin City Council:	
<b>CU20</b>	<b>Cultural Activities in the Evening</b> To support the growth in cultural activities within the city and to encourage cultural institutions and amenities within the city to operate into early evening time on a regular basis, and to explore the development of more regular evening cultural experiences on a pilot basis.
<b>CU21</b>	<b>Night Time Economy Taskforce Report</b> To be guided by the recommendations set out in the National Night Time Economy Taskforce Report 2021 and to seek that Dublin is selected as a pilot for the creation of a Night Time Advisor and stakeholder committee.
<b>CU22</b>	<b>Range of Cultural and Amenity Options</b> To seek and encourage a range of cultural and amenity options for residents and visitors within the city that are independent of licenced premises to allow options for younger people and others to engage and enjoy a range of activities in the city during evening hours.
<b>CU23</b>	<b>Performance and Entertainment Spaces</b> To protect and support Dublin city's 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 an Objective of Dublin City Council:	
<b>CUO34</b>	<b>Noise Impacts</b> All applications for short or longer term residential proposals (including hotels) that seek permission adjacent to established late night uses such as nightclubs/music venues/public houses/comedy clubs, shall be required to demonstrate in their application, how, firstly through the use of good design and layout; and secondly, through increased sound insulation; they have ensured their development will not cause negative impacts on the adjoining uses in the future.
<b>CUO35</b>	<b>Purpose Spaces for Evening and Night Time Activities</b> To encourage the opportunity presented by new larger developments within the city to provide high quality, designed for purpose spaces that can accommodate evening and night time activities, such as basement/roof level "black box" spaces that can be used for smaller scale performances/theatre/dance venues, and for flexibility in the design of larger spaces, such as conference spaces, to be adaptable for evening uses.

It is an Objective of Dublin City Council:	
<b>CUO36</b>	<p><b>Victorian and Edwardian Public Houses</b></p> <p>To protect Dublin’s unique heritage of Victorian and Edwardian public houses as a central part of the city’s cultural offer, and resist changes of use that would result in the loss of such premises from their traditional role where they are open to public use.</p>

**Street Art**

Dublin City recognises the importance of Street Art as an art form and notes its growth in popularity in many cities. This intervention is now recognised as an important art form creating unique experiences in the city. High quality street art can be transformative, changing how places are perceived and bring colour, joy, and express issues of society and experience. The pandemic and associated lockdowns of Covid saw a number of places within Dublin uplifted through the use of street art. It can however, also have a negative side, where tagging and poor quality street graffiti can damage historic buildings and give a sense of neglect. Dublin City seeks to support the development of new opportunities for curated and high quality street art at appropriate locations that can bring benefits to the surrounding areas.

It is an Objective of Dublin City Council:	
<b>CUO37</b>	<p><b>Street Art</b></p> <p>To continue to support Street Art as an Art Form in the city and to commission new street art at agreed locations to enliven the city and to address areas subject to tagging and vandalism and to support the use of construction hoardings as locations for new installations.</p>
<b>CUO38</b>	<p><b>Music and Dance</b></p> <p>To recognise the cultural value of a thriving club and dance scene for all music types and audiences to the City and to the night time economy; and to support and protect existing club venues and the future growth and development of such facilities as a distinct part of the cultural life of the City.</p>
<b>CUO39</b>	<p><b>Canvas Spaces</b></p> <p>To pilot “canvas” spaces to support street art at agreed locations (including construction hoarding) and to establish legal walls in the city in support of developing street art through free painting and to look to establish pilot “canvas” spaces for a rotating programme of street art through free painting that can bring high quality installations to be seen by many in the city and add to Dublin’s attractiveness.</p>



### 12.5.5 Culture in the Community

This Plan seeks to put in place policies and objectives that support the delivery of the 15 minute city. In looking at what makes vibrant and inclusive communities, planning policy has to look beyond the more traditional models of social infrastructure provision and seek to ensure that space and investment are aligned to provide the opportunity for cultural facilities within communities. Dublin City is already well placed in this regard. However, there are parts of the city that are clearly underprovided, such as the North-Central Area, Finglas-Cabra-Glasnevin and Kimmage-Rathmines, as outlined in the Dublin City Cultural Infrastructure Study 2021, prepared as a background paper to the Development Plan.

Dublin City has a number of very successful community arts and culture centres that provide a wide range of facilities including venues, rehearsal and exhibition spaces. Some are stand-alone facilities and some link in with other services. A key element is the recent programme of expansion of City libraries to broaden the functions of library buildings to a wider cultural offer. This is making a difference within communities by providing increased cultural spaces and facilities at a local level.

There are many opportunities to expand and grow the range and quality of cultural and arts facilities within the community and no one solution fits all. It is proposed that the Arts Office and Culture and Recreation Section will work with the Planning Department to undertake a series of localised audits of Local Electoral Areas to identify the best local solution that will provide a plan for investment in local facilities- both public and private – that will address shortcomings in that area.

One approach to provision of space that has had mixed success is the temporary use of vacant spaces such as retail units. These spaces are usually not designed for purpose and can often be only available as “meanwhile” spaces on short term arrangements. These conditions may suit certain uses, and the Council will continue to work with key stakeholders to take suitable opportunities when they arise (see policy CU16 and objective CUO25). However, these types of spaces can result in costs to fit out. The preference is for community and arts provision, as much as possible, to be designed in as part of larger developments rather than being retrofitted into unused retail premises.

It is the Policy of Dublin City Council:	
	<b>Civic Arts and Cultural Spaces in Urban Villages</b>
<b>CU24</b>	To seek to deliver new civic arts and cultural spaces in urban villages across the city in areas where there is a deficit and to prioritise such areas for investment.
	<b>Libraries</b>
<b>CU25</b>	Support the expansion and growth of libraries as key community and cultural assets within communities; including in providing key spaces for communities to use for cultural and arts events, music, classes, history and experiences and services for the unemployed including job seeking skills and online learning and training.

It is an Objective of Dublin City Council:	
	<b>Cultural and Artistic Space Audit</b>
<b>CUO40</b>	To aim to undertake during the life of the development plan, an audit and implementation plan for each Electoral Area of the Council to assess the current and future needs with regard to cultural and artistic spaces and to set a series of actions, policy tools and initiatives to address identified shortfalls.
	<b>Buildings within Communities for Arts and Cultural Spaces</b>
<b>CUO41</b>	To seek to acquire buildings of merit within communities that can become important arts and cultural spaces; and give a new purpose to local buildings with heritage value and to promote the expansion of cultural uses within existing spaces, particularly within buildings in public ownership.
	<b>Inclusivity</b>
<b>CUO42</b>	To support greater inclusivity as part of the cultural experience and to support adaptation to existing facilities to address existing shortcomings. To support initiatives and investments in arts and cultural spaces that aim to promote increased cultural engagement for minority groups, people with disabilities, young people, socially excluded, members of the Travelling community and LGBTQ+ community members.
	<b>Accessibility</b>
<b>CUO43</b>	To encourage disabled people to take part fully in the city's culture as consumers, creators, artists and workers by supporting a high standard of accessibility in new and existing cultural assets.
	<b>Multilingualism Community Infrastructure</b>
<b>CUO44</b>	To promote the development and provision of multilingualism community infrastructure across the city and to provide for the needs of groups promoting multilingualism within communities.

### 12.5.6 Supporting the Irish Language and Culture in the City

As outlined in the Government publication *Infheistíocht inár gCultúr, inár dTeanga agus inár nOidhreacht* Investing in our Culture, Language and Heritage, 2018 – 2027; a key objective of Project Ireland 2040 is to provide better social, economic and cultural infrastructure, including providing more opportunities to enjoy our cultural heritage and language. Dublin City Council supports the statement that our language is fundamental to our identity and our expression of ourselves as a distinct people; alongside recognising that our City is made of many peoples with many different backgrounds.

Making space for cultural engagement allows all to experience, learn, express and share as part of a mutual cultural enrichment. Supporting the Irish language and the traditional arts within the city will create these opportunities, both through provision of physical space and sponsored programmes and also through supporting cultural events and through appropriate use of the public realm.

Many existing community spaces play an important role within the city fabric in supporting Irish culture and use of the Irish language, such as GAA clubs and community halls and facilities that provide space for local arts and cultural events, dance classes and hosting comhrá groups within local communities. The important role of these spaces is recognised by the Council in supporting and preserving Irish language and culture across the city.

#### Irish Language Quarter

Whilst not in any designated Gaeltacht area, Dublin has a highest absolute number of people living in the State who utilise Irish on a daily basis. Dublin is also home to a number of Irish language educational facilities both for mainstream education and those providing Irish language education to the wider public. The recent successes of initiatives such as “pop-up” Gaeltacht nights within the city have demonstrated the support for increasing the visibility of Irish within the city and providing space to all interested speaking Irish within a social setting. In seeking to develop this concept, Dublin City Council supports the initiative of Irish language organisations within the city to create and grow Irish language hubs within the heart of the city and where appropriate, in selected urban village locations.

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

<b>CU26</b>	<b>Irish Language</b> To continue supporting Gaeilge as part of our identity and as a living language within the city and to explore options for promoting Irish language and culture through policy and actions.
<b>CU27</b>	<b>Traditional Arts</b> To support the traditional arts within the city including music, dance and sports and to support key language and cultural investment projects in the city. DCC supports the UNESCO recognition sought for Irish cultural heritage elements, including hurling, harping and piping which have already achieved protection.

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

<b>CUO45</b>	<b>Dublin Gaeltacht</b> To support the promotion of the Irish language and support initiatives to establish Irish language network areas/ “Dublin Gaeltacht” in Dublin.
<b>CUO46</b>	<b>Irish Medium Education</b> To continue to engage with Department of Education and Skills to support the growth in Irish medium education and to work with Department in providing facilities to meet demand within the city.
<b>CUO47</b>	<b>Na Píobairí Uilleann</b> To seek the delivery of the planned extension to na Píobairí Uilleann on Henrietta St. to provide a new cultural/ performance space within the North Inner City for traditional music and dance.
<b>CUO48</b>	<b>Key Venues and Cultural Facilities</b> To protect important key venues and cultural facilities (both public and private) within the city that give space for the expression of traditional music, song and dance. Where proposals for redevelopment of such spaces are made, the applicant will be required to address how these uses will be accommodated.
<b>CUO49</b>	<b>Irish language on Shopfronts</b> 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’ and Chapter 15.

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

<b>CU050</b>	<b>Naming of new developments</b> To ensure that all new developments are named in the Irish language only, to redress the historic under-representation of Irish language names in the City; whilst also reflecting the rich diversity of history and origins of place names and townland names within Dublin and also names that are reflective the social history of each place. All place names installed for new streets or estates must be bi-lingual.
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**It is the Policy of Dublin City Council:**

<b>CU28</b>	<b>Promotion of Irish Language</b> To promote the growth and use of Irish within Dublin City and the provision of opportunities and space for people in Dublin to learn.
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**It is an Objective of Dublin City Council:**

<b>CU051</b>	<b>Dublin City Language and Cultural Hub</b> To promote and support the development of a flagship Dublin City Language and Cultural Hub as outlined in the Project Ireland 2040 document, Infheistíocht inár gCultúr, inár dTeanga & inár nOidhreacht Investing in our Culture, Language & Heritage 2018-2027.
<b>CU052</b>	<b>Irish Language Quarter</b> To promote and support the development of an Irish language quarter and to seek a designation in the south City area focussed around the Harcourt St. area as an Irish Language Network. To explore the opportunities for supporting greater use of the Irish language within selected urban villages within the city.

**12.5.7 Culture in the Public Domain**

Public spaces play a highly significant role in the public expression and cultural value of the city. They provide music venues, space for festivals, events and markets. Dublin City Council has continued to enliven public spaces through performance and the hosting of regular and one-off cultural events within the public realm. Examples in the past four years include continuing the successful Opera in the Open; New Year's Festival, St. Patricks Festival, Dublin Pride, Bloomsday, to name but a few, as well as supporting walking tours of the city to the benefit of locals and tourist alike. The public realm is also animated through the year by a range of single art-form and multi-disciplinary arts festivals such as the Dublin Theatre Festival, Fringe Festival, the International Literature Festival Dublin, the Dublin Dance Festival and the Dublin International Film Festival.

Public spaces have been regularly used to host markets of all scales - for example, the well-established Saturday market at Temple Bar, as well as a number of local markets in the suburbs such as Ballymun and Bushy Park. The Council has also worked to increase the number of new public spaces within the city and to ensure that they can provide new uses and venues in the future. These include public realm interventions through North Lotts and Grand Canal Dock SDZ and in larger regeneration projects.

The importance of public spaces being adaptable and capable of hosting cultural events have never been more relevant. The Council supports the recommendations of the Report by the Culture Recovery Taskforce -Life Worth Living- which highlights this as a key part of supporting this sector. The Council will continue to seek funding and opportunities to increase and improve the range of public realm spaces capable of hosting events and other cultural activities and support arts and cultural organisations in utilising these spaces.

A key part of cultural expression in the public domain is the use of public art and sculpture installations, whether permanent or temporary. Public art encompasses a wide range of artistic expression including the commissioning of permanent work as well as temporary work such as performance artforms (music, drama, and dance) and other artforms such as film, literature, etc. Permanent work does not have to be sculptural and there are excellent examples of interventions both by the City Council and private developers which exemplify different approaches to public art commissioning. Dublin City has a successful record of adding new public art and sculpture that enhances the historic fabric of the city. The Council will seek to extend and grow the role of the public domain as a cultural space, including new commissions and requiring new spaces and installations as part of large scale development. Alongside this, there is a need to value existing works, through initiatives such as creating a sculpture trail for the city. The Council will also endeavour to participate in the Percent for Arts programme at all opportunities where it is applicable.

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

<b>CU29</b>	<b>Public Realm for Cultural Events</b> To encourage greater use of the public realm for cultural events to make the city centre more attractive to those with young families, and to seek provision of new public spaces for outdoor performance that are designed and fitted to host a range of events.
<b>CU30</b>	<b>Life Worth Living Taskforce</b> To seek to adapt and expand the range of public spaces in the city that can host cultural and events activities to allow for increased and more inclusive public engagement with culture and the arts.

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

<b>CU053</b>	<b>Percent for Arts Scheme</b> To seek that all significant scale public projects within the city should make use of the Percent for Arts Scheme, particularly those which will provide new public realm and to require new public buildings of significance to include art work as part of their development.
<b>CU054</b>	<b>Public Art</b> All large scale regeneration schemes, whether lodged for planning as a single or multiple applications; where the total scale of regeneration exceeds 25,000 sq. m. shall be required to include an element of public art.
<b>CU055</b>	<b>Commemorative Art and Monuments</b> When commissioning commemorative art or monuments that consideration is given to increasing the representation of women and minorities.



# CHAPTER 13

**Strategic  
Development  
Regeneration Areas**



## 13.1 Introduction

The purpose of this chapter is to set out the overarching framework and guiding principles for the designated Strategic Development Regeneration Areas (SDRAs). As outlined in the core strategy, a key element in the delivery of compact growth will be the sustainable development of the SDRAs.

17 SDRAs have been identified and are set out in the table below and are also identified on Map K. It is considered that these areas are capable of delivering significant quantities of homes and employment for the city. The active land management measures and approach referred to under the core strategy will be pursued in the development and delivery of the SDRAs.

**Table 13.1 Strategic Development Regeneration Areas (SDRAs)**

SDRA Number	SDRA Name
SDRA 1	Clongriffin /Belmayne and Environs
SDRA 2	Ballymun
SDRA 3	Finglas Village Environs and Jamestown Lands
SDRA 4	Park West/Cherry Orchard
SDRA 5	Naas Road
SDRA 6	Docklands
SDRA 7	Heuston and Environs
SDRA 8	Grangegorman/Broadstone
SDRA 9	Emmet Road
SDRA 10	North East Inner City
SDRA 11	St. Teresa's Gardens and Environs
SDRA 12	Dolphin House
SDRA 13	Markets Area & Environs
SDRA 14	St. James Medical Campus & Environs
SDRA 15	Liberties and Newmarket Square
SDRA 16	Oscar Traynor Road
SDRA 17	Werburgh Street

For each SDRA, a series of guiding principles are set out and indicated on an accompanying plan. It should be noted that in some instances, SDRAs are also governed by an adopted Local Area Plan or SDZ Planning Scheme. The guiding principles for these SDRAs should be read in conjunction with the zoning objectives and principles and other objectives and policies of the plan.

The guiding principles plans are not intended to be prescriptive, but seek to set out an overall strategy for each site in terms of the appropriate form and scale of development, key routes and permeability, open space etc. Minor deviations from the guiding principles map may be acceptable where the applicant can demonstrate that the overall intent of the guiding principles has been incorporated and considered and that an appropriate development response for the site has been developed.

Structures for community/stakeholder consultation within the SDRAs will follow the procedures set out in Chapter 16 – Monitoring and Implementation of the plan.

## 13.2 Overarching Principles

In addition to the site specific guiding principles, all proposals within SDRAs will be governed by a series of overarching principles set out below. It should also be noted that all development proposals must have regard to the development management standards – both qualitative and quantitative, set out in Chapter 15.

**Architectural Design and Urban Design:** All development within the SDRAs must be of the highest architectural quality and adhere to the key architectural and urban design principles set out in Chapter 15 in order to create long term, viable and sustainable communities aligned with the principles of the 15-minute city.

**Phasing:** Large scale development proposals should be developed in accordance with agreed phasing plans to ensure that adequate social and physical infrastructure is delivered in tandem with development.

**Access and Permeability:** Development proposals should ensure adequate permeability and connectivity to surrounding neighbourhoods and public transport infrastructure through the provision of high quality, accessible public realm and high quality walking and cycling infrastructure. Access and layout should accord with the principles of DMURS.

**Height:** Guiding principles regarding height are set out for each SDRA. Where development adjoins lower scaled residential communities, development must be appropriately designed so that no significant adverse impacts on the residential amenities of adjacent residential properties arises. The performance criteria set out in Appendix 3 should be adhered to for developments of significant scale and/or density.

**Urban Greening and Biodiversity:** Development proposals within the SDRA must ensure the integration of greening and biodiversity measures including high quality public open space as well as micro greening measures including green walls, green roofs, parklets etc. In general, unless otherwise specified under a separate LAP/SDZ Planning Scheme policy/objective or site specific guiding principle, a minimum of 10% public open space should be provided as part of all development proposals in SDRAs. A financial contribution in lieu of same will only be considered in exceptional circumstances.

**Surface Water Management:** All development proposals should provide for sustainable surface water management and the installation of sustainable drainage systems (SuDS) in order to reduce surface water runoff and potential flooding. This should be considered in conjunction with open space design and greening/biodiversity initiatives. See Appendix 11, 12 and 13 for further detail.

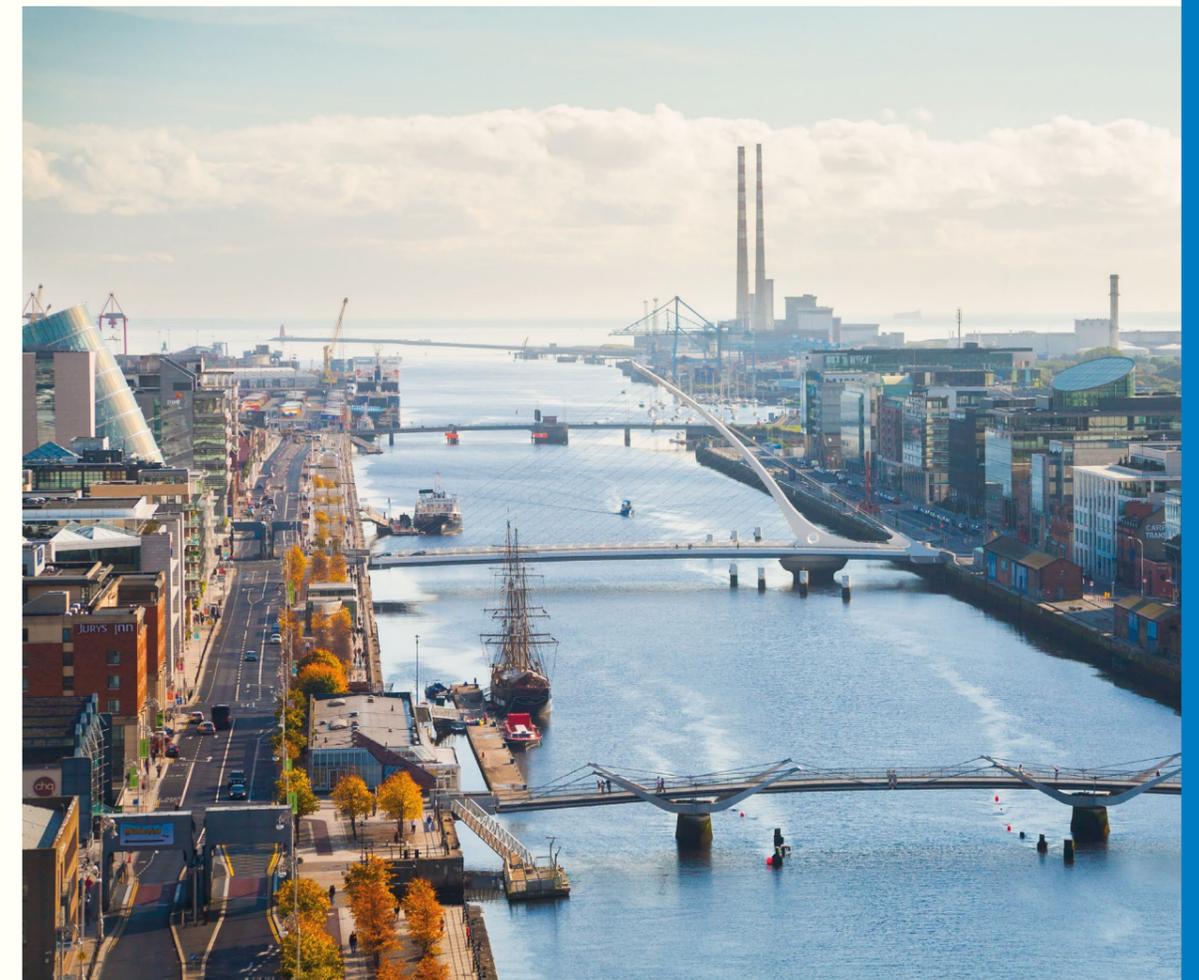
**River Restoration:** Opportunities for enhanced river corridors are applicable to the following Strategic Development and Regeneration Areas (SDRAs) in order to harness significant opportunities for river restoration where feasible: SDRA 1 Clongriffin/Belmayne and Environs; SDRA 3 Finglas Village Environs and Jamestown Lands; SDRA 4 Park West/Cherry Orchard; SDRA 5 Naas Road; SDRA 6 Docklands; SDRA 7 Heuston and Environs; SDRA 9 Emmet Road; SDRA 10 North East Inner City and SDRA 16 Oscar Traynor Road. See Chapter 9, Policy SI12 for further detail.

**Sustainable Energy:** Climate Action Energy Statements for significant new residential and commercial developments, in Strategic Development and Regeneration Areas (SDRAs), will be required to investigate local heat sources and networks, and, where feasible, to demonstrate that the proposed development will be 'District Heating Enabled' in order to facilitate a connection to an available or developing district heating network. Further specific guidance regarding 'District Heating Enabled' Development is set out in Chapter 15 and should be complied with.

Specific guidance is set out regarding SDRA 6 (Docklands) and SDRA 10 (NEIC) where applicants must demonstrate how a proposed development is District Heating Enabled and will connect to the 'Docklands and Poolbeg' DDHS catchment. Guidance is also set out regarding SDRA 7 (Heuston and Environs), SDRA 8 (Grangegorman/Broadstone), SDRA 11 (St. Teresa's Garden and Environs), SDRA 14 (St. James Medical Campus & Environs), SDRA 15 (Liberties and Newmarket Square) where possible connections or interconnections to existing heat networks in the area, to create a district heating 'node' must be investigated.

**Climate Change:** Proposed developments within the SDRA shall be required to apply innovative approaches to energy efficiency, energy conservation and the use of renewable energy in order to contribute to achieving zero carbon developments.

**Cultural Infrastructure:** All new regeneration areas (SDRAs) and large scale developments above 10,000 sq. m. in total area must provide 5% community, arts and culture internal floorspace as part of their development. See policy CUO21, Chapter 12 for further details.



## 13.3 SDRA 1 – Clongriffin/Belmayne and Environs

### Introduction

The long term vision for Clongriffin – Belmayne was first set out in the North Fringe Area Action Plan in 2000. A Local Area Plan was made in 2012 and subsequently extended in 2017 for a further 5 years so that its objectives could be fully realised, following the slowdown in construction from 2008. The overall vision of the lands is to facilitate a highly sustainable, mixed use neighbourhood, centred on key public transport interchanges, with a distinct identity and sense of place.

In 2020, a Masterplan was prepared for c.24 Ha of mostly Council owned lands at the Key Urban Village at Belmayne and Belcamp Lane, setting out a detailed urban design strategy for urban structure, movement and land use in line with the LAP, to guide the development of these lands. Upon completion of the Main Street extension to Malahide Road, the development potential of lands will be unlocked which will facilitate the development of the Key Urban Village. Permission has also been granted for new primary and post primary schools at Belmayne Avenue.

The rationale for designating Clongriffin-Belmayne as a Strategic Development and Regeneration Area (SDRA) is to provide a strategic spatial and urban design framework, so that the objectives of the City Development Plan can guide future development; and to ensure that that the phasing and implementation strategy envisaged in the LAP can be delivered as part of the future build-out of the lands, when the LAP expires. There are approximately 57 ha of undeveloped land within the LAP. While extant planning permissions exist on a number of these sites at Clongriffin and Belmayne, the lands can generate significant new residential units. The majority of this build-out would be focused on the KUV at Clongriffin and Belmayne Town Centre and at Belcamp, in addition to the phase 6 lands identified in the LAP. Additionally, the wider lands are identified in the RSES and MASP as playing a strategic role in facilitating the consolidation of the Dublin Metropolitan Area, by providing new homes and communities that are focused on existing and proposed public transport corridors.

The guiding principles for the development of Clongriffin / Belmayne are set out below:

### Urban Structure

The overall urban structure envisaged by the LAP (as indicated in the Belmayne Masterplan) is comprised of one Key Urban Village (KUV), split between Clongriffin Train Station to the east and at Malahide Road (Clarehall / Northern Cross) to the west, connected by a Main Street boulevard, greenways and interspersed by a network of urban squares, parks and green spaces. In order to deliver the vision, key infrastructure is required to be delivered as set out below:

- Completion of Clongriffin KUV centre to include the development of key sites adjacent to the train station, east of Father Collins Park.
- Completion / upgrade of Belmayne Main Street in order to provide a strategic east-west connection, linking the Key Urban Village (KUV) centre at Clongriffin Railway Station Square to the Key Urban Village (KUV) centre at Belmayne Town Centre at Malahide Road, and facilitate high quality bus, cycle and pedestrian facilities. This street was approved by Dublin City Council under the Part 8 planning process and received funding from LIHAF. It will also incorporate Core Bus Corridor No. 1 from Clongriffin Railway Station to the city centre, under the Bus Connects project. The completion of this link will open up lands for development and will facilitate the development of Belmayne Town Centre.
- Provision of Belmayne Town Centre at the intersection between Belmayne Main Street and Malahide Road, focused on a new town square at the western end of Main Street, and facilitating a mix of retail, commercial and leisure uses.
- Belmayne – Belcamp green link along Belmayne Main Street to the east and Belcamp Avenue to the west of Malahide Road, improving connections between the four quadrants of the Malahide Road junction, and providing a connection between the Town Centre and major areas of open space (Darndale Park to Father Collins Park), schools and other amenities.
- Provision of new link street – ‘Belcamp Parkway’ between Malahide Road and the R139, bypassing the R139/R107 junction, with new signalised access off Malahide Road, in order to reduce traffic through the town centre. This will facilitate the redesign of the R139/R107 junction to better cater for pedestrians and cyclists and public transport. It will also provide a key western access to the Belcamp Lane lands, facilitating future development.

- To facilitate the provision of further road infrastructure to the north of 'Belcamp Parkway' in accordance with the forthcoming NTA Strategy and explore the feasibility of implementing the recommendations of the South Fingal Study, in order to enhance connections between Dublin City Council and Fingal County Council areas.
- To ensure that the future development on the Phase 6 LAP lands to the east, north of the R139, are considered in the context of the wider development of the Belcamp lands in Fingal County Council. Development shall provide connectivity, including pedestrian and cycle links. Development proposals will be required to facilitate the provision of the River Mayne Greenway, providing links to the east, and associated riparian strip / linear park. Existing hedgerows on the subject lands shall be retained and incorporated into the design and layout of future developments and be situated within the public realm.
- Provision of the River Mayne Greenway and Linear Park in order to link the SDRA lands to the existing/proposed coastal greenway, part of the strategic East Coast Trail, proving a key amenity corridor, facilitating walking and cycling, while protecting and enhancing the biodiversity value of this corridor.
- Enhance and improve connections between Clongriffin and Baldoyle/Stapolin lands across the railway line at Clongriffin Train Station and at the River Mayne, in coordination with Fingal County Council.
- Urban Form and Block Layouts shall be arranged in a perimeter block configuration and shall form a continuous urban edge with the street in order to create enclosure, provide passive surveillance and animation. Typical block widths shall generally be in the range of between 45-50 m (lower scale housing) to 55-60 m (higher scale apartments). This will enable suitable separation distances to be achieved between the rear of blocks, as well as providing for private open space.

## Land Use & Activity

- A rich mix of uses to include retail, commercial, community, employment and residential uses will be sought on these lands, relative to the two KUV. At Belcamp the development will be primarily residential with a mix of typologies and tenures supported by community and social infrastructure. Commercial uses will be located along the Malahide Road and around the Town Squares at the Malahide Road junction.
- Residential densities shall be highest within the two KUV and along Main Street, in proximity to the train station at Clongriffin and along the proposed Core Bus Corridor.
- Provision for a post primary school site located at Belmayne Avenue and Main Street and adjacent to the greenway which links to Father Collins Park.
- Reserve a school site at Clongriffin, subject to the requirements of the Department of Education and Skills.
- Facilitate the relocation of allotments from the Belmayne Main Street site to a suitable location in the area.

## Height

- Building heights shall respond to the proposed urban structure and land uses and activities. In general, the KUV centres at Belmayne Town Centre and Clongriffin Train Station shall contain the greatest building heights, in order to reinforce their status as a KUV, subject to amenity and design safeguards.
- Gateway buildings form a key structuring element, enhancing legibility and avoiding the proliferation of monolithic heights. As such, locally higher buildings shall be located within the KUV and along the Belmayne-Belcamp link, as illustrated.
- The following building heights shall be applied:
  - Minimum height of five stories to the Key Urban Village centres at Clongriffin Rail Station and Belmayne Town Centre at the R139/R107 junction.
  - Minimum heights of four to five storeys for Main Street Boulevard.
  - A locally higher building adjacent to the rail station and at the junction of Malahide Road / R152.
- Any proposed height must have regard to existing neighbourhoods and character, in order to protect residential and visual amenity.

## Design

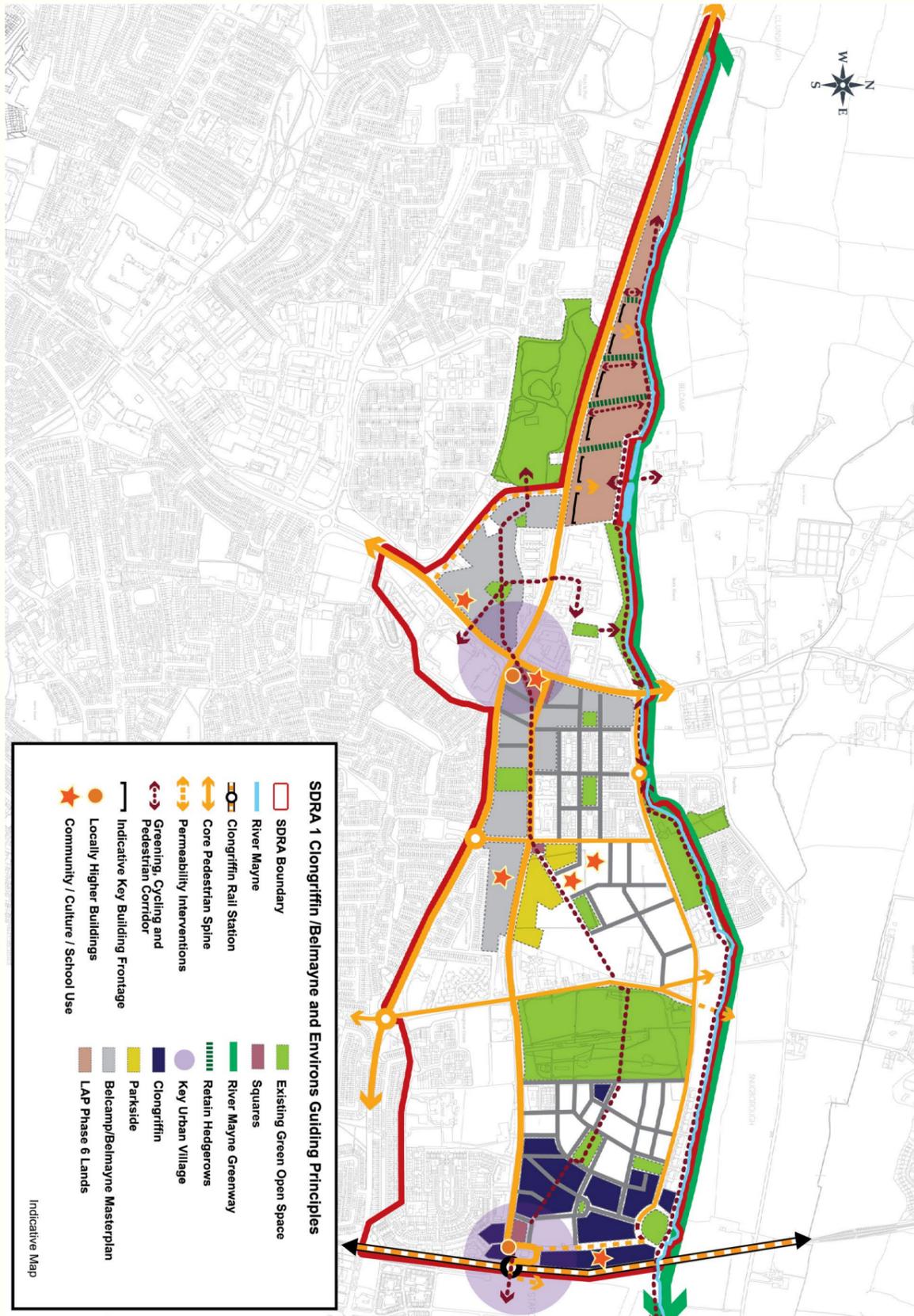
- Architectural treatment shall be of the highest quality and allow for a range of building types and designs, creating a visually coherent urban form.
- Opportunities exist to establish a new architectural language in Belcamp that is distinct from Belmayne and Northern Cross, in order to enhance the legibility of the area.

## Green Infrastructure

- The Belmayne-Belcamp Green link and River Mayne Greenway / linear park will provide key strategic green links connecting the SDRA to surrounding areas, enhancing the biodiversity value of existing green infrastructure, while integrating SuDS features.
- Existing hedgerows on the Phase 6 LAP lands form important biodiversity corridors and shall be retained and incorporated into the public realm of any future development proposals.
- Tree planting, landscaping and SuDS features will be integrated into the urban structure and movement framework for the SDRA lands. Key green links shall provide additional landscaping in order to accentuate their strategic importance as amenity, sustainable movement and biodiversity corridors.
- All future developments shall comply with the SuDS Strategy outlined in the 2020 Masterplan.



Figure 13-1: SDRA 1 Clongriffin/Belmayne and Environs



## 13.4 SDRA 2 – Ballymun

### Introduction

Ballymun has been the focus of a significant development and regeneration process since 1997 when it was decided to demolish the local authority flat blocks and to carry out an extensive regeneration process addressing the physical, social and economic needs 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.

Over a period of 17 years, Ballymun Regeneration Ltd. oversaw the delivery of many key regeneration milestones including new homes for all residents of the flat blocks, new private housing, the construction of a new Main Street with new improved linkages throughout the area, new community facilities, hotels, an arts centre, new parks etc. Following the dissembling of the regeneration company a total of c. 33 ha of land remains undeveloped in the Ballymun City Council administrative area.

Recognising the significant levels of undeveloped land, the 2016-2022 Dublin City Development Plan designated Ballymun a Strategic Development and Regeneration Area. This was followed in 2017 by the adoption of the Ballymun Local Area Plan, providing a local six-year statutory plan for the area.

Significant progress has been achieved in implementing the LAP including the completion/ near completion of five sites totalling c. 5.8 ha providing new affordable and social housing; student housing and retail on the Main Street; and new enhanced linkages at Hampton Woods. The remaining sites have the capacity to deliver c. 1,700 new housing units, new commercial and employment opportunities having regard to compact growth principles, development of infill sites and intensification of development along the proposed new Metrolink route. Remaining development sites will be guided by the Local Area Plan for Ballymun and the high level guiding principles set out below.

### Urban Structure

- To develop the remaining vacant sites in a sustainable manner and to create distinctive urban places through the use of intelligent urban design and good quality materials having regard to the existing palette of materials and finishes in the area.

- To complete outstanding infrastructure to enhance connectivity both within Ballymun and to the surrounding area, and to service the remaining development sites.

### Land Use & Activity

- To develop the remaining residential sites for a mix of house types and tenures to increase the population, promote social inclusion and integration and support the existing services and business in the area.
- To attract economic activity and stimulate new employment generating uses within the three key areas of employment; (i) M50 lands, (ii) Main Street and (iii) Industrial Estates, alongside the local level provision operating within the neighbourhood centres.
- To consolidate existing social and community facilities; existing sports and recreation facilities; and open space areas to maximise their use by the whole community.

### Height

The height strategy set out within the Ballymun Local Area Plan 2017 was based on the parameters of the 2016-2022 Dublin City Development Plan, which identified Ballymun as an area suitable for mid-rise development of up to 50m. The LAP in turn provided height guidance for each individual site based on principles of sustainable development and strong urban design parameters. Following publication of the Department's Urban Design and Building Heights: Guidelines for Planning Authorities, 2018, the guidance for height set out in LAP has been reviewed to determine if scope exists for additional height in this area. This review identified opportunities for additional height within Site 31 of the LAP and Site 1 (shopping centre site), at the corner of Balbutcher Lane North and the R108, as identified within the SDRA map. Elsewhere within the LAP area, the approach to building height and density, particularly in proximity to the Main Street and quality public transport remains appropriate in the current context. Key principles include:

- To provide building heights in keeping with the height guidance set out for each individual site of the Ballymun Local Area Plan 2017.
- To provide an appropriate urban Main Street context with heights of 6 storeys (c. 18m) directly to Main Street, with potential for locally higher buildings in the vicinity of the metrolink rail station. As blocks turn away from the Main Street, opportunities for some additional height may be considered having regard to the prevailing context.

- To allow for an additional locally higher building on the corner of Balbutcher Lane North and the R108.

### Design

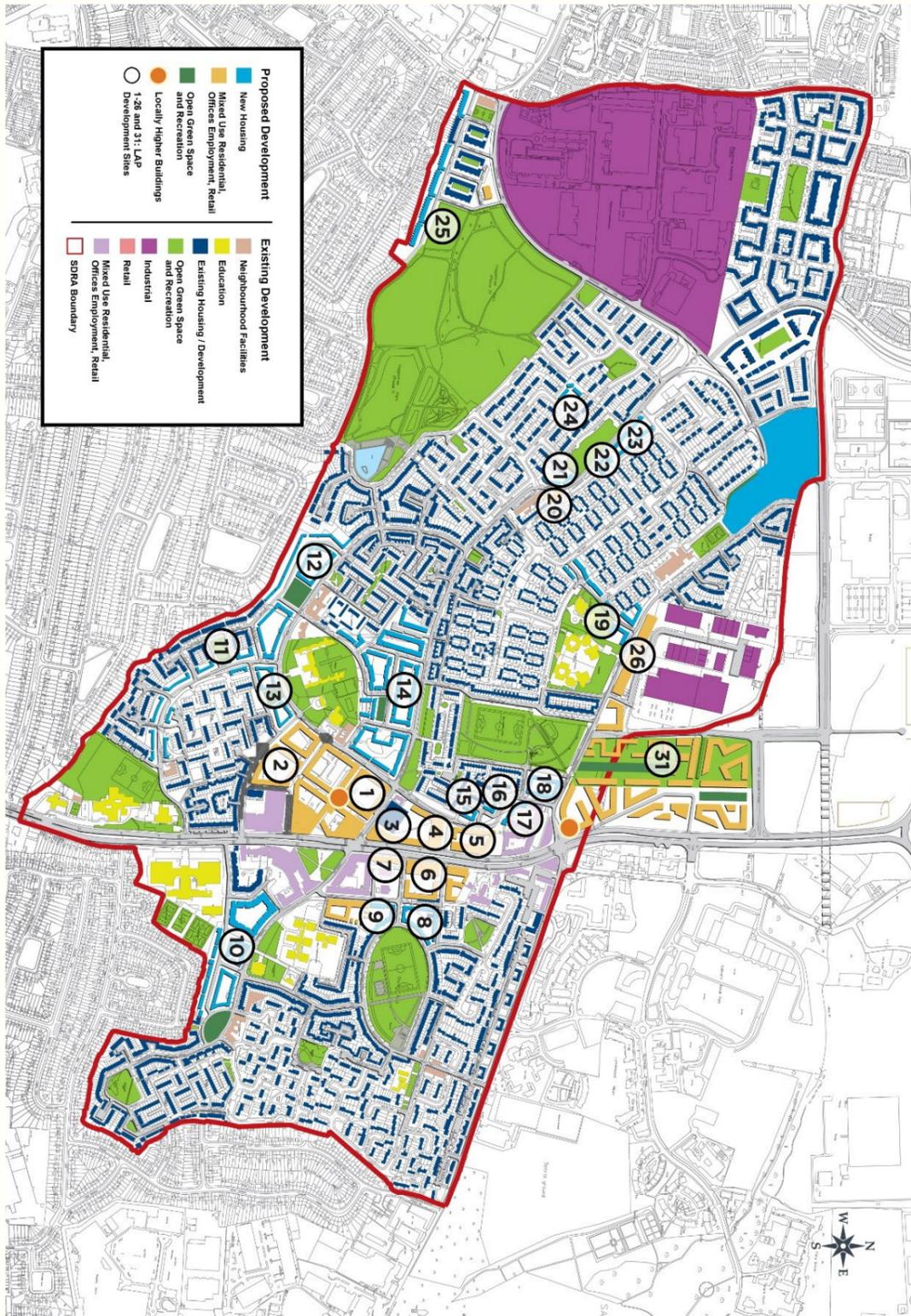
- To implement the urban form and design objectives set out in Section 5.5 of the Ballymun Local Area Plan 2017.

### Green Infrastructure

- To provide and maintain landscaped parks, greens and tree lined streets respecting the established public parks principles.
- To continue to implement the Surface Water Masterplan for Ballymun facilitating development of the vacant sites.



Figure 13-2: SDRA 2 Ballymun



## 13.5 SDRA 3 – Finglas Village Environs and Jamestown Lands

### Introduction

Finglas Village and Environs and Jamestown Lands have been designated as a Strategic Development and Regeneration Area (SDRA) due to the strategic location of the area, the proposed new public transport network and the extent of available lands suitable for regeneration. The designation of the area as a SDRA seeks:

- To support the economic revitalisation of Finglas Village.
- To provide for more varied and intense mix of uses within the Dublin Metropolitan Area.
- To maximise the potential of a well-connected but underutilised brownfield area located adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor.

The Jamestown lands, located to the immediate north of the village, at 43.1 hectares, are currently used for a range of low density employment and other uses, with a high level of underutilisation and a number of vacant sites. They have been identified as having significant potential for regeneration and providing new brownfield redevelopment within the city, proximate to existing services and planned high quality public transport investment.

A number of key development opportunity sites exist in the village with potential to implement urban design improvements by capitalising and building on existing assets in order to develop a distinct spatial and cultural identity for the area.

Specific guiding principles are set out for both Finglas Village Environs and the Jamestown Lands and a detailed Guiding Principles Map for the area is included in this SDRA (see Figure 13-3). Some opportunity sites may require a change of zoning to facilitate development.

## A: FINGLAS VILLAGE ENVIRONS

### Urban Structure

- New developments in the village and environs to create enclosure and form active frontages with the streetscape.
- The SDRA Guiding Principles Map identifies a number of development opportunity sites and illustrates indicative key building frontages that respond to the existing street and block structure. The development of a fine urban grain is necessary in order to enhance permeability. The built form to limit the use of set-backs, in order to create a strong street edge and sense of enclosure.
- The bulk, scale and massing of buildings should respect and respond to the site-specific context, including historic building stock and archaeological features.
- Key village gateways or arrival points are identified as a fundamental part of the overall urban design strategy and as a tool to re-define the village core. These gateways will reinforce the function and status of the village, enhance the townscape and improve the overall image of Finglas.
- The SDRA Guiding Principles Map identifies public realm projects and urban plazas that will enhance the legibility and townscape, and foster the creation of identity. Key spaces include: a proposed village 'Triangle' as the primary civic space and focal point for the village; a new civic plaza at St. Canice's Graveyard on Church Street; and a new plaza at Cardiffsbridge Road, as illustrated in the SDRA Guiding Principles Map (Figure 13.3).
- Enhanced pedestrian movement and accessibility underpin the urban design strategy illustrated in the SDRA Guiding Principles Map. Proposed enhancements to routes and proposed new connections should respond to desire lines and include landscaping and tree planting. Barriers to such movement, including existing pedestrian bridges over the Finglas Road are considered significant challenges to achieving a cohesive urban structure. As such, the feasibility of replacing such pedestrian bridges with at-grade crossings will be actively explored and aligned with Bus Connects and Luas Finglas proposals.

### Land Use & Activity

- The SDRA Guiding Principles Map identifies a number of key development opportunity sites which would play a key role in the creation of a viable commercial centre for Finglas and in fostering the economic revitalisation of the village. Central to this overall strategy is the recognition that mixed use development in the village will be sought, including new residential development in order to maintain and grow the critical mass necessary to support the continued economic viability of the village, while supporting proposed investment in public transportation.
- Encouraging increased pedestrian activity in public spaces, streets and parks is considered a priority and a key element to a placemaking strategy. In order to achieve this, a diversification of land use is required.
- A range of housing typologies will be required throughout the village environs, to include sheltered housing in proximity to key amenities and services, in order to foster the creation of a sustainable mixed community and support the consolidation of the village.
- Retail/commercial and housing uses throughout the village shall be complemented by key community and civic infrastructure including a new primary care centre, library and other community and cultural facilities.
- A Conservation Plan for the St. Canice's site shall be prepared and implemented, which will consider the restoration of the Abbey, and a feasibility study prepared to explore the development of a heritage centre (possibly in combination with an Arts Centre), while safeguarding the protected setting of the site.
- The provision of culture/artists' workspaces and live work units shall be explored via a feasibility study.

### Height

- Proposed building heights shall respond to the prevailing scale and grain of the building stock, relate to the width of streets and respond to unique site characteristics such as topography and aspect. Height shall also relate to function and as such, should be considered as part of the wider environs. Amplified height may be appropriate in certain locations as identified in the Guiding Principles Map.

- In general, building heights in the range of 3-6 storeys, will be encouraged in order to provide a coherent street structure with an appropriate sense of enclosure, while responding to the existing character of the village.
- Particular focus shall be given to the roofscape when considering new development opportunities throughout the village. Monolithic heights should be avoided. Roofscapes can also have a vital role in enhancing the legibility of the area and in particular for accentuating key corners and intersections.
- All planning applications for site redevelopments in the village shall be required to submit a design statement which considers height and roofscape, in the context of its setting.

## Design

- The appearance of the streetscape and public realm is a vital component to how people experience public space. Street clutter, an uncoordinated approach to street furniture, poor quality pavement and materials and extensive unsightly wirescape, all detract from the visual amenity of the village. Improvements to the streetscape and public realm will be actively encouraged and explored.
- As part of public realm enhancements and as part of any potential redevelopment of key sites in the village, consideration shall be given to the relaying of services underground.

## Green Infrastructure

- A key green infrastructure route shall be accommodated along the line of the proposed Finglas Luas route, linking the Jamestown lands in the north to Tolka Valley Park in the south.
- Tributaries of the Finglas and Finglaswood Rivers shall be protected and enhanced where feasible.
- All opportunities to enhance existing green infrastructure shall be explored.
- Enhanced tree planting along key streets shall be actively sought.

## B: Jamestown Lands

To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the Jamestown lands by all major landowners, which complies with the guiding principles above, to be agreed with the Planning Authority, before the lodgement of any planning application. Consultation on the masterplan shall take place with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively. The Masterplan will be presented to the North West Area Committee and made available for public comment.

All planning applications in the Jamestown lands of this SDRA will be required to comply with the Masterplan and the guiding principles outlined above. Minor deviations will only be considered where the change supports the implementation of the principles and provides an improved solution.

This Masterplan shall detail how it will deliver the guiding principles outlined below, and will not be limited to, but shall include the following details:

- Agreed approach to the public realm and street design, including details on how the development will integrate with the existing streetscape along St. Margaret's Road / McKee Avenue and Jamestown Road.
- Agreed approach for housing delivery on the lands.
- Prepare a local Housing Needs Demand Assessment (HNDA) for the SDRA which identifies parameters that shall address:
  - Mix
  - Affordability
  - Social/affordable housing
  - Housing for vulnerable groups
- Demonstrate the incorporation of a range of housing typologies, and avoid the over-proliferation of a single housing tenure in any one character area, to create a sustainable community.

- A Green Infrastructure Strategy that provides for:
  - i. retention of existing open watercourses with an appropriate riparian zone
  - ii. the exploration of opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible,
  - iii. extensive tree planting including along street avenues;
  - iv. biodiversity planting;
  - v. play.
- An Integrated Surface Water Management Strategy for the entire Jamestown development lands shall be prepared to ensure necessary public surface water infrastructure and nature based SuDS solutions are in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.
- Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.
- A Mobility Management Strategy (MMS) shall be prepared for the subject lands and inform the preparation of the masterplan. The MMS shall:
  - i. Promote the principle of filtered permeability to provide a competitive advantage for users of sustainable modes and restrict private cars through trips.
  - ii. Identify the location of a number of modal filters to enable pedestrians, cyclists, and public transport access, but restrict private car access.
  - iii. Seek high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.
- The Planning Authority will engage with the NTA concerning the planning and design of Luas Finglas. This ongoing engagement shall inform the Masterplan for these lands.
- The requirement for a Traffic Impact Assessment will be determined on a case by case basis by the Planning Authority, in respect of planning applications lodged for the subject lands.
- All new multiple unit and commercial developments are encouraged to be district heating enabled and must demonstrate how they comply with national and development plan policies on climate change and renewable energy.

- Each planning application shall submit a statement demonstrating how the proposal accords with the guiding principles established in the SDRA and how it complies with the Masterplan.
- It is anticipated that the re-development of the subject lands will occur incrementally and over an extended period. As such all development proposals shall occur sequentially and contiguous to existing residential development.
- The masterplan shall include detailed information on the delivery of the new community facilities identified in the SDRA. The community space shall extend over the entire ground floor of the designated block and shall be completed to full fit out standard so it is enabled for immediate use for community purposes. Proposed uses for the space shall be agreed with DCC, informed by a community audit, carried out by the applicant.

## Guiding Principles for the Jamestown Lands

### Urban Structure

- The proposed urban structure provides a strategic blueprint for the future development of the Jamestown lands, identifying key connections, public open spaces, and building frontages that will inform an urban design-led approach to the regeneration of this strategic area.
- The movement framework and street structure, as illustrated in the SDRA Guiding Principles Plan (Figure 13.3), introduces permeability through the lands, based on proposed key east-west and north-south links and several proposed local access streets. A strategic pedestrian/cycle amenity link crosses the lands, which is aligned with key desire lines to the proposed Luas extension and forms part of the green infrastructure network, providing a key link between proposed open spaces.
- The movement framework provides a structure for urban blocks and open spaces. The proposed urban block structure provides a coherent framework for future developments that can respond to a range of uses and activities. In accordance with best practice principles, urban blocks shall generally be between 60m-80m in size but shall not be more than 100m in width/length to ensure that an optimal level of permeability is achieved at an appropriate scale.

- The SDRA Guiding Principles Plan identifies indicative key building frontages, within the proposed urban block structure. In general, built form shall limit the use of set-backs on the key internal links, are required to provide a tree planted verge and quality footpath, and, where appropriate, privacy strips, to form an edge with the streetscape, provide animation and passive surveillance. Exceptions shall apply, where required to facilitate the Luas and also for the existing boundary roads at Jamestown and McKee Avenue / St. Margaret's Road, where the set-back shall be provided to
  - (i) protect the amenities of the single and two storey houses opposite;
  - (ii) ensure an enhanced urban realm with tree planting along the full extent of the boundary and
  - (iii) to accommodate an off road cycle track to link to the village and other amenities and services. Building frontages shall respond to the movement framework and street hierarchy and address all key streets, which will enhance legibility and ensure that a strong sense of enclosure with tree lined streets is achieved throughout the SDRA.

### Land Use & Activity

- The area will primarily support residential and employment-generating uses, complemented by community, education, and public open space, and shall be developed at an approximate ratio (gross) of:
  - 50% residential;
  - 30% employment/commercial;
  - 10% public open space and;
  - 10% community/education.
- Assuming an average density of 100 units per hectare this land bank has the potential to deliver an indicative c. 2,220 residential units.
- Having regard to the lands' proximity to Finglas Village and Charlestown, and the overall aim to support the revitalisation of commercial activity in the village, retail development will be limited throughout the SDRA lands. Retail will only be considered, at an appropriate scale to support local communities, in proximity to the Luas corridor, to the north-west of the lands.
- A range of housing typologies will be required throughout the SDRA, to serve the existing and future population of the area. All character areas shall avoid the over-proliferation of any single housing typology. Having regard to the size, scale, and location of the subject lands, this is to ensure that the future development of sites are sustainable and contains mixed communities.

- The SDRA Guiding Principles Map has identified three character areas, based on the above analysis.

### The Village Character Area

- The village character area is contiguous to Finglas village and is adjacent to existing residential properties. This character area shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross) to foster the creation of a sustainable community that can support the economic revitalisation of Finglas village.
- The scaling of development in this area must be sympathetic to the adjoining housing, lower in scale and net density (range of 60-90 units per hectare), and accommodate a range of unit types.

### Luas Character Area

- The lands to the north-west are situated within the walking catchment of the proposed Luas green line extension (Luas Finglas) and proposed Bus Connects Core Bus Corridor.
- These lands shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross), complemented by education, community, and open space, at an appropriate scale and density (with a net density range of 80-120 units per hectare) to support and avail the proposed public transport infrastructure and the development of a sustainable and compact urban form.

### Jamestown Road Character Area

- The lands situated to the north-east, along Jamestown Road, shall be developed at an approximate ratio of 70% employment/commercial (gross) and 30% residential (gross), to support the continuation of a sustainable working community in the area. Net densities for residential plots will have a range of 80-100 units per hectare.

**Note:** deviations in use mix and in relation to density ranges of up to 10% within individual sites and quarters to meet design requirements will be accepted if the change supports overall compliance with the guiding principles, and where a joint agreement is proposed between landowners to accommodate certain uses within a particular area, such will be considered where the overall principles are retained and the use and typology mix is delivered.

## Height

- The SDRA Guiding Principles Map identifies opportunities for additional building height on corners/façades of certain proposed urban blocks and potential locally higher buildings, as a tool to enhance urban design and legibility. A masterplan shall be required for the Jamestown lands which will establish and detail an overall height strategy.
- Notwithstanding this, in general, building heights in the range of 4-6 storeys will be encouraged in order to provide a coherent street of structure, with an appropriate sense of enclosure.
- Where opportunities for locally higher buildings are identified, this shall be to enhance the overall urban structure in a coherent way, e.g. at prominent corners, to close vistas, or as features, and shall not apply to the overall block. This is to avoid the proliferation of monolithic 'slab' blocks. Additional height, where appropriate, should be no more than 1/3 of the overall length/width of the urban block.
- Height shall respond to the existing context and respect existing residential properties along McKee Avenue, Jamestown Road and St. Margaret's Court. Having regard to the proposed Luas, in general, there is potential for locally higher buildings towards the north-west of the lands, subject to design and amenity safeguards.
- Opportunities for additional height also exist to frame the proposed centrally located open space and to enhance the legibility of the built environment.

## Design

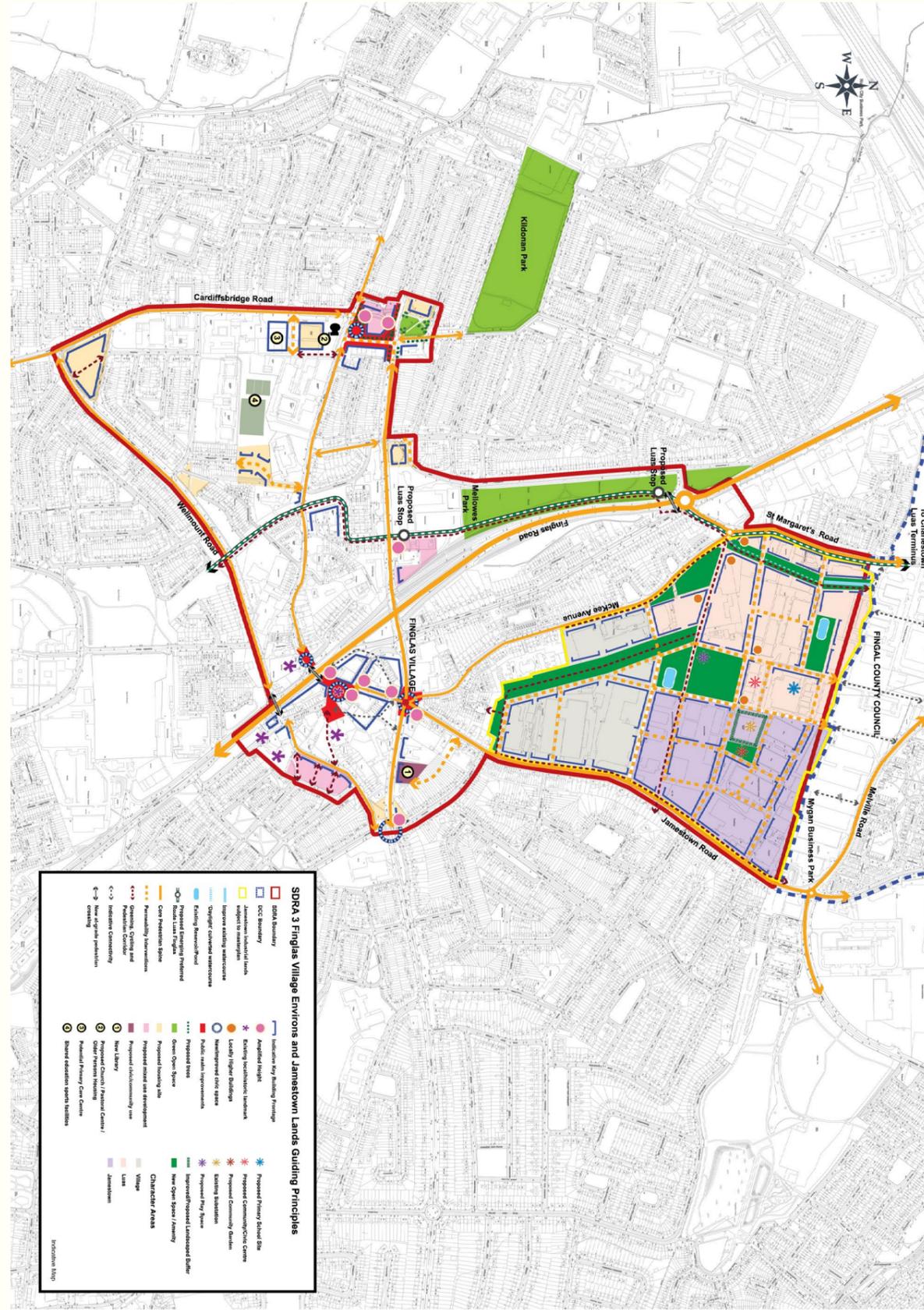
- The existing established residential amenity of properties along Jamestown Road, McKee Avenue, and St. Margaret's Road shall be respected. As such, the masterplan will be required to demonstrate integration with the surrounding streetscapes. Opportunities exist to upgrade the streetscape along Jamestown Road, McKee Avenue, and St. Margaret's Road, by providing a high-quality public realm and landscaping.
- The masterplan shall also address the interface to the adjoining Fingal County Council employment lands to the north of the lands, in terms of protecting and enhancing visual and residential amenity. Opportunities for additional connections shall be explored.

- Architectural design and form shall respond to the identified character areas to enhance legibility and provide visual interest. As such, Dublin City Council will strongly encourage architectural variety in terms of design, materials, and finishes. It shall be a requirement of the masterplan that architectural design, materials, and finishes be detailed, and correspond to the identified character areas in the SDRA.

## Green Infrastructure

- The green infrastructure and open space network forms a key structuring element to the SDRA Guiding Principles Map. As such, a Green Infrastructure Strategy must be prepared and agreed with DCC prior to any planning application being lodged. This Strategy must provide for the retention of existing open watercourses with an appropriate riparian zone and include the de-culverting of existing watercourses as part of the design.
- The masterplan must address the integration of Sustainable Drainage Systems (SuDS), utilising an integrated nature based solutions response and not rely on hard infrastructure (storage) as the dominant solution.
- The masterplan must set out a play strategy, setting out what active sports and play will be provided for within the larger open space, and how the needs of younger children will be accommodated within each local area.
- All vehicular streets and green links shall be planted with an avenue of trees along their length, and on the landscaped set-back for Jamestown and McKee Roads.
- Planting and landscaping must be framed on a policy of promoting biodiversity, with a high proportion of native species and those which support this aim, and specific areas of parkland identified for biodiversity purposes.

Figure 13-3: SDRA 3 Finglas Village Environs and Jamestown Lands



## 13.6 SDRA 4 – Park West/Cherry Orchard

### Introduction

An urban framework plan was originally prepared for the Park West/Cherry Orchard area in 2002 focusing on vacant lands in the vicinity of the new train station. While an initial wave of construction delivered developments such as new housing at Cedar Brook, Barnville and Park West Point as well as new amenities at Cherry Orchard Park, the Equine Centre and the Plaza neighbourhood centre; the subsequent economic recession resulted in a slowdown in construction activity leaving some of these new developments relatively isolated, and left c. 46 ha of vacant lands in the area.

The significant levels of land available for development led to the identification of Park West- Cherry Orchard as an SDRA in the 2016-2022 Dublin City Development Plan, and guided the preparation of a new Local Area Plan for this area, which came into effect on the 4th November 2019. This LAP is a six-year plan, with the option to extend the time period to 2029. A key focus of the LAP is the integration of new development sites with the existing and expanding community in order to create a sustainable and integrated neighbourhood.

Eight key development sites are identified with the capacity to deliver in the order of 2,500 – 3,100 new residential units alongside new employment and retail opportunities, with higher densities focused on the railway station which is planned to be upgraded to an electrified DART line. The plan also supports the delivery of two key amenity sites at Cherry Orchard Park and Gallanstown Waterworks, linked via a strategic green infrastructure network.

The key guiding principles set out below reflect the guiding principles of the LAP and are as follows:

### Urban Structure

- Develop the remaining sites in the area in a sustainable manner to create a vibrant sustainable new (neighbourhood) urban area that is fully integrated and connected with the existing community.
- Enhance accessibility and connectivity both within the Park West – Cherry Orchard area and to the surrounding areas to service the remaining development sites.

- Promote sustainable modes of transport by making them convenient and attractive (including walking and cycling) through the implementation of a well-connected, permeable, coherent street network with high levels of accessibility to an integrated public transport network with improved infrastructure to maximise its potential use.
- Ensure timely provision and investment in infrastructure including water and drainage provision, public transport, telecommunications network etc. to support new development opportunities.
- To develop Park West Cherry Orchard in an integrated, sustainable way that will ensure the local community benefits from investment, greater infrastructure and services.

### Land Use & Activity

- Ensure the Local Area Plan delivers private, council and affordable housing, schools, sports and recreational facilities, retail facilities and employment opportunities in consultation with local community and youth services.
- Deliver new residential units in a mix of unit types and tenures to cater for people across all spectrums of their lifecycle, with higher densities sought in proximity to the railway station.
- Create a local neighbourhood focal point within Cherry Orchard neighbourhood enhancing existing services and amenities, and providing new local retail provision.
- Create a new commercial destination in the vicinity of the train station, with mixed use and supermarket provision, together with landmark buildings and civic spaces.
- Enhance existing open space areas and develop a connected network of green spaces and green infrastructure to maximise their potential use by the existing and future generations.
- Support opportunities and initiatives which promote education and aim to address unemployment supporting economic activity through the provision of existing and future services and businesses in the area.
- Support and facilitate the provision of additional school places to serve the existing and emerging communities.
- Support and facilitate the development of a Community and Social Enterprise Hub.

- Support the provision of mixed-employment uses in proximity to the M50 boundary.
- Consolidate and improve the existing sports and recreation facilities and promote the provision of new recreational facilities.

### Height

- Provide building heights in keeping with the height guidance set out for each individual site of the Park West – Cherry Orchard Local Area Plan 2019.
- Allow for limited locally higher buildings in the vicinity of the Train Station, in keeping with the LAP objectives and site briefs.

### Design

- Implement the urban form and design strategy set out in Section 4.6 of the Park West – Cherry Orchard Local Area Plan 2019.
- Improve the appearance and image of the area and create a content, caring and vibrant sustainable community which integrates the new community with the existing established community.
- Underground overhead ESB pylons wherever possible to enhance the urban form of this part of the city.

### Green Infrastructure

- To protect and promote the natural and built heritage of the area and provide a network of well-maintained parks and civic spaces connected by tree lined streets taking the opportunity to incorporate best practice SuDS infrastructure as appropriate.
- Support the aims and objectives of the Water Framework Directive for the Camac River Catchment, particularly in relation to hydromorphology and improvements in water quality and the streams that drain the LAP lands.
- To provide for water attenuation capabilities within the redesign of Cherry Orchard Park.

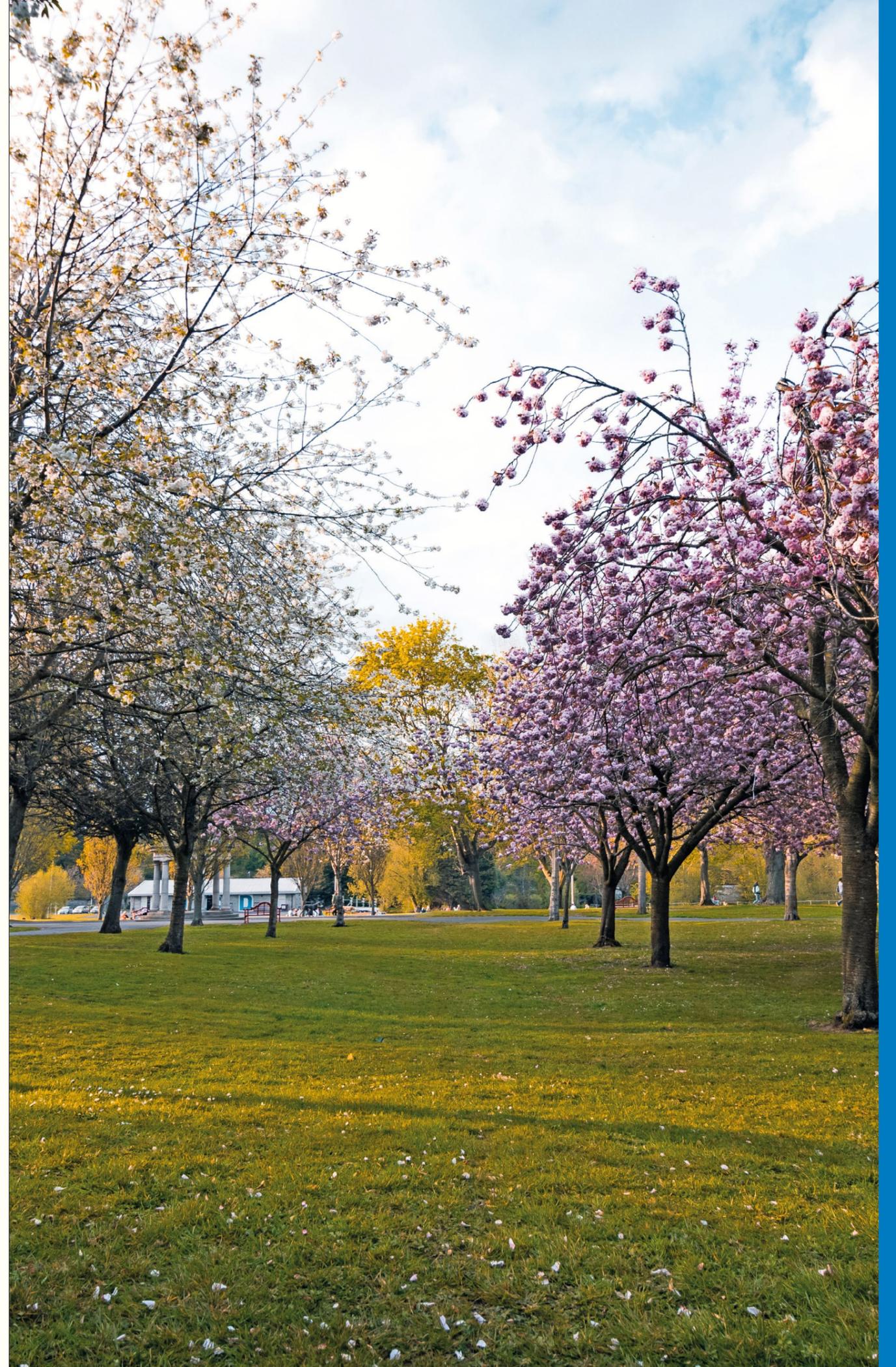
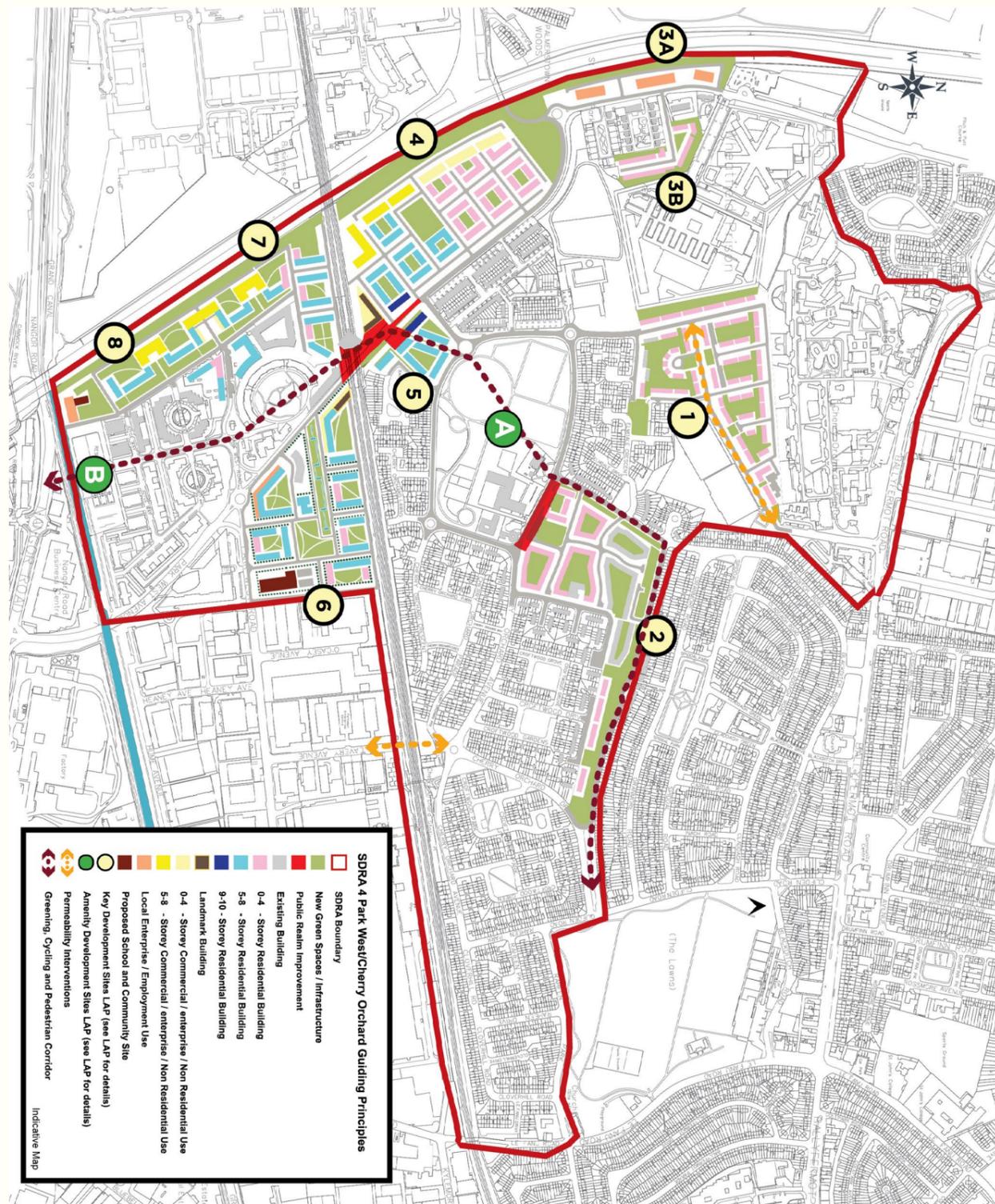


Figure 13-4: SDRA 4 Park West/Cherry Orchard



## 13.7 SDRA 5 – Naas Road

### Introduction

A Local Area Plan (LAP) for the Naas Road lands was adopted by the City Council on 14 January 2013. The plan was extended for a further 5 years in 2018 and will expire in January 2023. 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 2013 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 three remaining key re-development sites, namely:

- Royal Liver Retail Park
- Motor Distributors Ltd site (Volkswagen factory)
- Nissan plant site

Linking the re-development of these sites into the wider surrounding environment, and creating sustainable successful communities is central to the successful regeneration of this SDRA.

It should be noted that since the adoption of the LAP, there have been changes in the national planning context via the introduction of Ministerial Guidelines relating to height and apartment standards. The key sites identified in the area have been the subject of planning activity in recent years, with permission for c.3,000 units in the vicinity of the Naas Road/Kylemore Road junction.

It is also noted that the wider Naas Road lands area, incorporating parts of Park West and lands in South Dublin County Council, are the subject of a masterplanning process funded under the Urban Regeneration and Development Fund (URDF) programme. It is anticipated that this will

result in a wider statutory plan coming forward that will supersede the LAP in the coming years, and may, if appropriate, inform a variation to the development plan.

## Guiding Principles for Key Opportunity Sites

The Naas Road LAP provides guidance in relation to the development of the key opportunity sites 1-5 below, of which the key site specific issues updated and summarised below with said objectives being part of this SDRA going forward.

### 1 – Royal Liver

- To encourage the sustainable redevelopment of this key site as part of the mixed-use core of the Key Urban Village containing mainly office and residential uses with local scale retail and service uses. To provide for a boulevard leading to a pocket park and pedestrian and cycling connections through the site to increase connectivity and deliver the green infrastructure network of the LAP.
- To provide for a sustainable approach to height within the site, with buildings addressing the Naas Road and Kylemore Road providing a strong building line with appropriate heights, marked at the corner with a landmark building of up to 17 storeys. Within the site, heights will be at sustainable level, appropriate to the uses proposed.
- Require setbacks to be agreed with Dublin City Council along the main road frontages at Naas Road, along the east side of Kylemore Road to facilitate upgrading of the road to provide for a bus lane, segregated cycleway, greening of the route and footpaths allowing for an attractive and vibrant street environment and to encourage pedestrian and cyclist activity.

### 2 – Motor Distributors Site

- Facilitate the sustainable redevelopment of this key site with a fine urban grain and a mix of uses as part of the mixed-use core of the Key Urban Village all at sustainable densities within a vibrant and interesting environment and integrating with the wider plan area and the administrative area of South Dublin County Council directly adjoining.

- Require a general height of between 6 and 8 storeys fronting onto Walkinstown Avenue, Longmile Road, Robinhood Road. There is potential for one to two mid-rise buildings (up to 50m) within the site but any development in the immediate vicinity of the protected structure should protect the special character of the protected structure and its setting.
- The height of new development along Naas Road, directly adjacent to the protected structure, should protect the special character of the protected structure and should be no more than 4 storeys in height immediately proximate to the building.
- Require setbacks along the west side of Walkinstown Avenue and north side of Long Mile Road to facilitate widening of the road to provide for a bus lane, segregated cycleway and footpath allowing for an attractive and vibrant street environment and to encourage pedestrian and cyclist activity.
- Facilitate landuses that introduce active frontages and enliven the streets along Walkinstown Avenue, Long Mile Road and along priority pedestrian routes running through the site. Such uses may include local services such as retail, cafes, restaurants, leisure, cultural and community uses, reception areas to commercial areas above and other complementary active uses. Design of all units at street level should have a strong urban edge, convey openness and contribute to vibrancy in the public realm.
- Require the provision of a flexible and publicly accessible facility for community and cultural uses, and for any development proposal to include a community and cultural audit. Dublin City Council will, in consultation with local stakeholders, identify suitable uses for the facility. The form, size and other details of this/these space(s) shall be designed in consultation with Dublin City Council and will become part of the resources of Dublin City Council to support community and cultural activities in the city.
- Require the provision of a pocket park/performance space.
- Retain the Volkswagen premises (protected structure ref. 5792) as a landmark and formal entry point to the city and ensure the enhancement and protection of the special interest and character of the structure in any refurbishment, adaptation or reuse; regard to be had to Dublin City Council's upcoming guidelines on protection and refurbishment of buildings of the late twentieth century once published.

- Improve views of the Volkswagen Premises (protected structure ref. 5792) from the Naas Road by incorporating a strategically placed pedestrian access point into the northern boundary treatment of the site, incorporating a redesign of landscaping and an appropriate lighting scheme. This pedestrian point should allow for easy access to nearby bus stops and the Kylemore Luas stop.
- Provide for a predominantly pedestrian and cyclist-orientated environment at street level. The majority of car parking shall be provided at basement or at under-croft levels provided such under-croft parking does not undermine the objective to provide for active street frontages. A limited amount of well-designed car parking shall be facilitated at surface level subject to good design, integration with the street and broken up with landscaping and/or street furniture.
- Provide for a clearly defined arrangement of public spaces which integrate into the emerging pedestrian / green routes and cycle network for the plan area and beyond and that increases permeability throughout the site by incorporating clearly defined east-west and north-south pedestrian and cyclist-friendly routes through the site framed by buildings on both sides and containing active street level uses along these pedestrian routes allowing for passive supervision.
- Provide for a boulevard traversing the core of the site in an east-west direction integrating with the boulevard to be provided on that key site to the east of Walkinstown Avenue (the Nissan site). This space shall accommodate pedestrian, cyclist and vehicular movement but will be so designed so as to prioritise pedestrian and cyclist movement. This boulevard shall incorporate street art, furniture and planting, SuDS and shall be an attractive space for relaxation. The boulevard shall be overlooked by residential units on some upper levels and fine grain neighbourhood-level retail units, cafes, cultural uses and other complementary uses at ground floor levels.
- Assist in promoting modal shift to sustainable modes of transport by enhancing connections between the site and the Kylemore Luas and Dublin Bus stops by reserving road space for a setdown for buses on Walkinstown Avenue, by incorporating new pedestrian access points in boundaries of the site and provide for enhanced pedestrian crossings over the Naas Road, Walkinstown Avenue and Long Mile Road.
- As part of the redevelopment of this site the 750mm watermain may need to be diverted. Such a diversion would be at the expense of the developer(s).

- To retain existing mature trees and planting on this key site, in particular those trees along the site's northern boundary and the tree line located in the southern section of the site, where feasible and appropriate.

### 3 – Former Nissan Site

- To facilitate the sustainable redevelopment of this key site with a fine urban grain and a mix of uses as part of the mixed-use core of the key urban village, all at sustainable densities within a vibrant and interesting environment and integrating with the wider plan area.
- Require a general height of between 6 and 8 storeys fronting onto Walkinstown Avenue, Longmile Road and Naas Road; and two locally buildings of up to 15 storeys, one at the junction of Walkinstown Avenue and Long Mile Road, and one at the junction of Walkinstown Avenue and Naas Road.
- Require setbacks (to be agreed with the planning department) along the main road frontages at Naas Road, along the east side of Walkinstown Avenue and north side of Long Mile Road to facilitate widening of the road to provide for a bus lane, segregated cycleway and footpath allowing for an attractive and vibrant street environment and to encourage pedestrian and cyclist activity.
- Facilitate landuses that introduce active frontages along the Naas Road, Walkinstown Avenue and Long Mile Road, and priority pedestrian routes running through the site. Such uses may include local services such as retail, cafes, restaurants, leisure, cultural and community uses, reception areas to commercial areas above and other complementary active uses. Design of all units at street level should have a strong urban edge, convey openness and contribute to vibrancy in the public realm.
- Require the provision of a flexible and publicly accessible facility for community and/or health uses and a crèche in any redevelopment of this site to serve the needs of the residents in the area.
- Provide for a pedestrian and cyclist focused environment at street level. The majority of car parking serving commercial schemes shall be provided at basement or at undercroft levels provided such undercroft parking does not undermine the objective to provide active street frontages. A limited amount of well-designed car parking shall be facilitated at surface level (particularly within residential areas) subject to good design, integration with the street and with landscaping and/or street furniture.

- Provide for a clearly defined arrangement of public spaces which integrate into the emerging pedestrian/green routes and cycle network for the plan area and beyond and that increases permeability throughout the site by incorporating clearly defined east-west and north-south pedestrian and cyclist friendly routes through the site framed by buildings on both sides and containing active street level uses along these pedestrian routes allowing for passive supervision.
- Provide for boulevards traversing the large site in an east-west and north-south direction integrating with the local green links running through the site and integrating with the boulevard to be provided on the key site to the west of Walkinstown Avenue (the Motor Distributors site). This space shall incorporate street art, furniture and planting and SuDS, and shall be attractive space for relaxation. The boulevard shall be overlooked by residential and commercial on upper levels with ground levels dominated by retail units, cafes, cultural and/or community uses and other complementary uses.
- Assist in promoting modal shift to sustainable modes of transport by enhancing connections between the site and the Kylemore Luas and Dublin Bus stops by providing for new pedestrian access points in all three boundaries of the site and providing for enhanced pedestrian crossings over the Naas Road and Walkinstown Avenue.
- To green and improve the major road arteries surrounding this key site i.e. Naas Road, Walkinstown Avenue, and Long Mile Road, to include wider footpaths, additional tree lines (incorporating native species), soft landscape zones, additional pedestrian crossing points, and off road cycle routes.
- To seek the undergrounding of the 110 KV and 38KV high voltage overhead cabling traversing the LAP area. The route for undergrounding the cables will be assessed by ESB Networks with the applicants/developers, and in that event the cost of the undergrounding of the lines including associated civil works would be borne by the developers and ESB.
- To provide a new HV substation within the site, integrated with the undergrounding of cabling to meet the level of demand.
- As part of the redevelopment of this site the 750mm watermain may need to be diverted. Such a diversion would be at the expense of the developer(s).

Two areas have been added to the SDRA boundary that are outside the LAP boundary and are indicated on the accompanying figure.

#### 4 – Bluebell Avenue

It is considered that the two parcels of land, located on the northern and southern side of Bluebell Avenue, have the potential to deliver a mixed use development and that this should be the subject of a masterplanning process. The development of the northern portion of the site shall include an adequate setback from the Grand Canal and take account of the conservation zoning.

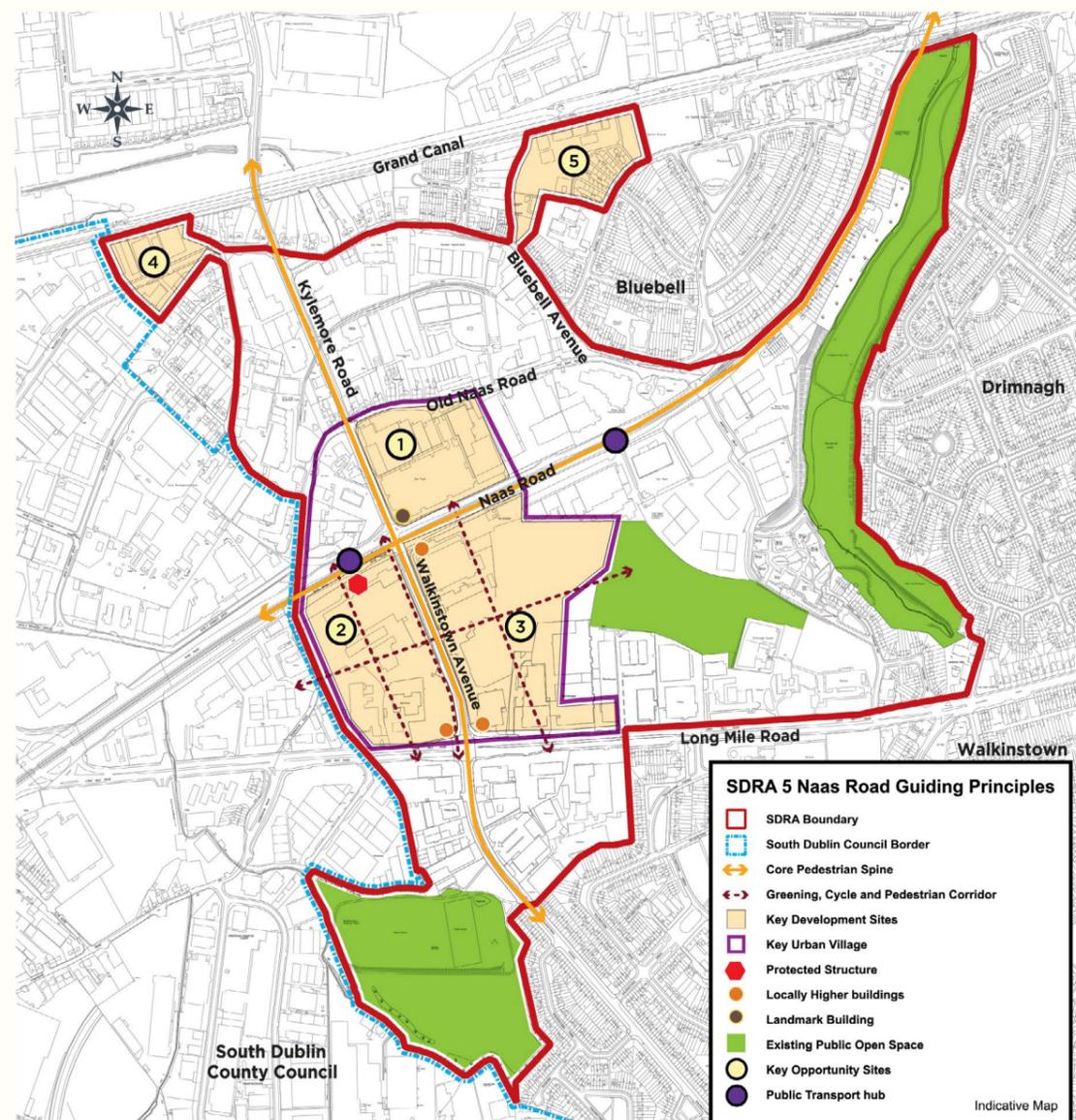
#### 5 – Former Irish Water and Bluebell Road Regeneration Area

This c.2.8 Ha site currently accommodates the existing Bluebell Road maisonettes development as well as the former Irish Water site adjacent to the Grand Canal. The maisonette units have reached the end of their lifespan and require either retrofitting or rebuilding. The overall site has the potential to deliver a significant quantum of residential development, in association with the regeneration/redevelopment of the maisonettes site.

It is considered that given the scale of the site and the locational context that heights of up to 10 storeys could be delivered on the site subject to detailed design, conservation considerations and being in accordance with Appendix 3 of the development plan. A masterplan shall be developed for the site. The masterplan shall address, but not be limited to, the following areas:

- Appropriate interaction with and consideration of the Grand Canal and associated conservation area.
- Consideration of the industrial heritage merits of the filter beds.
- The potential for the Luas extension to Lucan to be incorporated through the site.
- The potential undergrounding or design mitigation of the existing ESB power lines on the western end of the site.
- Identification of locations suitable for locally higher buildings.
- The redevelopment of the Former Irish Water and Bluebell Road regeneration area will be informed by the Bluebell – A Framework for Renewal Plan.

Figure 13-5: SDRA 5 Naas Road



## 13.8 SDRA 6 – Docklands

### Introduction

This SDRA corresponds to the Dublin Docklands area as defined by the Dublin Docklands Development Authority Act, 1997. It extends to circa 520 hectares and has significant potential for further regeneration with a number of key development sites throughout the area. These sites can make a valuable contribution to the future physical and social regeneration of this part of the city, consolidating the area as a vibrant economic, residential, cultural and amenity quarter of the city, whilst simultaneously nurturing sustainable well-integrated neighbourhoods and communities.

There are two existing development frameworks that relate to the majority of this area, the North Lotts and Grand Canal Dock Planning Scheme and the Poolbeg West Planning Scheme. Remaining development sites will be informed by the guiding principles set out below.

### Urban Structure

Given the variety of urban fabric within this SDRA, a focused approach is necessary, taking account of existing characteristics and regeneration opportunities. The objectives for urban structure within the existing SDZ areas are set out in the relevant planning schemes. These are supplemented by guidance for selected key development sites (see opportunity sites section below), located outside of the SDZ areas. These key development sites represent opportunities for the integration of new development, addressing such matters as permeability, building lines, heights and greening opportunities. This approach will ensure integration into the historic fabric of the city and create opportunities for increased interaction and mobility within the Docklands and the wider city, thus encouraging social cohesion.

The SDRA benefits from immediate proximity to the NEIC SDRA, an area for which guiding principles have also been prepared and in which various urban initiatives are being implemented.

### Land Use and Activity

Given the scale and diversity of the Docklands area, future land uses will accord with the focused requirements of the relevant SDZ Planning Scheme, or (for remaining areas) the development plan zonings. The overall approach aims to encourage mixed use development in order

to achieve a balance between residential and commercial uses, with other community and cultural uses encouraged throughout. Below are separate guiding principles relating to the following thematic areas: Housing, Social & Community Infrastructure, Education and Employment and Economic Activity.

### Housing

- To promote the expansion of the Docklands' residential population, and the successful integration of residents and communities.
- To ensure obligations under Part V and Dublin City Council's housing strategy are met.
- To provide physical, social and amenity infrastructure in tandem with new housing.
- To ensure that residential developments work with the unique character of Docklands in terms of visual context, maritime location, heritage assets and community identity.
- To promote a mix of house types and tenures to increase the population, promote social inclusion and integration and support the existing services and businesses in the area.

### Social and Community Infrastructure

Social sustainability is central to the regeneration strategy for the Docklands area. Dublin City Council will actively pursue a community and social development agenda, integrating and connecting the Docklands communities. A Social Infrastructure Audit of the Docklands area (SDRA) conducted in 2015 was reviewed in 2017. This helps guide social and community development in the area. The Poolbeg West Planning Scheme was adopted since this audit and contains relevant objectives for the SDZ with regard to social and community infrastructure. Key guiding principles for the SDRA under this theme are:

- 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 support recommendations of the document 'Dublin's Northeast Inner City – Creating Brighter Future' insofar as it relates to the Docklands area, and also to support the recommendations of the '2017 Review of Dublin Docklands Social Infrastructure Audit 2015'.
- To ensure co-ordination between the various statutory and non-statutory providers of social services and social programmes in the 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 infrastructure audit and related 2017 update.
- To require the provision of space in large-scale developments for social, cultural, creative and artistic purposes.

### Education

- To promote the provision of educational programmes for the local community in conjunction with third-level institutions, including the National College of Ireland, Trinity College Dublin and Technological University (TU) Dublin.
- 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.

### Employment & Economic Development

The Docklands area has witnessed significant economic development over the past number of years with noticeable growth in the financial, IT and professional services sectors. There has been significant spin-off benefits for the local community. The Eastside and Docklands Local Employment Services Report (2020) highlighted the importance of efforts to help align economic development with job opportunities for the unemployed through the provision of appropriate courses. Local employment will continue to be encouraged on construction projects and job placement programmes in local schools supported. In this regard, progress on educational attainment and local employment levels in the Docklands area will be monitored over time. Guiding principles for the area include:

- To promote the Docklands as a location for sustainable businesses and supporting services and to support the marine economy.

- To encourage innovation that supports sustainable economic development, including an innovation district on lands at Grand Canal Quay, to be developed by Trinity College.
- To encourage local employment, where the appropriate skills are available, on all construction projects, and to promote a local schools job placement programme.
- To promote sustainable tourism including cultural, recreational and business tourism. To also support Fáilte Ireland in implementing the aims of its Docklands Visitor Experience Development Plan (2020) including various projects promoting sustainable tourism.
- To recognise the significance of Dublin Port Company's non-statutory 2040 Masterplan, and related updates/reviews, as an important guiding document for the future of port lands.
- To implement the non-statutory Water Animation Strategy for the NL&GCD SDZ (2018), and to ensure (working in conjunction with Dublin Port Company and Waterways Ireland) that the River Liffey remains navigable between the East Link Bridge and Samuel Beckett Bridge.
- To support Smart Docklands in its work with the city, innovators and the universities, in progressing innovative technological solutions that can help transform how the city operates and improve quality of life.

## Height

Existing building heights in the area vary considerably. Suitable heights for any given site are influenced by urban design principles with regard to existing built context, national guidelines, conservation issues and setting. In relation to the SDZs for North Lotts and Grand Canal Dock and Poolbeg West, specific height requirements apply as set out in the Planning Schemes, where heights are set out for individual city blocks or elements within them.

More generally for the SDRA area, Ministerial guidance published in 2018 has redefined a planned approach to building heights which is now to be implemented, and this SDRA has clear locational advantages that support some increased height in appropriate locations.

General height guidance is provided for selected key development sites in the SDRA, informed by urban design principles responsive to context. More specifically, appropriate locations for enhanced height within key sites are identified, with specific positions illustrated within indicative

site layouts. These taller elements can contribute towards visual variety and help define an area's character whilst avoiding significant negative impacts on amenities. They can also provide for greater architectural expression. For clarity, these taller elements can be up to one third taller than the dominant height of the main building, as measured from ground level. This additional height should be expressed vertically, and where forming part only of a larger building should not extend horizontally along the block such that its visual prominence is flattened.

In some more limited locations where the planning context is suitable, locally higher buildings of greater height and landmark buildings can be appropriate, and positions for these buildings are clearly described for key sites.

All new development of increased height compared to the existing context must accord with the specific performance criteria as set out in Appendix 3 of this development plan.

## Design

For the SDZ areas, the matter of design is addressed in detail in the relevant statutory planning schemes. In the case of the NLGCD SDZ, a Public Realm Masterplan has also been completed along with a related public realm implementation guide (2018). Detailed design specifications are also set out for Poolbeg West in the Planning Scheme. In relation to the wider the SDRA area:

- A high-quality public realm will be required and shall be applied to the network of streets and public spaces, with a focus on greening initiatives, maximising public open space availability, and improving connectivity and passive surveillance.
- High-quality architectural design and building materials will be encouraged throughout the SDRA, as will visual variety.
- Broad design parameters are set out, where appropriate, for the redevelopment of specific strategic opportunity sites set out below. A masterplan requirement will apply for some larger strategic sites.

## Green Infrastructure

- Support the implementation of the projects identified in the North East Inner City Greening Strategy that pertain to the Docklands area.
- Provide for new streets as set out in the framework plan, accommodating an improved pedestrian environment, cycleways and green infrastructure/SuDS interventions.
- Provide for a new park along the Royal Canal between Sheriff St. and Newcomen Bridge.
- Promote greening initiatives in association with sustainable transport connections both to, and through the port area, improving connectivity to key destinations.
- To promote the provision of public open space at locations within key development sites that are visible, accessible and inviting to the wider public.
- Support green infrastructure/connectivity initiatives contained in the Ringsend and Irishtown LEIP and improve connectivity to Poolbeg West SDZ.
- Provide for the creation of connected recreational and amenity spaces in Poolbeg that strengthen the biodiversity and ecology of the area, with a particular focus on Sean Moore Park and Irishtown Nature Park.
- To promote and facilitate the delivery of the Port Greenway and to enhance the amenity of East Wall Road through tree planting, improved pedestrian facilities, and potential expansion of quality public realm.

## Movement & Transport

- To enhance public realm to accommodate increased pedestrian movement.
- To support the upgrading of the Campshires to deliver an improved environment for cycling and walking, along with necessary flood relief works.
- Facilitate the delivery of the sustainable transport initiatives identified, including new pedestrian and cycle bridges at specified locations in accordance with SMTO23 including:

- i. Bridge from North Wall Quay at Point Depot (Point Bridge) and the widening of Tom Clarke Bridge, improve pedestrian and cycling facilities at the crossing point as well as accommodating additional public transport routes in conjunction with the Dodder Bridge.
  - ii. Pedestrian/cycle bridge crossing the Liffey between the Samuel Beckett Bridge and the Tom Clarke Bridge.
- To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy.
  - To support the extension of LUAS light rail, a DART Interconnector and improvements to Irish Rail's network including Dart+ projects.
  - To include an objective for the reservation for a public road linking the national road network at the Dublin Tunnel to serve the southern port lands and adjoining areas (Southern Port Access Route) in accordance with the NTA Transport Strategy for the Greater Dublin Area (2016 – 2035) and forthcoming review.
  - To reconfigure Sean Moore Roundabout to a signalised junction and provide for greater accessibility of the Poolbeg West SDZ area with the city centre. This will seek to address issues of severance with the Ringsend area.
  - To improve sustainable transport connectivity both to and through the area of Dublin Port.
  - To support public realm improvements in East Wall to enhance permeability and connectivity to the wider area.
  - To support increased animation of water bodies in the NLGCD SDZ in co-operation with relevant agencies and stakeholders, through the identification of areas to be used for particular on-water uses.
  - To provide for a Luas stop and line on the south east side of the Sean Moore Road.

## Implementation

A multidisciplinary team at DCC will continue to progress the implementation of policy and objectives for the Docklands area, working with relevant stakeholders and (DCC) Area Office staff, and monitoring progress and project phasing. In addition, the Docklands Oversight and Consultative Forum (DOCF) is a statutory body appointed by the Minister that may advise DCC and any Strategic Policy Committee on any Docklands related functions.

Outside the boundaries of the two SDZs there is a need to address continued socio-economic regeneration and urban integration. As part of this ongoing process, a series of large sites have been identified as having particular potential, and guiding principles have been set out to assist with their sustainable redevelopment and integration into the city fabric.

In relation to development elsewhere, there is merit in further work on other non-strategic sites and, therefore, it is recommended that the western part of the Docklands area that is included within the NEIC boundary be included in any future LAP for that area.

A Local Environmental Improvement Plan has been prepared for the Ringsend/Irishtown area. It sets out local improvement projects including works for Ringsend Library square and recommendations for various interconnecting linkages. In 2021, under the Urban Regeneration and Development Fund, funding was approved by the Department of Housing, Local Government and Heritage for works at Library Square, at Sean Moore Road/Roundabout and Cambridge Road. Redevelopment works at Ringsend Park are also approved.

## Guidance for North Lotts and Grand Canal Dock and Poolbeg SDZ's

### North Lotts and Grand Canal Dock Planning Scheme 2014

The North Lotts and Grand Canal Dock (or NLGCD) Planning Scheme, adopted in 2014, sets out a holistic template for the sustainable development of this area (c. 22 ha) for a mix of commercial and residential uses. The Scheme also planned an integrated framework for new infrastructure such as bridges, parks and public spaces as well as the upgrading of the Campshires and animation of the river Liffey and canals.

Since the SDZ was adopted, significant progress has been made, with the majority of the vacant sites now either built out or under construction. At the time of writing, the only entire City Blocks where no development has taken place on foot of the Scheme are those numbered 9 and 18-20 inclusive. The quantum of commercial development either under construction or complete has now exceeded the indicative floor area set out for the overall Scheme. In addition, permission has been granted for 97% of the target number of residential units. New public spaces and streets have been provided in accordance with requirements and more are progressing. Significant specific objectives have been met for the area. These include:

- The publication in 2017 of a Public Realm Masterplan for the SDZ area, and related public realm implementation guide (2018).
- A 2017 review of the Dublin Docklands Social Infrastructure Audit (2015)
- A water animation strategy (2018)

Significant progress has also been made in relation to infrastructure planning and design, and towards improved public realm. The Council will continue to work with the DOCF and all stakeholders towards the successful implementation of the Scheme.

### Poolbeg West Planning Scheme 2019

In 2016, the Government designated 34 hectares of lands at Poolbeg West as a Strategic Development Zone. This area included brownfield lands such as the former Irish Glass Bottle site and also lands owned by Dublin Port.

In 2019, following extensive consultation with the local community and stakeholders, the Planning Scheme was approved by An Bord Pleanála. It plans in detail for an appropriate mix of housing in order to create a socially balanced community, designed to sustainable densities and served by quality amenities and services. Commercial/office uses are also accommodated, with scope for up to 100,000 sq. m. The overall scheme is designed to encourage active travel through the availability of quality public transport and new cycle infrastructure, with minimal planned car parking. District heating will help towards energy efficiency and climate change goals.

Improvements to road access arrangements are needed to facilitate these new land uses, with local upgrades and a planned new public transport bridge over the river Dodder. At a more strategic level, improved port access and the Eastern Bypass route reservation are also accommodated. Because of the scale of development envisaged, a clear phasing plan has been set out, such that infrastructural requirements are provided in tandem with appropriate levels of new development.

Detailed block-by block design guidance ensures an appropriate level of certainty and gives clarity on the location and extent of quality public realm, including parks, street layouts and coastal amenities.

## Guiding Principles for Key Opportunity Sites

### 1 – Connolly Station

As a key public transport interchange in the city centre, Connolly Station and its immediate environment has regeneration potential to deliver an appropriate density of development integrated with improved access to the station from nearby streets, and also a new public open space for the community. This site has potential for enhanced scale and height. Redevelopment should deliver permeability through the site to the wider street network, with access from Sheriff St. Lower to Seville Place and Oriel St. Upper. A new pedestrian entrance to the station from Preston Street through an existing rail arch should link to a central concourse and to the wider pedestrian network should be provided. All connections must be universally designed.

Public open space should be located at the southern edge where it is visible, accessible and inviting to those approaching from either end of Sheriff St. Locally higher buildings can be accommodated at identified locations adjoining the railway lines where residential sensitivities are lower. The other identified locations for locally higher buildings are such that views from Oriel St. Upper and Oriel Hall will be filtered by lower rise development to the foreground. Development along Oriel Street Upper should be designed with own-door ground-floor access and should be responsive to the low-rise residential character of existing development located opposite.

Given the location of the site on a major public transport interchange, proposals for a landmark building/s will be considered in accordance with the criteria as set out in Appendix 3, Table 4.

A masterplan shall be prepared for the entire site, incorporating the above objectives. This masterplan should also address the following in appropriate detail:

- Appropriate interface with CIE operations.
- Access, servicing and parking strategy.
- Approach to improved public realm along Sheriff Street.
- Rationale for building heights throughout the scheme.
- A Conservation Strategy for the arches, to include reopening of arches where possible, and conserved to an appropriate standard.
- A housing element to incorporate an appropriate housing mix, taking account of local housing need.

### 2 – Site between 52 Oriel Street Lower, the Royal Canal Greenway and the canal rail bridge

Any development on this site should seek to engage with the canalside, and development here could act as a wayfinder along the Royal Canal Greenway. The northern end of the site is adequately removed from sensitive land-uses to accommodate a locally higher building exploiting canal-side views. The existing entrance to the site from Ossory Street Lower should be opened up to provide public access to the canalside and the associated greenway. All dwellings at ground floor level should have own-door access and those located along the north-eastern boundary, should be orientated towards the canal. Requirements of Irish Rail shall be adhered to in relation to the built footprint and necessary clearances.

### 3 – Shamrock Place

The development of this site could both contribute to the animation of the Royal Canal Greenway and provide some locally higher buildings, particularly at the northern or eastern end of the site. This would provide passive surveillance of the canal-side, while also being cognisant of its close proximity to a low-rise street of Z2-zoned properties. All dwellings at ground floor level should have own-door access and those located along the north-eastern and eastern boundaries should be orientated towards the canal.

### 4 – Ossory Industrial Estate

Redevelopment of this site should provide a setback from Ossory Road, enabling a widening of the road to facilitate an improved pedestrian and cycle environment. Locally higher buildings could be located at the western corner, acting as a visual cue for those traveling in both directions along Ossory Road and to/from the Royal Canal Greenway. Public access should be provided to the site directly convenient to a proposed a new pedestrian/cycle bridge crossing the canal and parallel to the rail line. All dwellings at ground floor (or street) level should have own-door access and those located along the south western boundary should be orientated towards the canal. Requirements of Irish Rail shall be adhered to in relation to built footprint and necessary clearances.

### 5 – Coady's Yard, Ossory Road

Redevelopment of this site should provide a setback from Ossory Road, enabling a widening of the road to facilitate an improved pedestrian and cycle environment. Own-door access to ground floor dwellings fronting Ossory Road, should also be provided. Requirements of Irish Rail shall be adhered to in relation to built footprint and necessary clearances.

## 6 – North Strand Fire Station/Former Readymix Site

A site of considerable strategic merit, located along a key movement corridor to the city centre and fronting the Tolka River and Fairview Park, this site provides an opportunity to accommodate a development of greater scale. Scheme design should carefully consider the residential amenities of existing properties on Leinster Avenue and Hope Avenue, which frame the site. Locally higher buildings located at the northern corner of the site could mark a key gateway into the inner city. Development should provide a strong edge to both street frontages while the North Strand frontage should accommodate non-residential uses at ground floor, promoting street activity and animation. A public pedestrian route through the scheme will interconnect an area of open space with the River Tolka, and this route should be of high amenity design, with the footway flanked by a landscaped green strip. All dwellings at ground floor level should have own-door access. Given the scale of this site, it is appropriate that a masterplan be prepared for the entire area to address the above matters in addition to planned phasing.

## 7 – Docklands Innovation Park

Redevelopment of this site should incorporate public open space along its north-western boundary where it can serve as an amenity and improved setting for the adjoining primary school and punctuate this long road. Development should be set back significantly from the south-eastern side boundary to provide for an improved interface with Merchant's Road and the residential dwellings opposite. Adequate space should be reserved along the south-western boundary of the site for a pedestrian throughway in order to enhance connectivity through this large block. The specified locations for locally higher buildings are influenced by the placemaking benefits of framing public open space, by views from nearby residential properties being filtered by lower buildings, and by the need to maintain the amenities of the public street. All dwellings at ground floor level should have own-door access.

## 8 – Chadwick's Yard

Existing large warehouse-type structures and industrial yards dominate this site which has potential for complete transformation by way of a new street framework serving perimeter blocks surrounding a new public green. This scheme will complement planned development on the adjoining site at Docklands Innovation Park and have greatly increased permeability.

The scale and massing of development should form an appropriate interface where it adjoins existing residential properties (Merchant's Road and Merchant's Square). Opportunities for locally higher buildings exist at the identified locations that can provide urban design benefits, i.e. locations that help frame public open space and at a central node within the site where there would be limited overshadowing impacts. All dwellings at ground floor level should have own-door access. Given the scale of this site, it is appropriate that a masterplan be prepared for the entire area, to address the above matters in addition to planned phasing.

A linear strip of land along the eastern side is reserved for the future South Port Access Route (SPAR) project in accordance with a reservation protected by TII. Hence lands within this reservation are unavailable for any development pending final detailed design of the route. Development proposals adjoining the road reservation shall meet the requirements of TII. Any lands within the reservation that are not needed as part of the eventual design for SPAR should revert to landscaped open space at a later stage and to the satisfaction of TII. This open space should function as an appropriate buffer to the new route. A revision to the above-mentioned masterplan will be allowed at a later stage in response to final design for the SPAR route and to clarify the future use of any remaining lands.

## 9 – East Road

At the north-eastern and eastern boundaries of the site, development should be orientated and massed to respond to the existing residential buildings on adjoining sites. Development along the southern boundary of the site has less sensitive interfaces and could accommodate a locally higher building. The other locations for locally higher buildings adjoin the public open space at the existing street edge and form a visual marker within the site with views across this space.

The site's public open space provision is positioned at its East Road entrance where it will be visible, inviting and accessible to the public at this arrival point to the East Wall area. All dwellings at ground floor level should have own-door access. Given the scale of this site, it is appropriate that a masterplan be prepared for the entire area, to address the above matters in addition to planned phasing.

## 10 – Castleforbes Business Park

Redevelopment of this site should incorporate a large public open space at its western end where it will be visible, inviting and accessible to the wider public. Block layout should take into account the existing

street and block layout further south including relevant content of the NLGCD Planning Scheme. Locally higher buildings could frame the public open space at a bend in the adjoining perimeter block layout. Two further locations have been identified for enhanced height at the northern end of the site where overshadowing impacts and visual sensitivities are lessened. Given the scale of this site, it is appropriate that a masterplan be prepared for the entire area, to address the above matters in addition to planned phasing.

### **11 – Trinity College Innovation District**

This site located north of the rail line between Macken Street and Grand Canal Quay, has potential to provide a new hub for innovation, bridging between the commercial activities in Docklands and research at Trinity College. This area can accommodate a broad range of uses associated with the primary function of this district, including business, enterprise/research, related residential accommodation, cultural and other supporting/enabling uses. A series of adaptable buildings shall display a variety of quality architecture, and these shall frame a centrally-positioned public square. This square shall have multiple public pedestrian accesses along generously proportioned circulation routes, including a diagonally positioned route connecting to the Macken Street/Pearse Street Junction, and connecting to the quay on the eastern side.

Setbacks on Pearse Street shall accommodate a transformed and widened public realm, and parking provision shall be minimal. The existing historic Tower Building (original sugar mill) should be retained and potentially extended vertically by a maximum of 2-3 storeys, and generous new public space surrounding the building shall enhance its setting, providing an open aspect to Grand Canal Quay. The approach to building height and design shall take account of established residential uses to the west and north, and also proximity to the Alto Vetro building. General site heights to range from 7 to 9 storeys with potential for locally higher buildings at the three selected positions illustrated in the Guiding Principles Map.

There is potential for a landmark building/s within this site having regard to the surrounding context and emerging developments in the area.

Development of this innovation district shall be in accordance with a masterplan to be agreed with Dublin City Council and addressing phasing in addition to the above matters.

### **12 – ESB Complex, South Lotts Road**

Redevelopment of this site should provide for public open space at the western edge of the site, in a location that is visible, inviting and accessible to the public. This open space should be accessible from Margaret Place to the south, and more generally east-west and north-south connectivity though the site should be achieved. Building massing and orientation towards the western and southern sides of the site should respond to the built character of the adjacent residential streets, and this should include townhouse-type design along the western edge (these could be 3-storeys). All dwellings at ground floor level should have own-door access.

Some locally higher buildings could be appropriately located in the north-eastern quadrant of the site. Given the scale of this site, it is appropriate that a masterplan be prepared for the entire area, to address the above matters in addition to planned phasing.

### **13 – George Reynolds House, Oliver Plunkett Avenue**

Any redevelopment of this flat complex should involve a remodelling of the scheme to incorporate:

- i. delivery of perimeter block type layout to enhance communal open spaces, and
- ii. new townhouses fronting Oliver Plunkett Avenue to reflect the design and grain of the existing dwellings. Public open space would be best located at the Irishtown Road end of the site where it is visible, inviting and accessible to the wider public. All dwellings at ground floor level should have own-door access.

### **14 – Former Power Station and Pigeon House Hotel, Poolbeg**

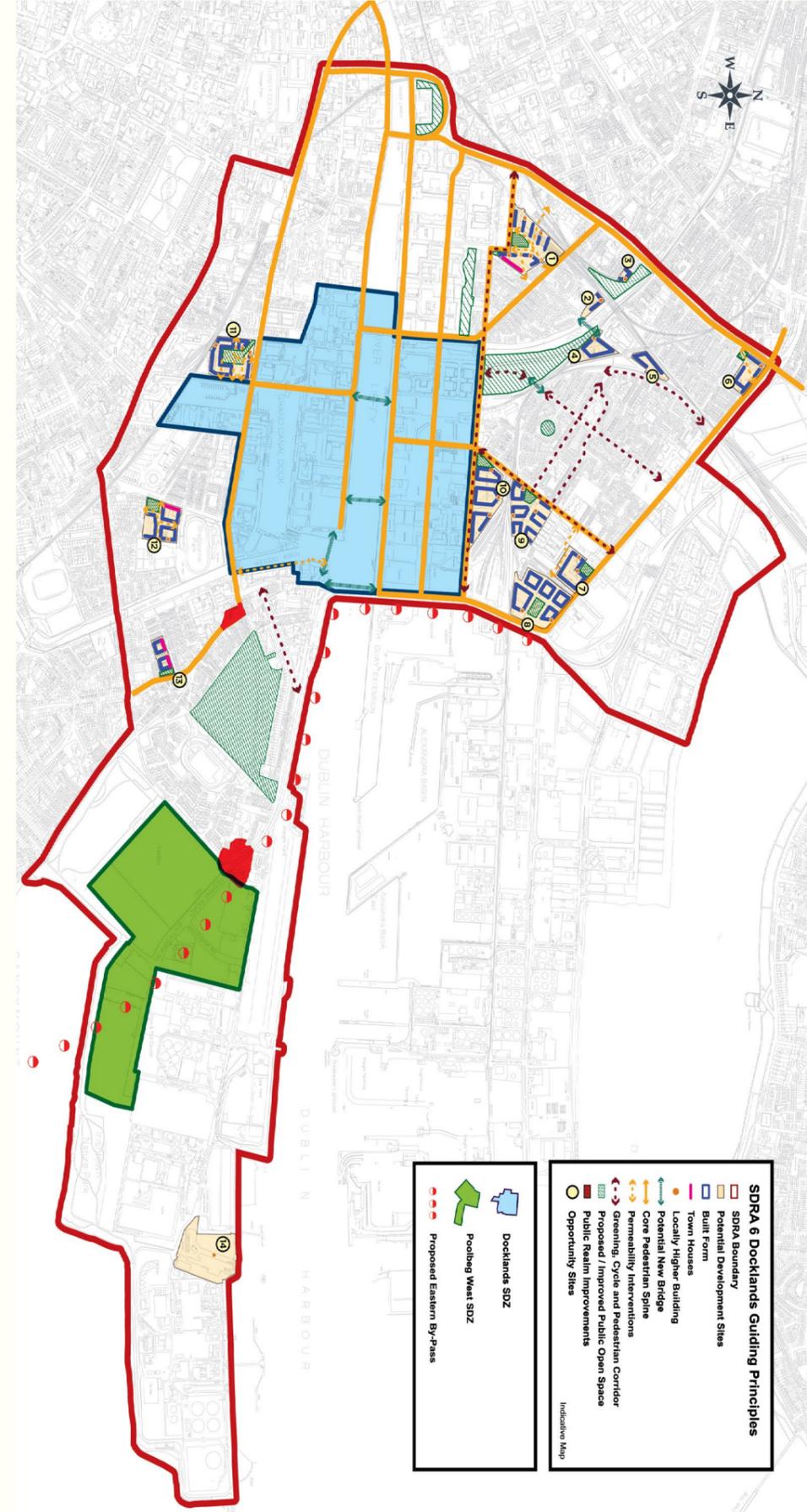
The former ESB power station and Pigeon House Hotel are both protected structures accessed from Pigeon House Road on the northern side of Poolbeg Peninsula. Both buildings and associated structures are on a seven-acre site currently in the ownership of Dublin City Council, and are in need of extensive refurbishment to bring them back into viable use. The site has potential for a landmark building/buildings. The lands are at risk from flooding – see SFRA – Appendix 7. Residential use is not the preferred use for these lands due to particular constraints including adjoining utility uses and the risk from flooding.

DCC has previously sought expressions of interest for the regeneration of these buildings and the associated lands. The Council support development focused on creative, technological and green industries.



This has potential to restore activity to these historic buildings in this unique waterfront setting close to the city centre. In this regard, it is the objective of the Council to seek the regeneration of the former power station and Pigeon House Hotel, with associated lands/structures on this site. This will involve extensive refurbishment of these protected structures. Development plan/statutory designations are to be considered from early design stage.

Figure 13-6: SDRA 6 Docklands



## 13.9 SDRA 7 – Heuston and Environs

### Introduction

Heuston station is Ireland’s largest multi-modal public transportation hub and anchors the wider SDRA area. The SDRA has the capacity to deliver a significant quantum of development and can become an exemplar of Transport Oriented Development.

The following guiding principles shall apply to this SDRA:

### Urban Structure

- 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 approach of exceptional high standard; and a gateway to major historic, cultural and recreational attractions of Dublin City.
- To ensure the application of best practice urban and Transport Oriented Development design principles to achieve:
  - Enhanced infrastructure to encourage active mobility interfacing with the various public transport modes at Heuston.
  - A coherent and legible urban structure within major development sites.
  - A prioritisation on the provision of public space.
  - A successful interconnection between development sites and the adjacent urban structure.
- To recognise and enhance the role that civic and historic buildings play in the identity and legibility of the Heuston area.
- To provide greater accessibility to the areas of large public open space as well as creating additional smaller scale parks and civic squares, throughout the SDRA, that are attractive, multi-functional, safe, welcoming and accessible to local residents, workers and visitors.

- To recognise the acute barriers to connectivity created by a natural features, physical infrastructure and large landbanks of industrial or institutional lands and seek to reduce the impact of these obstacles to movement and connectivity, where appropriate.
- To seek to provide interventions that contribute a finer grain to the urban structure of the wider area, especially on some of the transport depots of Heuston station and Conyngham Road, if and when they are subject to change over time.
- The ‘cone of vision’, as set out in the 2003 Heuston Framework Plan, represents a significant panoramic 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 Office of the Director of Public Prosecutions (former Royal Military Infirmary) respectively. Where there are opportunities for locally higher buildings within this ‘cone’, they must not individually or cumulatively adversely affect this view. A visual impact analysis shall be submitted with planning applications to demonstrate this view is not undermined. This shall also apply to the visual connections from Chesterfield Avenue to Guinness Lands and from the City Quays to the Phoenix Park (Wellington Monument) as indicated on the Framework.

### Land Use & Activity

- To realise the creation of a new mixed-use district focused on sustainable modes of transport through the regeneration of the Heuston lands that incorporates a mix of residential and office uses complemented by culture, retail and service elements.
- To promote the regeneration and revitalisation of the Kilmainham Mill for civic, cultural, and visitor use.
- To facilitate connections between the cultural landmarks throughout the area – including the Royal Hospital Kilmainham, Kilmainham Gaol, Kilmainham Mill, National Museum Collins Barracks and the Phoenix Park.
- To recognise the need for community uses and public spaces to complement the future residential and office development in the Heuston area.

## Height

- To support locally higher buildings of 8-10 storeys as a benchmark height for new developments in the SDRA area where conservation and design considerations permit, including assessment requirements under the Cone of Vision. Opportunities for locally higher buildings with a slender profile and landmark forms above this height, are identified in the accompanying Guiding Principles Map.
- Opportunities exist for landmark buildings at the Heuston Gateway and at Sean Heuston Bridge on the former Hickeys site in line with the considerations outlined in Appendix 3 of the development plan. The potential locations for landmark buildings are shown on the accompanying Guiding Principles Map.

## Design

- To undertake a public realm study for Kilmainham and Islandbridge villages.
- To provide for the possibility of public realm and transport interchange improvements to be made to the lands to the front of Heuston Station having regard to its important location as a gateway into the city, its proximity to heavy rail and Luas stops and its placemaking potential on Victoria Quay. Opportunities relating to the Guinness Lands' role in placemaking and the public realm at this location should also be explored (see SDRA 15).

## Green Infrastructure

- To facilitate the re-imagination of the River Liffey and the Camac River as key amenity and biodiversity corridors.
- To support the re-naturalisation of the Camac River.
- To ensure the Military Stream from Phoenix Park to River Liffey is protected and appropriate flood mitigation measures in place to prevent any flood issues.
- To implement the delivery of greening and biodiversity corridors identified in the Guiding Principles Map that that can also serve as high quality pedestrian and cycle routes and connect public open space provision.
- To ensure that the public open space provision of development sites be sited at locations that are visible, accessible and inviting to the wider public.

- To examine the possible consolidation of Croppy's Memorial Park, the Dublin Civil Defence HQ and the Croppy's Acre Memorial Park into a unified park.

## Movement

- To facilitate the delivery of the permeability interventions identified on the Guiding Principles Map which seek to increase accessibility throughout the area and in particular, to the network of walking and cycling infrastructure that is emerging throughout the SDRA.
- To improve connectivity north-south across the River Liffey and St. John's Road through the Heuston lands to provide for road connectivity between Infirmary Road and Conyngham Road and also east-west between the Heuston lands and the Clancy Quay lands.
- To improve the pedestrian and cycle connection between Heuston Station and St. James' Hospital campus and to explore the potential of providing increased connectivity between Kilmainham Lane and Mount Brown/Old Kilmainham.
- To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy.
- To maximise the potential benefit of the BusConnects project to the Heuston area in terms of public realm improvements, green infrastructure and pedestrian and cycling infrastructure.

## Guiding Principles for Key Opportunity Sites

### 1 – Hickeys

Development on this site should provide active frontage to Parkgate Street with active non-residential landuse along this frontage. A riverside walkway should be provided and public access to the river should be allowed at all hours of the day.

Heights should be 6-8 storeys on this site while locally higher buildings could be located to the rear of the site at the identified locations. The site is suitable for the accommodation of a landmark building in the order of 30 storeys at its eastern end subject to the quality of the design and considerations being in accordance with Appendix 3 of the development plan

## 2 – Conyngham Road

The bus depot lands offer the opportunity to provide for improved integration with the River Liffey and to deliver a quality urban development. 10% provision of public open space should be provided at the waterfront in the longer term, forming part of an east-west greening and biodiversity corridor along the northern bank of the Liffey. Access to this public open space should remain open to the public at all hours of the day.

A culverted stream transverses this site. In this regard, a site specific flood risk assessment and appropriate flood mitigation measures will be required as part of any future development.

Although the north-south connectivity routes are indicative, road connections as per the overall guiding principles of the SDRA between Conyngham Road and St John's Road/Military Road could be accommodated in the redevelopment of this regeneration site. Any vehicular bridge to the Heuston lands should be accessed towards the western end of the site. A cycle and pedestrian bridge should line up with the junction with Chesterfield Avenue unless design requirements in the context of the overall site redevelopment indicate a shift eastwards is necessary

Base heights should remain in accordance with prevailing heights along the Conyngham Road frontage where new buildings should respond to the character and grain of the historic buildings on site and the streetscape in which they sit, with the potential for increased height further to the west in accordance with Appendix 3.

The restoration of the vacant and neglected buildings on the south side of Conyngham Road is a matter of priority for the SDRA.

The opportunity for locally higher buildings exists away from the Conyngham Road frontage where buildings of 12-14 storeys could be provided subject to a visual impact analysis having regard to the Cone of Vision and compliance with Appendix 3 of the development plan.

## 3 – Heuston

Given the scale of the site and its redevelopment potential, it is appropriate that in advance of any development proposal, a masterplan be prepared and agreed, taking into consideration the wider area, and planned phasing.

Redevelopment of the site should provide for east-west and north-south connections in the manner identified in the Guiding Principles Map and also link up any potential future transport hubs to the adjoining areas

beyond the Heuston lands. Vehicular access to the site is to provide local access only, save for the connection to Conyngham Road indicated above.

Wider pedestrian and cycle connections linking the Phoenix Park to the Royal Hospital of Kilmainham lands both via Military Road to Chesterfield Avenue and also in the western alignment shown in the Guiding Principles Map should be explored and accommodated as part of the masterplan response.

A greening and open space masterplan should also be provided identifying a network of public open spaces including civic squares and parks, throughout the Heuston lands, that are attractive, multi-functional, safe, welcoming and accessible to the wider public.

No less than 10% of the site area is to be provided as public open space and should connect in with a riverside greening and biodiversity corridor.

On these lands, where heritage considerations allow, including structures on the NIAH and DCIHR, and having regard to the Cone of Vision, it is considered that prevailing heights pursued should be 8-10 storeys. Locally higher buildings at certain locations in the Regeneration Site could be accommodated with a landmark building over and above these heights located at the identified point. The locations for such height should be developed through the masterplan process and in accordance with the principles set out in the SDRA and Appendix 3 of the development plan and having regard to the conservation objectives of the Cone of Vision.

A community/cultural facility of significance should be incorporated into any redevelopment of the lands.

## 4 – Heuston South Quarter

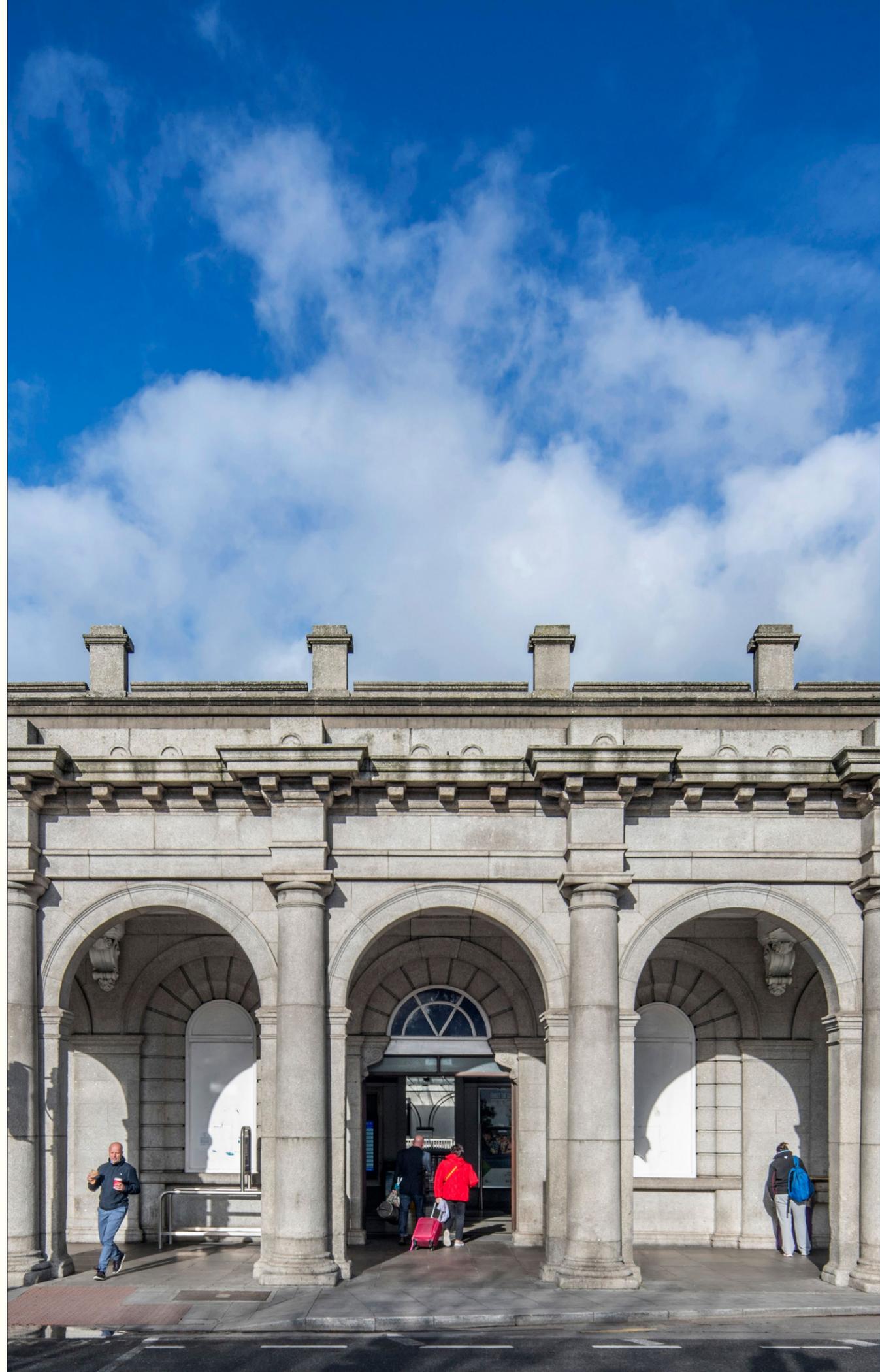
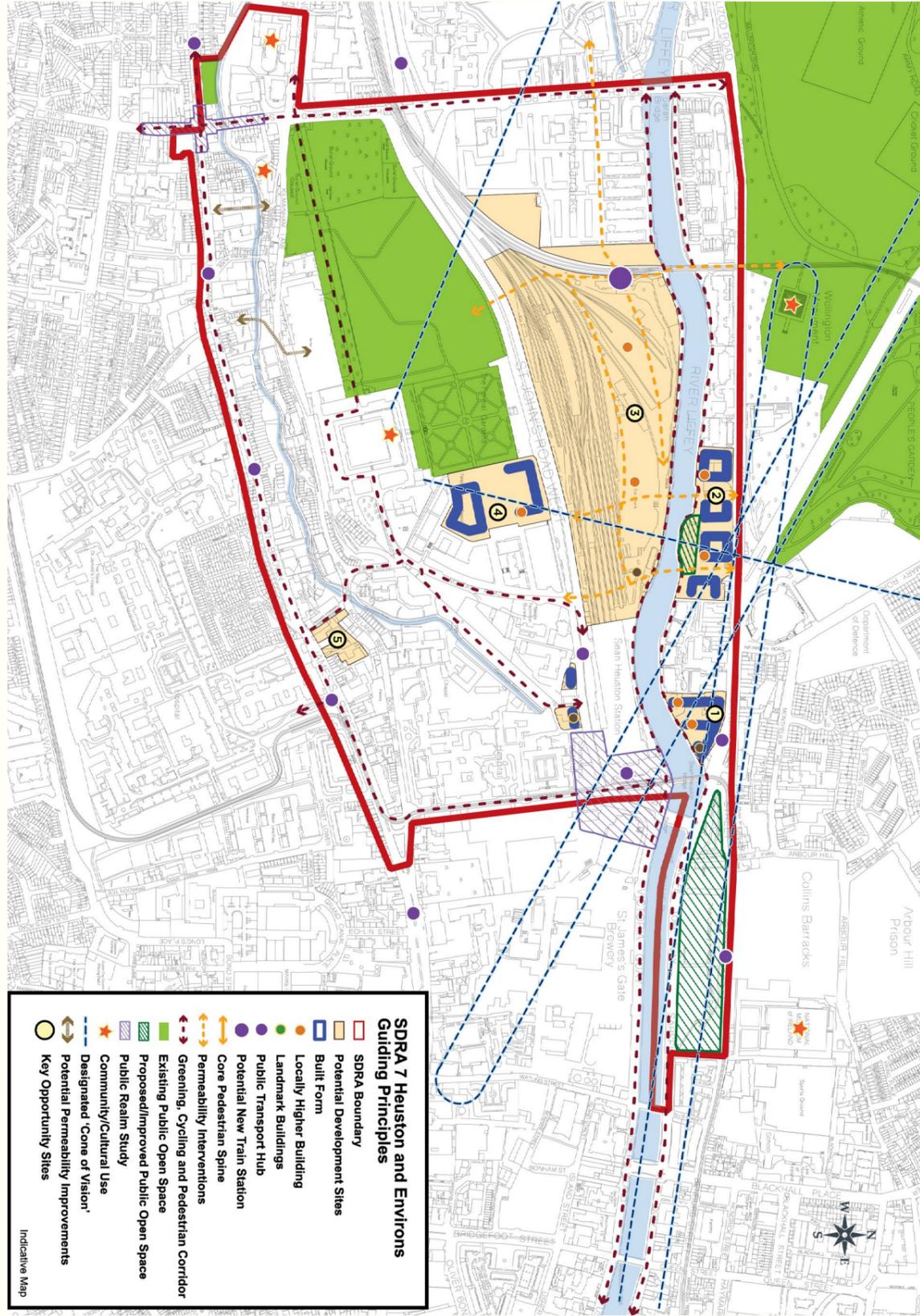
Development on this site should be around a central area of communal open space integrating the needs of the residents of the first phases of the Heuston South Quarter development.

Building heights should respond to the 'Cone of Vision' identified in the Guiding Principles Map.

## 5 – St. James' St./Bow Lane West

Redevelopment of this site should provide activation to the linear walkway leading from St. James' St. to Bow Lane West through the provision of windows and doors opening towards the laneway, as well as balconies providing passive surveillance of the walkway below.

Figure 13-7: SDRA 7 Heuston and Environs



## 13.10 SDRA 8 – Grangegorman/ Broadstone

### Introduction

In April 2002, the Government made the decision that a new consolidated TU Dublin campus would be developed at Grangegorman, complemented with new healthcare facilities, and integrated into the city fabric. A Planning Scheme for Grangegorman was approved by An Bord Pleanála in July 2012 as a Strategic Development Zone.

This significant re-development project (c. 30 hectares) is managed by the Grangegorman Development Agency, whose role it is to deliver a modern campus for Technology University Dublin (TU Dublin), 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 Planning Scheme.

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 TU Dublin campus opened its doors to the first 1,000 students in September 2014.

The construction of a c. 4,414 m<sup>2</sup> Greenway Hub building, a c.16,000m<sup>2</sup> East Quad and a c.33,000m<sup>2</sup> Central Quad is now complete, accommodating academic activities and facilities required for the Environmental Health Sciences Institute and business incubation space, the College of Arts & Tourism, College of Sciences & Health and College of Engineering and Built Environment. It is anticipated that the TU Dublin developments will provide capacity for a student population of c.15,000 by 2024.

Other key elements delivered include all-weather GAA, rugby and soccer pitches along with a new playground for local children, a new link from Broadstone Plaza and the first phase of a new site energy centre. A further project delivered in the short term is the HSE new primary care centre (located in the Old Laundry Building).

The Lower House, formerly the Richmond Lunatic Asylum is now open to c. 4,335m<sup>2</sup> of development that includes music practice rooms, student union offices, a restaurant and coffee shop, some sport and recreation activities (exercise studios, dance studio) and general student support services.

By 2023, c.100 bed Residential Care Neighbourhood for the elderly and those with a mental health support needs will be delivered. Within this timeframe, it is also anticipated that a new 24 Classroom Educate Together National School will be in service, replacing a current temporary facility.

When complete, the SDZ will comprise c.380,000 sq. m. of repurposed and new buildings. Ultimately, the TU Dublin population on site will amount to c.25,000 people, comprising c.20,000 full time students, c.2,500 part time students and c.2,500 staff.

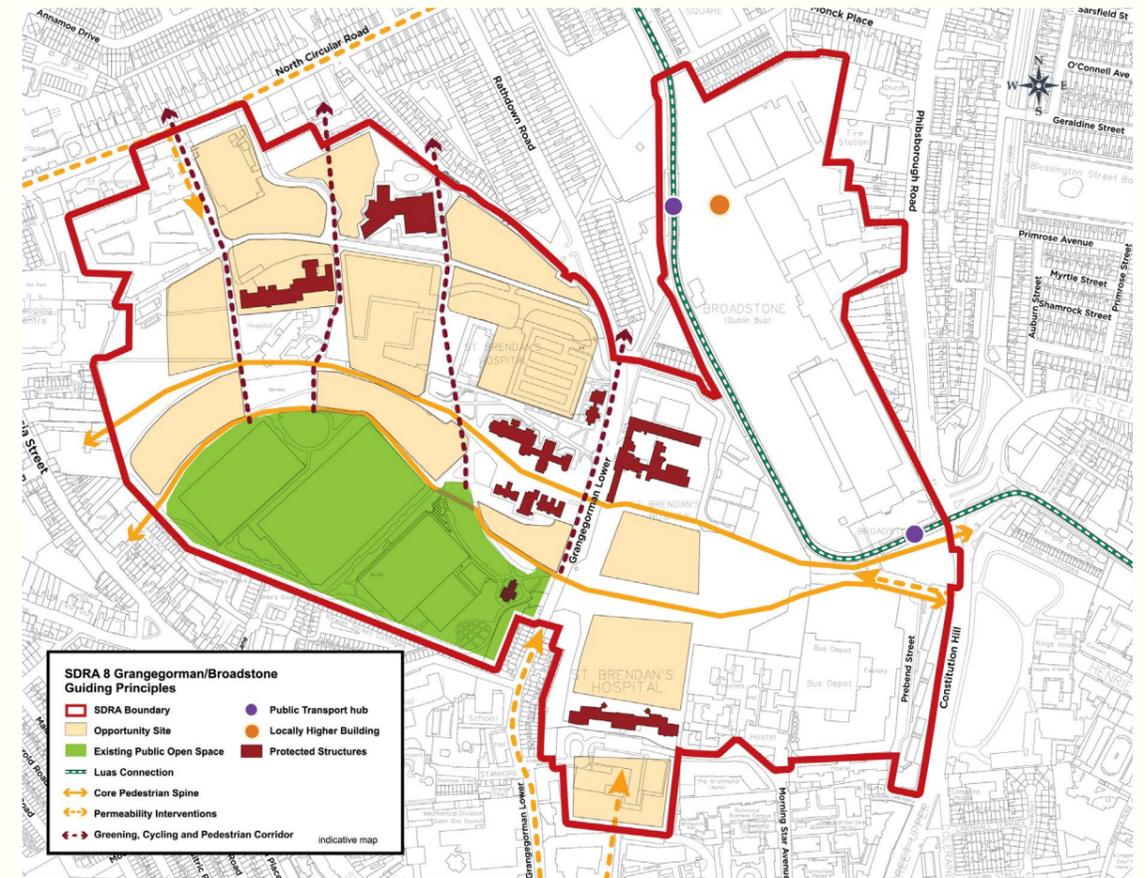
The guiding principles for this area are captured by the overall vision for Grangegorman set out in the SDZ Planning Scheme and are as follows:

- The Planning Scheme will create a vibrant, high-quality and legible urban quarter, with a clear sense of place.
- Deliver the requirements of the HSE, Department of Education and TU Dublin in an integrated fashion.
- Respect and celebrate the heritage of Grangegorman.
- Reach out to and embrace the existing local community and the future students, service users and staff of Grangegorman.
- 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.
- The quarter will be a centre for innovation and creativity.
- Contribute to the regeneration of the inner city.
- 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. The Guiding Principles Map as set out in Figure 13.8 is for high level illustrative purposes only. All future development should be in accordance with the Grangegorman SDZ Planning Scheme

Broadstone is currently a transport hub catering for Dublin Bus maintenance requirements and also maintenance for future vehicle specifications, such as battery electric vehicles and hydrogen vehicles if required. Whilst there is no proposed re-development of this site at present, it is recognised that these lands have significant potential if some or all of the existing use were to relocate. Where re-development proposals are considered for the site, a Masterplan shall be prepared having regards to the constraints, strengths and opportunities of the site. Any such masterplan must be sensitive to the significant built heritage of the lands and the historic urban context surrounding the lands. In this context, there is potential for 2/3 locally higher buildings. Development should seek to deliver sensitively designed and sited compact growth with appropriate range of community and recreational spaces.

Figure 13-8:SDRA 8 Grangegorman/Broadstone



## 13.11 SDRA 9 – Emmet Road

### Introduction

The SDRA builds on the Kilmainham-Inchicore Development Strategy and identifies a number of industrial/former industrial sites, Dublin City Council housing sites and other potential regeneration sites that offer strategic regeneration opportunities for the area.

Leveraging key pieces of public infrastructure such as the Grand Canal cycleway and the Luas Red Line, the SDRA seeks to provide a strategic vision for the redevelopment of these regeneration sites and to improve their connections to the villages of Inchicore and Kilmainham.

The guiding principles for the development of this SDRA as set out below:

### Urban Structure

- To recognise the natural and constructed features such as rivers, canals and rail lines that have strongly influenced the urban structure of the area, as well as its morphology over the last century.
- To encourage development that reinforces the village cores of Inchicore and Kilmainham, connected by Emmet Road, as the central spine of the area.
- To seek to provide interventions that contribute a finer grain to the urban structure of the wider area, especially on former industrial and institutional lands.
- To recognise and enhance the role that cultural and historic buildings play in the identity and legibility of the wider area.

### Land Use & Activity

- To encourage the transition from industrial or former industrial use to mixed-use/residential use in the four 'potential development sites' identified in the Guiding Principles Map whilst acknowledging the role many of the uses play in the local economy and community.
- To deliver a new civic and community hub as part of the redevelopment of the Emmet Road Regeneration Site.
- To facilitate the reconfiguration/consolidation of educational uses in the Emmet Crescent area.

- To capitalise on the presence of Richmond Barracks and Goldenbridge Cemetery within the Inchicore area and to facilitate the creation of linkages to other nearby historic and cultural uses.

### Height

- To support heights of 6-8 storeys for new developments in the SDRA area where conservation and design considerations permit. Opportunities for locally higher buildings above this height are identified in the accompanying Guiding Principles Map.

### Design

- To ensure that new buildings respond to the scale and grain of the prevailing character of the particular street.
- To undertake public realm studies for both Kilmainham and Inchicore villages.
- To create a civic plaza at the Emmet Road end of the redeveloped Emmet Road Regeneration Site.
- New apartment buildings to generally have own-door access for all dwellings at ground floor level to contribute to increased vitality and activation of the area.

### Green Infrastructure

- To promote the undertaking of a Greening Strategy for the wider Kilmainham-Inchicore area.
- To support the re-naturalisation of the Camac River in association with the Camac Flood Alleviation Scheme.
- To better integrate the Grand Canal with the wider Kilmainham-Inchicore area.
- To create a linked network of greening corridors including walkways, biodiversity corridors, cycleways and parks, as identified in the Guiding Principles Map. These should be attractive, welcoming and accessible, feed into a wider network and connect up to the local schools in the area.
- To ensure that the public open space provision of development sites be sited at locations that are visible, accessible and inviting to the wider public.

## Movement

- To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy.
- To facilitate the delivery of the permeability interventions identified in the Guiding Principles Map, which seek to improve accessibility throughout the area.
- To improve connectivity north-south across the Grand Canal/Davitt Road and east-west between Goldenbridge Industrial Estate and the Emmet Road Regeneration Site.
- To encourage development that enhances the vitality of the emerging network of walking and cycling infrastructure.
- To seek the delivery of a new bridge crossing the Grand Canal through any redevelopment of Development Sites 1 and 2 as indicated in the Guiding Principles Map.
- To maximise the potential benefit of the BusConnects project to the SDRA area in terms of public realm improvements, green infrastructure and pedestrian and cycling infrastructure.

## Guiding Principles for Key Opportunity Sites

### 1 – Goldenbridge Industrial Estate

The redevelopment of this site presents the opportunity to create east-west connections via Mercy College Secondary School and north-south with the opening up of the southern boundary of the site. Buildings should provide active and animated edges to the canal and also to the identified connections.

The Camac River is culverted for the majority of its journey through the site. The potential for its renaturalisation should be investigated further via a masterplan process in tandem with the River Camac Restoration Project. Refer to Policy S111 and S112 for further details.

### 2 – Davitt Road West

This site provides significant opportunity for residential led development. The majority of this sites allocation of public open space should be located at the Davitt Road frontage, opposite Goldenbridge Industrial Estate, where it is visible, inviting and accessible to the wider public. Locally higher buildings framing it should provide appropriate levels of enclosure without undue overshadowing.

Connections through the site should be created to link the public open space to the neighbourhood centre on Galtymore Road while connections should be made to the north via a new bridge across the Grand Canal.

Buildings running along the southern and eastern boundary should be appropriately scaled and massed to respond to their residential interface with the properties fronting onto Carrow Road and Galtymore Road.

Should the HSE site and lands immediately to the north of same on the western end of the site become available for development, it should align with the proposals set out for the rest of the site.

### 3 – Emmet Road Regeneration Site

This site is located at the heart of the SDRA area. It is proposed to be redeveloped as a mixed use scheme which, as well as being Dublin City Council's first cost rental residential development, will accommodate a mix of community uses, including a new community centre and library.

Commercial units, including a supermarket should be located at the northern end of the site, fronting onto a civic plaza along Emmet Road. The site's redevelopment will serve to tie together the wider SDRA area.

In relation to heights, the Emmet Road site is considered capable of delivering a new baseline height of 8 storeys with locally higher buildings in specified locations as detailed in the Guiding Principles Map, Figure 13.9, subject to detailed design and to compliance with Appendix 3 of the development plan.

In relation to unit mix and typologies and having regard to the cost rental nature of the scheme and the particular profile of housing provision in the area, the standards set out in Section 15.9.1 of the Plan are not necessarily applicable to the Emmet Road project.

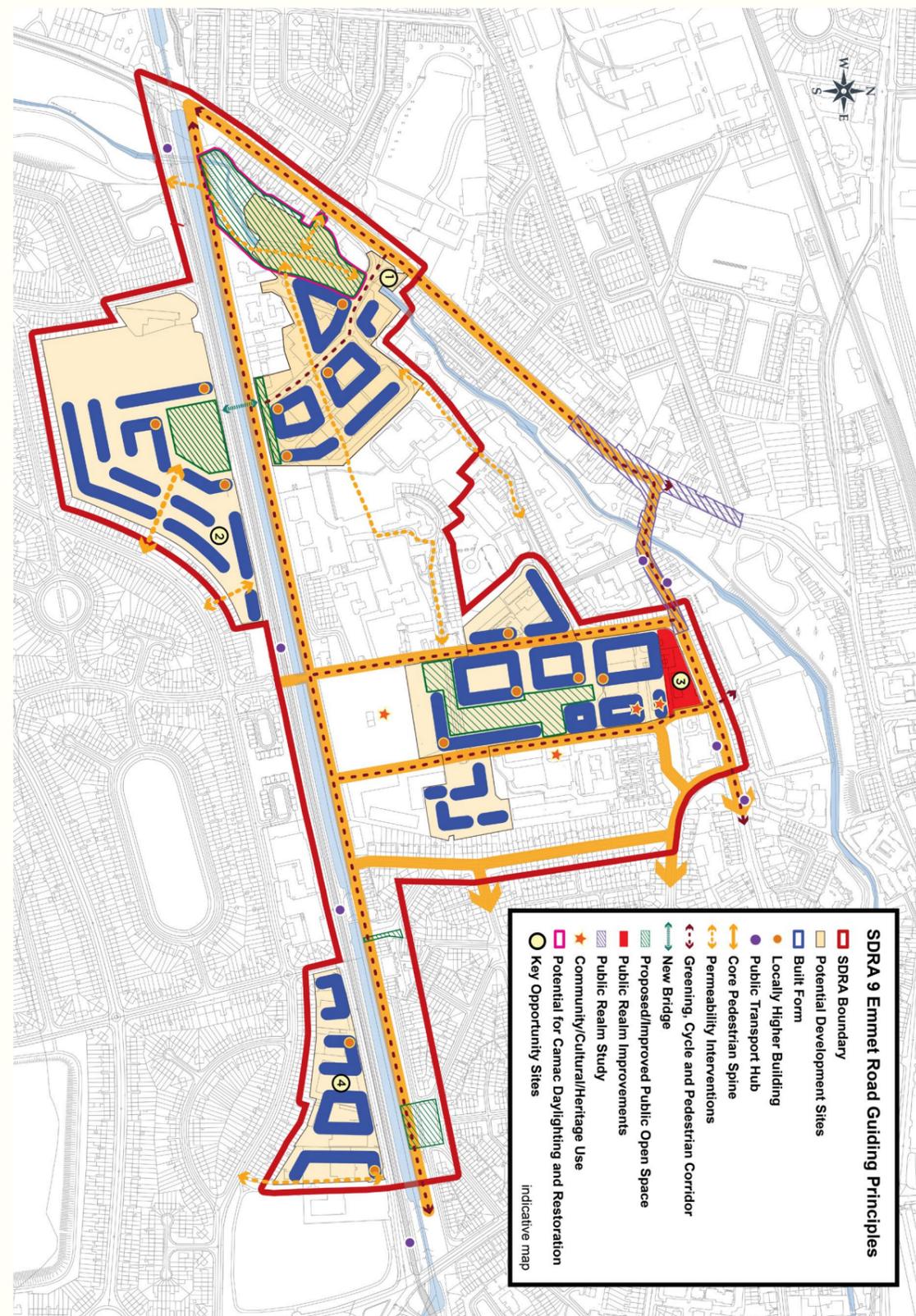
Any redevelopment of Tyrone Place should seek to integrate with the wider redevelopment of the Emmet Road Regeneration Site. In particular, along its eastern boundary building heights should address the emerging heights on the opposite side of the St. Vincent St. West. Along the northern boundary, the built form should respond to the prevailing heights and grain of buildings on the opposite side of Thomas Davis St. West and contribute to the creation of a more cohesive character to the street.

#### 4 – Davitt Road East

While this site appears to be in a number of different ownership parcels, any redevelopment of the sites should follow the pattern identified in the Guiding Principles Map, with buildings appropriately spaced. A number of locally higher buildings located along the Davitt Road edge could deliver urban design benefits. Due to the fragmented ownership, the public opens space provision could be provided via a contribution in-lieu, to be used for the upgrading of nearby areas of public open space such as at Devoy Road or the unused space on the canal end of Goldenbridge Terrace.



Figure 13-9:SDRA 9 Emmet Road



## 13.12 SDRA 10 – North East Inner City

### Introduction

The NEIC SDRA has an area of 161ha and is located in the city centre just north of the River Liffey, extending from the historic Moore Street area, on its western side, to Docklands, on the east. It includes areas to the east of Dorset Street and extends to some areas north of the Royal Canal. Given the significance of this area and its regeneration potential, Dublin City Council is committed to preparing a Local Area Plan for this SDRA during the lifetime of this development plan, and, therefore, this SDRA forms an interim strategy and sets guiding principles for the LAP.

The NEIC is rich in heritage with a number of significant cultural and historical attractions including Abbey Theatre and Parnell Square. The area has excellent public transport connectivity due to its proximity to the city centre, and will also benefit from the proposed Metrolink and ongoing development of the Royal Canal Greenway. The area clearly has many location advantages and is home to long established business and a diverse residential community. It is however, an area with a history of socio-economic deprivation and is identified as being in need of both social and economic regeneration.

The area is undergoing transformation with a number of initiatives being implemented on foot of the Mulvey report titled “Creating a Brighter Future”. The area has also recently received funding for a number of projects under the Urban and Regional Development Fund (URDF) including public realm works at Parnell Square, Moore Street, the Five Lamps and also restoration works at Moore Street and Mountjoy Square.

There is now an opportunity to focus further on realising the potential of the area, to complement the above initiatives and promote quality development on underutilised sites, alongside planned public realm improvements. This can be done in a way which recognises the unique characteristics and needs of this area. The main focus will be on the regeneration of identified key sites in accordance with site briefs. Key objectives are:

- a. To provide a spatial framework for land uses including much-needed housing.
- b. To restore a coherent urban structure where it is poor or fragmented and improving the public realm.
- c. To support community development through targeted objectives on selected sites.

- d. To plan for improved connectivity and public amenity while utilising existing assets in the area.

The area is unique in having the benefit of varied assets including:

- O’Connell Street, the capital’s main thoroughfare, with the GPO (including museum); the core retail areas of Henry Street and North Earl street along with a range of retail services, food and beverage offer.
- A range of heritage and cultural assets including the Hugh Lane, the Writers Museum, the LAB and Dancehouse.
- Moore Street to the west of the SDRA, famed for its on-street trading and linked to significant historic events of 1916.
- Parnell Square and Mountjoy Square, both Georgian era planned squares.
- Proximity to Croke Park, which fronts the Royal Canal, an emerging strategic greenway.
- Many historically important sites that contribute towards the area’s character, some of which also have significant future potential.

In conjunction with other development plan objectives, targeted objectives for the NEIC can make a positive contribution towards placemaking and future physical and social regeneration, whilst simultaneously fostering the growth of established inner city residential neighbourhoods and communities.

The following guiding principles apply to the NEIC SDRA:

### Urban Structure

- To reinforce the existing pedestrian spines identified in the Guiding Principles Map and to capitalise on these through targeted permeability interventions, increasing connectivity and stimulating pedestrian journeys throughout the area.
- To recognise the amenity and placemaking potential that exists within the Royal Canal corridor and associated development sites and to undertake an urban design study looking at how to unlock this potential.

- To develop four civic hubs as focal points of local activity, including one with a strong community focus, centred on Sean McDermott Street around the former Convent and Laundry site and the Sean McDermott St. Leisure Centre/Our Lady of Lourdes Church site (see also below).
- To recognise the importance of the architectural and cultural heritage of the area including existing and proposed Architectural Conservation Areas centred on O’Connell Street, North Great Georges Street, Moore Street and Mountjoy Square.
- To create a hierarchy of public open spaces including civic squares and parks, throughout the NEIC that are attractive, multi-functional, and accessible to local residents, workers and visitors. Associated with this will be an enhancement of existing open spaces. This approach will help to address the existing deficit in public open space within the SDRA.
- The necessary regeneration of some social housing blocks will provide an opportunity to improve the human scale of the existing urban structure. Redevelopment of these blocks should integrate an urban grain that recognises historic plot sizes of the location.
- To encourage mews development in the locations identified in the Guiding Principles Map. This will provide greater activation along these lanes and facilitate greater use by pedestrians. Appropriate public lighting should be targeted at these locations.

## Land Use & Activity

### Overview

The area is centrally located and contains a range of diverse uses including residential, employment, and mixed use areas. It also accommodates a core retail area, many specialist services, cultural/ arts uses and various institutions. Some areas have been zoned Z14 in recognition of the strategic regeneration potential of the area and to encourage an appropriate integration of new development into the urban fabric. A key objective of the SDRA is to ensure the sustainable consolidation of the NEIC working with existing assets, and integrating the full potential of a range of sites. An indicative framework addresses these sites graphically, with associated text set out to guide their future development. Some of these sites can work either individually or together for quite specific purposes, and these have been identified as ‘hubs’/ ‘opportunity sites’ below. There are four of these as follows:

**O’Connell Street/Moore Street Civic/Cultural Hub** – In recognition of the historic built form and history of the area and the potential for public interaction given its key location in the north retail core. With proximity to the emerging cultural quarter around Parnell Square, and its associated range of arts and literary attractions, this hub would act as a natural extension to the existing cultural quarter extending its reach, blending with a new mix of uses. With excellent transport access, this precinct will become even more accessible to the wider public when planned public transport improvements are delivered over time. The Moore Street market will become a re-energised market street, with a significantly improved public realm and act as a gateway, and through route, to the historical assets of the area, to create synergies to benefit the entire city block, breathing new life to the area. (\*The historical assets are not limited to Moore Street/Moore Lane, but include O’Connell Street & the GPO)

**Sean Mac Dermott Street Civic/Community Hub** – Centred around existing and future community/ social facilities for the surrounding residential communities. It supports revitalisation of these services based on a new built layout in accordance with the framework. An associated upgraded public realm would comprise a new civic space and thus a focal point for the local community.

**Five Lamps Civic Hub** – Centred around a mix of established housing complexes and protected structures with part frontage to the Royal Canal at the well-known local, city and national landmark, the Five Lamps, a five armed road junction. The framework layout will restore an attractive built layout and provide for appropriate infill with suitably reconfigured open space, and enhanced permeability. Aldborough House can become a focal point for the local community.

**City Gateway Civic Hub** – Immediately adjoining the SDRA for the Docklands and serves as an entry point to the inner city and also an access to the employment lands of the Docklands SDRA. It’s positioning on the River Tolka at Annesley Bridge, overlooking Fairview Park, gives the hub capacity for large scale developments. Its regeneration will work in tandem with an identified regeneration site 6 within the Docklands SDRA, where a planned landmark building will provide a clear visual marker.

## Housing

- To promote an increased residential population and the successful integration of new and established residents and communities.
- To ensure that new residential developments accord with the indicative layout illustrated in the framework, supporting social, community and amenity infrastructure/services in the local area.
- To promote a variety of house types and tenures, avoiding an over-concentration of specialist accommodation such as tourist and student accommodation, thereby, ensuring capacity for the growth of balanced residential communities.
- To promote the development of high quality residential mews dwellings at appropriate locations and in accordance with relevant standards, thereby, unlocking the residential potential of laneways, improving public realm, and increasing pedestrian permeability where possible.

## Social and Community Infrastructure

- To support the development of the URDF funded Community Centre which includes an exhibition space, at the disused former school premises at Rutland Street, and any future URDF funded projects within the area.
- Further to the Mulvey Report recommendations, to support, (a) the diversification of the sports facilities available in the area (in conjunction with DCC's Sport and Wellbeing Partnership), including the provision of new outdoor playing space, (b) the development of facilities that encourage participation in the arts.
- To investigate the potential of an existing underperforming site adjacent to the Belvedere Youth Club on Buckingham Street Lower (as identified in the Mulvey Report) for expansion of existing services, subject to future feasibility studies.

## Education and Employment

- To encourage local employment, where the appropriate skills are available, on construction projects in the area.
- To support the use of educational buildings within the area for evening and weekend use in the provision of education related services and recreational use.

- In association with relevant agencies, to encourage the development of Social Enterprise in the area by promoting the development of new enterprise space / starter units in appropriate locations.
- To support the development of a heritage/tourist/ literary trail (as identified in the Mulvey Report) in association with relevant agencies such as Tourism Ireland, Waterways Ireland, the NTA, and in consultation with key stakeholders.

## Open Space and Recreation

- The provision of public open space on development sites should, where possible, be at locations that are visible, accessible and inviting to the wider public.
- To examine the possibility for the open space at St. Francis Xavier Church to become available for public patronage.
- To promote the regeneration of Mountjoy Square to improve its amenity potential.
- To carry out an audit of recreation and sporting facilities within the SDRA area to help identify areas of potential deficit.
- To seek appropriate public realm improvements in the prime retail core area, to include enhanced open spaces and provision of public seating.

## Height

Extending from the historic retail core, through Georgian squares and connecting with the edge of Docklands, the NEIC is diverse in terms of built fabric and character. This variety of built form reflects both the diversity of uses in buildings and also the various architectural eras during which these buildings and public spaces were built. This context, as referenced in various planning designations, is important in determining appropriate building heights, yet there is considerable scope for variety in height across the area.

A range of sites within the SDRA are suited to regeneration and some of these are either sufficiently large or suitably located to define their own character. These can generally absorb some additional height. Height guidance is provided here for selected key development sites, informed by urban design principles responsive to context, and with appropriate locations for enhanced height identified within each site (see Guiding Principles Map). These taller elements, in addition to facilitating increased density, provide a basis for varied architectural expression and

in some cases, have the potential to punctuate the established local heights whilst avoiding significant negative impacts (see Appendix 3). This additional height should be expressed vertically, and where forming part only of a larger building, should not extend horizontally along the block such that its visual prominence is flattened.

All new development of significant height and density over the prevailing context must accord with the specific performance criteria as set out in Appendix 3 of this development plan.

## Design

The NEIC area is diverse in regard to built form, the varied design reflecting a diversity of land uses appropriate to this central location. The area also includes some vacant sites, underutilised or infill sites, and some sites of significant heritage value. This context affords considerable scope for significant regeneration, and the following shall apply in relation to buildings/complexes, and spaces:

- New buildings/schemes in the area shall necessarily have regard to the framework guidance set out. This is especially relevant to specific strategic sites in relation to building heights, building lines, public spaces and other specified parameters. A masterplan requirement will apply for some larger strategic sites.
- A high-quality public realm will be required and shall be applied to the network of streets and public spaces, with a focus on maximising public open space provision, improving connectivity/permeability and encouraging greening initiatives.
- High-quality architectural design and building materials will be encouraged throughout the SDRA. Architectural variety shall be encouraged, and contextual urban grain shall be considered, particularly for infill development. Flexibility will be applied in relation to design style provided there is appropriate regard to built context and relevant policy.

## Green Infrastructure

- To support the implementation of the projects identified in the North East Inner City Greening Strategy and seek to address the deficit of public open space it identifies. For other areas within the SDRA, to promote greening initiatives and the upgrading of existing open spaces.

- To implement the delivery of greening corridors identified in the Guiding Principles Map that that can also serve as high quality pedestrian and cycle routes and connect existing and planned public open spaces.
- To facilitate the reimagining of the Royal Canal as a key public amenity and biodiversity corridor.
- To create a new public garden as part of the regeneration of the convent buildings on Sean McDermott St. and as a central amenity within this planned hub.
- To investigate the removal of car parking spaces in front of the Rotunda Hospital building on Parnell Street, and the conversion of this area to a high quality publicly accessible open space appropriate to its unique setting.

## Movement & Transport

- To strengthen the existing core pedestrian spine of the area as both the key movement corridor and also the location of existing and emerging public transport hubs, and to specifically target interventions such as densification and street upgrades towards streets with low footfall and regeneration potential.
- To deliver public realm improvements at Five Lamps/Charleville Mall, Moore St. Quarter, Parnell Square and also at the proposed Sean McDermott Street civic/community hub.
- To encourage development that provides interaction and vitality of permeability interventions identified in the Guiding Principles Map. Own door access to ground floor units to be provided along all routes as well as balconies at upper floor levels. All of these new/improved routes are required to be publicly accessible at all hours of the day, unless significant reasons require the contrary.
- To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy.
- To work with the Bus Connects project in the NEIC area to help maximise improvements in public realm, green infrastructure and pedestrian and cycling infrastructure.

## Guiding Principles for Key Opportunity Sites O'Connell Street/Moore Street Civic/Cultural Hub

### 1 – O'Connell Street to Moore Lane incorporating Carlton Site

This 2.2 ha site incorporates buildings extending from O'Connell Street, Ireland's premier street, to Moore Street, including Moore Lane, O' Rahilly Parade, Henry Street North and Henry Place. It is identified within the Guiding Principles Map as a civic/cultural hub because of both its historical/cultural importance and because of its potential as a focus for quality retail and mixed-use development. The site is of significant historical importance given its association with the 1916 Easter Rising, and Moore Street is also well known for its open-air fruit and vegetable market. The area has the potential to be transformed through heritage-led, mixed-use regeneration that acknowledges and responds creatively to the cultural roles and historical significance of this centrally located site.

Scheme design should be based on a comprehensive masterplan that incorporates a convenient access route to the planned Metrolink stop, quality connections across the site, and a cultural interpretative element. Any final proposal must incorporate at least one new east-west pedestrian route interlinking to at least two new civic spaces within the block, utilising the existing lane structure for cross connections.

Masterplan proposals should hence incorporate the following:

- New pedestrian connections linking both O'Connell St. to Moore St. via a new public square, and also Henry Street to Henry Place/Moore Lane.
- Exceptional architectural design to match the importance of this city block that will effectively interlink the historic GPO with the emerging cultural quarter at Parnell Square.
- A new civic square, open to the public, and quality pedestrian access to the proposed Metrolink station.
- An appropriate mix of uses to ensure activity both day and night. Active ground floors should front public routes.
- The restoration of a significant element of the Upper O'Connell Street streetscape, including the former Carlton Cinema façade, No 42 O'Connell Street, and Conway's Pub on Parnell Street.
- Heritage –led retention and restoration of all pre-1916 buildings and fabric along Moore Street.

- Acknowledge the urban architectural and historical context and complement the scale and design of the National Monument at Nos. 14 -17 Moore Street and its reuse as a commemorative visitor centre (URDF Government funding relates).
- Moore Street Public Realm Renewal works to include lighting, public art, paving, stalls, signage (URDF Government funding relates).
- Promote a high quality street market that firstly offers a diverse food range, speciality food with outdoor seating serving same that knits with the proposed Public Realm Renewal works proposed for the area and secondly a high quality urban environment that promotes a mix of uses, including residential at upper levels to ensure passive supervision and continual activity.
- A detailed phasing plan to address different stages of construction, co-ordinated as necessary with other planned works that may take place during the planned construction period.

Proposals for this area must also have regard to:

- The policies and provisions of the O'Connell Street Architectural Conservation Area (ACA ), 2001, and the Scheme of Special Planning Control for O'Connell Street & Environs 2016, including any amendments thereto, along with those of the proposed Draft Moore Street Architectural Conservation Area or similar where adopted.
- Protected Structures (as provided on the City Council's Record of Protected Structures (RPS)) and the policies and objectives of this development plan for such structures, together with the provisions of the Architectural Heritage Protection Guidelines for Planning Authorities (2011).
- Ministerial Recommendations for the proposed addition of buildings and other structures to the City Council's RPS, provided under Section 53 of the Planning and Development Act, 2000 (as amended), together with the relevant policies and objectives for same in this development plan.
- The content of the Moore Street Advisory Group's 2021 report to the Minister.

## 2 – Lands to west of existing Hotel off Jones Road

This parcel of land fronts the Royal Canal and includes no buildings but provides temporary car parking to the west of the existing Hotel off Jones Road. The site presents an opportunity for well integrated development benefitting from views over the Royal Canal.

Any future redevelopment of this site shall investigate access from both Drumcondra Park to the west and Jones Road to the east, and should maximise pedestrian access options. The indicative building line should follow a courtyard layout with a linear southern elevation overlooking the Royal Canal, ensuring a degree of passive supervision. A central communal open space should be provided. Building height to the south of Russell Avenue shall take into consideration impacts on the residential amenities of the existing two storey housing. Amplified height can be accommodated on the southeastern corner of the block where impacts on amenities would be least, this element providing visual variety as seen from the Royal Canal.

## 3 – Russell St/North Circular Road

These lands have significant regeneration potential and are well located along both the Royal Canal corridor and the North Circular Road. Regeneration of the site should seek to retain and integrate existing buildings of heritage. Any redevelopment should provide built edges to its three street frontages, while a setback should be provided along its northern boundary to create a more generous interface with the Royal Canal. Permeability through the site should connect up its four bounding edges and public access should be maintained at all hours of the day. A masterplan will be required in relation to proposals on this site, addressing stated requirements and setting out planned phasing.

Amplified height has been identified in the Guiding Principles Map. The south-east corner can absorb a locally higher buildings due to its visual prominence and location at a key juncture while at the other locations, the enhanced height should be designed so as to be less visible from neighbouring streets. Built form along the Russell St. and Portland St. North edges should respond to the existing built form character of the dwellings opposite with respect to scale and grain.

## 4 – Croke Park lands to the south of Croke Park Stadium

These lands currently facilitate entry to southern Croke Park stands, with a crossing over the Royal Canal and railway line and an associated car-

park sandwiched between existing housing to the west along Russell Street and O’Connell School to the east.

There is potential for regeneration of this underutilised site, which has clear benefits of being both secluded and also positioned on the Royal Canal Greenway. Redevelopment is largely dependent however, on the removal/relocation or undergrounding of the existing carpark, which is encouraged. Were this achieved, there is an opportunity to develop a substantial development. There can be flexibility regarding the block layout provided the design incorporates:

- A direct pedestrian connection from the scheme to the Canal Greenway and enhanced public realm in this area.
- Connectivity to the southern side, linking the scheme to both Wellesley Place, and St. Margaret Avenue/St Joseph’s Terrace.

## 5 – Fitzgibbon Street Flats

Any redevelopment of this existing flat complex should seek to restore the building line along road frontages to both Fitzgibbon St. and North Circular Road. A strong edge should also be presented to Fitzgibbon Lane (to rear of properties on Belvedere Place), which in tandem with development of mews units as illustrated in the framework graphic, will help to activate and enliven the laneway. Own door access to ground floor units to be provided at all three frontages.

## 6 – Charles St. Great

The redevelopment of this vacant site, in tandem with development of mews units on the opposite side of Charles Lane, will help to activate and enliven this lane which interconnects Fitzgibbon Street and Charles Street Great. Redevelopment of the site should provide a strong built edge along all three street frontages with own door access to all ground floor units. The Tyrell Place frontage should comprise townhouses or duplexes responding to the fine grain Victorian terraced housing opposite, and appropriately integrated into the remaining development.

## 7 – Matt Talbot Court

Any redevelopment of this flat complex should seek to restore the building line along frontages to Charles St. Great, Sean O’Casey Avenue and Summer Place, with own door access to all ground floor units. Development at Sean O’Casey Avenue should respond to the scale and

grain of the existing terraced buildings on the street. A north-south pedestrian street through the site should be provided for, lining up with Charles Lane to the north. This approach ensures an improved integration of the site with its built surroundings.

### **8 – Bus Depot, Summerhill**

This site has strategic regeneration potential due to its scale and setting and because new through routes can improve connectivity to existing housing. Should it be redeveloped, two north-south connections should be provided through the site. The first along its eastern boundary with a second connecting Mountjoy Place to Summerhill via a linear public park. This second route could form part of a wider cycle network. An east-west connection should be provided for at the north of the site, extending Gardiner Lane to meet Summer Place. Limited increased height on either side of this park provides an opportunity for architectural variety in the scheme, with associated urban design benefits.

### **Sean McDermott Street Civic/Community Hub**

The designation of this hub is to provide a renewed focus for the local community based around publicly accessible uses in an appropriately designed setting. It builds on some established uses and buildings, and works with the potential of underutilised sites to create a fresh identity and improved urban integration. The role of sites 9, 10 and 11 are set out below in regard to how this could be achieved.

### **9 – Lands on the Northern side of Sean McDermott Street**

This site has strategic regeneration potential and should form the focal point to a new civic/community hub focused on Sean McDermott Street, incorporating varied community uses, a civic plaza, and improved permeability. Current uses include a public swimming pool and Our Lady of Lourdes Church. Should the site be redeveloped, it should provide two north-south connections through the site, allowing for the development of three separate blocks, the central one forming a perimeter block. Development parallel to the western boundary should respond to the scale and amenity of the properties to the west.

The two new connections should run through substantial linear green spaces between the blocks. An east-west connection should also be provided for at the north of the site, connecting Gloucester Place Upper to Rutland Street Lower, and enhancing permeability for the wider area.

Given the prominence of this site and established community uses, the quantum of civic/community uses on the site should not be reduced as a result of any redevelopment. A civic plaza should be created providing a new focal point to the wider Sean McDermott St. area and be fronted by active, non-residential uses at ground floor level. This should be designed so as to engage with the future use of Site 10 opposite.

### **10 – Convent Lands, Sean McDermott St.**

As a former Magdalene Laundry, it is a site of great historic importance. Its regeneration and refurbishment should marry the conservation and cultural heritage qualities of the lands with the opportunity to provide activation and renewal of the Railway Street interface, thereby, enhancing public realm. As an integral part of this work, the provision of an appropriate memorial will be investigated with key agencies and stakeholders. An internal garden/courtyard befitting a site of its cultural significance should be designed to be accessible and inviting to the public. Also, two north-south connections through the site should be provided at the locations indicated on the Guiding Principles Map, to tie into the more strategic connections through the area. These should provide throughways that are visible and legible on approach, the routes designed with sufficient width to avoid creation of narrow alleyways. See also CUO9, Chapter 12.

### **11 – Railway Street**

An infill site that should provide a built edge along its western and northern frontages. This will frame a side of the planned pedestrian route extending north-south through multiple sites. Own door access should be provided at ground floor level on both frontages.

### **Five Lamps Civic Hub**

The illustrated five lamps civic hub incorporates assets such as the Royal Canal, nearby Charleville Mall library, and historic Aldborough House, and takes in three regeneration sites numbered 12-14 inclusive hereunder. The illustrated framework, through the provision of improved pedestrian connectivity, restored building lines, and a pocket park, provides an opportunity to build on these assets, redefining the area's identity.

## 12 – Aldborough House

Aldborough House, a Georgian era protected structure, is located at a visually prominent position near the five lamps junction. Despite the building being in poor condition at present, it nevertheless has potential to become a focal point for the area given its historic character and visual presence. This is dependent on it being restored back into viable use either with or without new development on the site. Any future proposal must recognise the historic merits of the site and carefully consider the setting and conservation of the building and associated structures.

## 13 – Backlands and Health Centre site at Portland Row/North Strand Road.

This site is one of three interconnected sites and includes some underutilised backlands north of Portland Road, and also a HSE Health Centre at North Strand Road.

The regeneration of this underused site has potential to sensitively develop backlands, restore building lines and improve connectivity through the wider block. The indicative site layout effectively provides for optimal use of former depot lands, with townhouses recommended adjacent to some existing housing, and a new centrally positioned block unlocking an area of backlands.

Any redevelopment of the Health Centre element of the site creates potential for a new building that provides a stronger building line and corner to the street at North Strand Road, and demolition of the City Council block of flats just north of the Health Centre (along with rehousing of the residents) can help provide space for a new public square of open space, helping reduce the current shortfall of open space in the area. A new street interconnecting Portland Row through to North Great Clarence Street could then provide an alternative connection to the busy North Strand Road.

## 14 – Clarence/Dunne Street Flat complexes

This existing Dublin City Council flat complex, comprising three detached blocks in a staggered layout, is of a poorly integrated layout and provides an opportunity through any future redevelopment, to create new building lines enclosing a new public through route, which would connect well to adjoining regeneration sites and also provide direct routes to the main thoroughfares.

An improved street design, with parallel linear building lines, has potential to provide passive supervision of the new public realm. New blocks should be designed to protect the residential amenities of nearby pre-existing housing, and the new street should be tree-lined.

## 15 – Lands off Richmond Street South, south of the Royal Canal

Accessed from Richmond Street North, off the North Circular Road, these are largely underutilised or undeveloped lands at a location that fronts the Royal Canal, close to Croke Park to the north. Regeneration of this site has potential to provide improved permeability for the wider area, and to also ensure a degree of overlooking of the Royal Canal amenity route.

Any proposed layout should demonstrate the permeability connections illustrated in the framework. In this regard, a direct publicly-accessible connection should be provided from North Richmond Street through to the Canal, and there should also be a link from the site directly to Richmond Parade to the east. New built frontage to the Royal Canal should provide passive supervision for users of the canal hence enhancing public realm for both residents and canal users. Amenities of existing residential development around the site, including at Richmond Parade, should be carefully considered in regard to scheme layout and design/scale.

## 16 – North Strand/Poplar Row

These underutilised lands have significant regeneration potential. When considered in conjunction with developable lands on the opposite side of North Strand Road (located in the Docklands SDRA), their redevelopment has potential to deliver a new 'gateway' civic hub at the crossing of the Tolka River moving towards the city centre. This site is located within a protected Tidal Flood Zone A from the Tolka River. A Site Specific Flood Risk Assessment should be carried out for a redevelopment of this site.

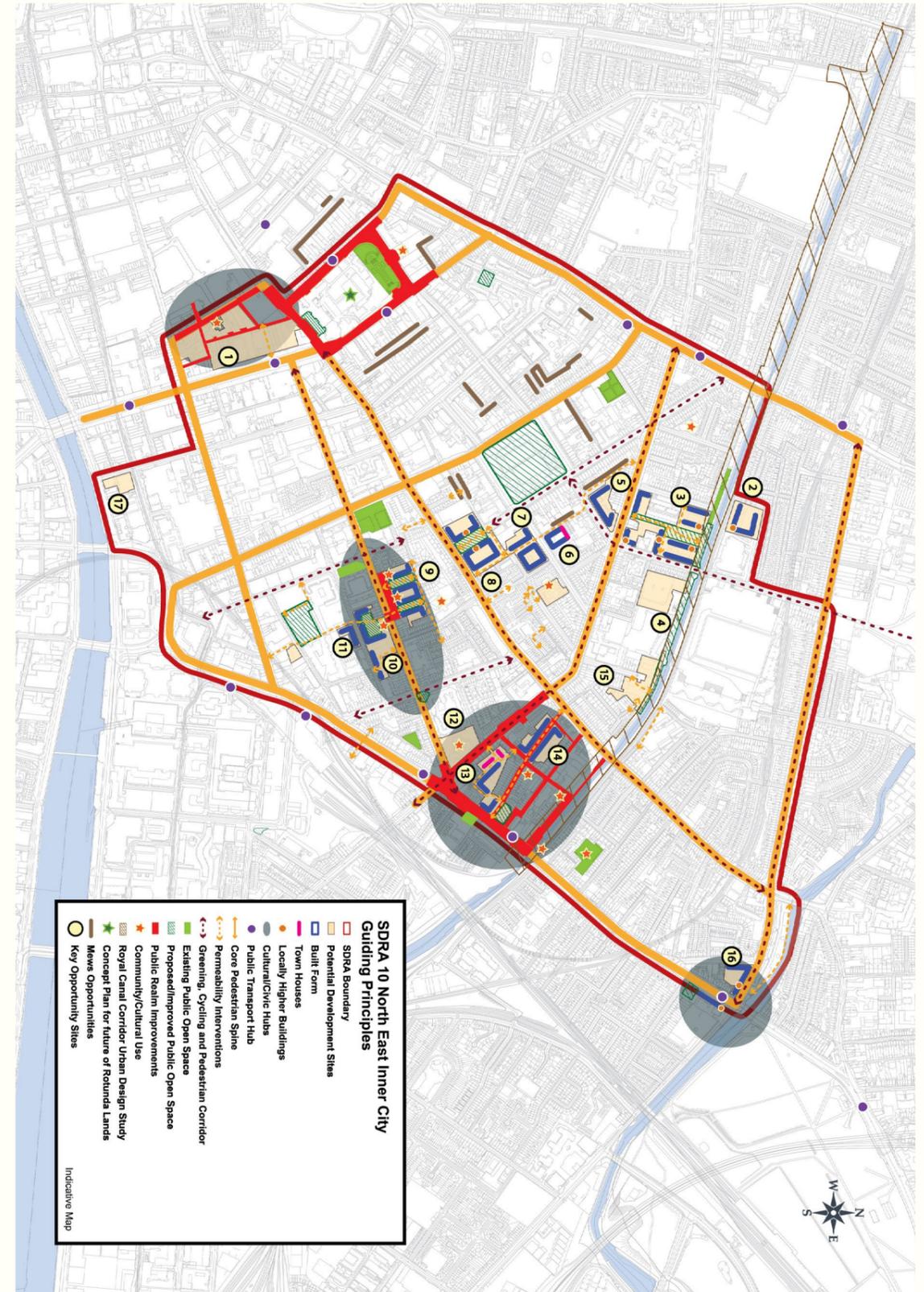
Redevelopment of this North Strand/Poplar Row site should provide a built edge along all three street frontages, while enhanced height could be provided for along the Poplar Row frontage, at a position set back from the corner. Development immediately at this corner should respond to the prevailing built form character along this section of North Strand.

### 17 – Abbey/Peacock Theatres

The Abbey Theatre has played a pivotal role in Irish theatre though history at this central location. It is now in need of redevelopment/ expansion in order to meet modern standards and to ensure adequate space for associated activities including offices and rehearsal spaces. To meet this aim, the council support the redevelopment of the existing Abbey Theatre and Peacock Theatre buildings and adjoining sites to create a vibrant new cultural quarter with high quality architecture and public realm that maximises linkages and frontage to the River Liffey.



Figure 13-10: SDR4 Northeast Inner City



## 13.13 SDRA 11 – St. Teresa’s Gardens and Environs

### Introduction

St. Teresa’s Gardens is a local authority housing estate that was built in the early 1950s, which has been the subject of plans for demolition and regeneration over a number of years. The scheme as originally constructed contained 346 residential units, accommodated 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, totals approximately 6.0 hectares.

Adjoining the estate, is the former Player Wills and Bailey Gibson sites, including the St. Teresa’s church site on Donore Avenue (c4.6 hectares), which has been subject of recent large scale planning applications for residential development. Also adjoining the site is the Coombe Hospital site (2.32 hectares), which is proposed to be re-located to the St. James’s Hospital Campus, creating a longer term opportunity site. The overall site, therefore, equates to c13Ha.

Together, these key sites present considerable opportunities for re-development within the city in order to:

- Deliver a mixed-use quarter with a considerable capacity for high quality residential accommodation and complementary uses.
- To maximise the potential of well-connected but underutilised brownfield low-intensity residential land, situated within the existing built fabric of the city and adjacent to the proposed Greenhills to City Centre Core Bus Corridor.
- To support the development of a network of streets and public spaces to ensure the physical, social and economic integration of St. Teresa’s Gardens with the former Player Wills and Bailey Gibson sites and adjoining lands.

The guiding principles applicable to SDRA 11 are as follows:

### Urban Structure

The proposed urban structure provides a strategic blueprint for the future development of the SDRA, identifying key connections, public open spaces, locations for increased height and building frontages that will inform an urban design-led approach to the regeneration of this strategic area. 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. The potential for further integration with the Coombe Hospital is indicated on the Guiding Principles Map but is indicative only. Regard will need to be had to any flooding constraints in the redevelopment of the Coombe Hospital lands in terms of land use and block layout. Integration of the White Heather Industrial Estate lands should be investigated in the future.

The movement framework and street structure, as illustrated in the Guiding Principles Map, introduces permeability through the site, based on proposed key east-west and north-south links and several proposed local access streets. Ensuring north/south (Cork St. and Donore Avenue connection to South Circular Road) permeability and east/west (Dolphin’s Barn Street and Cork Street) is achieved.

Generous well designed, attractive multifunctional public open spaces with good orientation, connectivity, passive and active supervision/overlooking etc. will be provided and will deliver high quality residential and public amenity.

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 site and will make provision for a diverse range of recreational and sporting facilities for use by the wider neighbourhood and will provide for an area sufficient in size to accommodate a minimum 80 m by 130 m playing pitch.

### Land Use & Activity

The area will primarily support residential uses, complemented by a range of community facilities accessible to the wider community, such as the playing pitches on the northern end of the site and community facilities located in the former Player Wills building. This will include the provision of elements such as a GAA pitch on the DCC lands, local parks on the Baily Gibson and Player Wills sites, including a playground on the Player Wills site.

The area will promote a mix of tenure and residential unit types with social, affordable and private units being provided across the site and a mix of one-bed, two-bed and family sized units.

Provision shall be made for the expansion of St. Catherine's National School, Donore Avenue, in the redevelopment of the former Player Wills site, subject to agreement with the Department of Education and Skills.

## Height

- In general, the height strategy for the SDRA is that building heights in the range of 6-8 storeys will be considered the baseline height for new developments, subject to adequately interacting with the existing building heights adjacent to the subject site.
- The SDRA Guiding Principles Map identifies locations suitable for increased height over and above the standard 6-8 storeys, subject to compliance with Appendix 3 of the development plan.
- The SDRA Guiding Principles Map identifies opportunities for landmark buildings in the order of 15-22 storeys to frame the proposed centrally located open space and to enhance the legibility of the built environment. The acceptability of such landmark buildings will be subject to compliance with the performance criteria for landmark buildings set out in Appendix 3 of the development plan.

## Design

- High-quality public realm will be required and shall be applied to the network of streets and public spaces. Public realm improvements/studies at the key junctions of Dolphin's Barn/South Circular Road and Cork Street/Donore Avenue will be supported.
- The existing established residential amenity of properties along South Circular Road, Donore Avenue, and Eugene Street shall be respected. As such, proposed developments will be required to demonstrate integration with the surrounding streetscapes.

## Green Infrastructure

- The provision of public open space and permeability through the site will contribute towards the creation of new green infrastructure in the area.
- At least 20% of the SDRA site is to be retained for public open space, recreation and sporting facilities including an area to facilitate organised games.

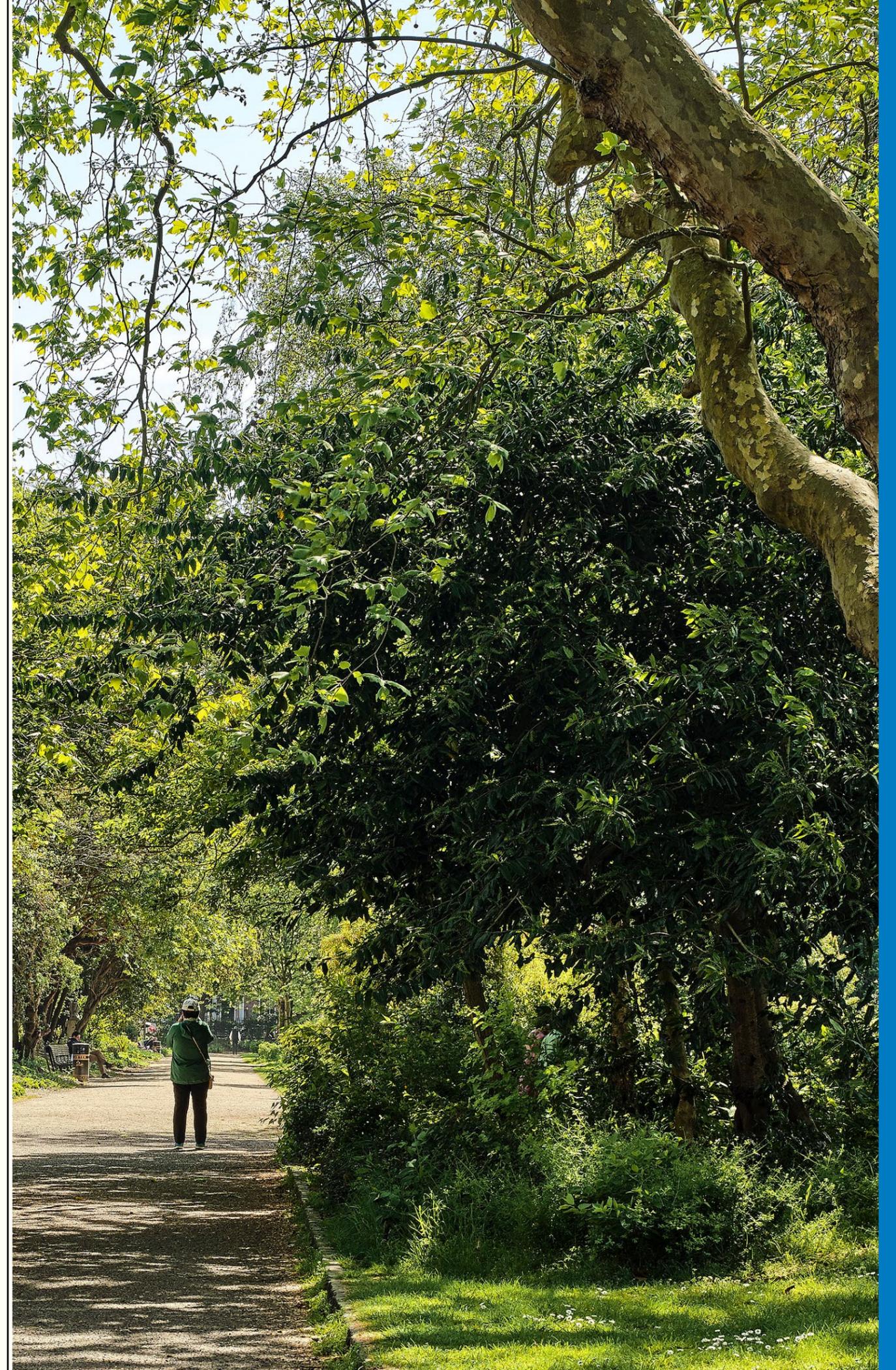
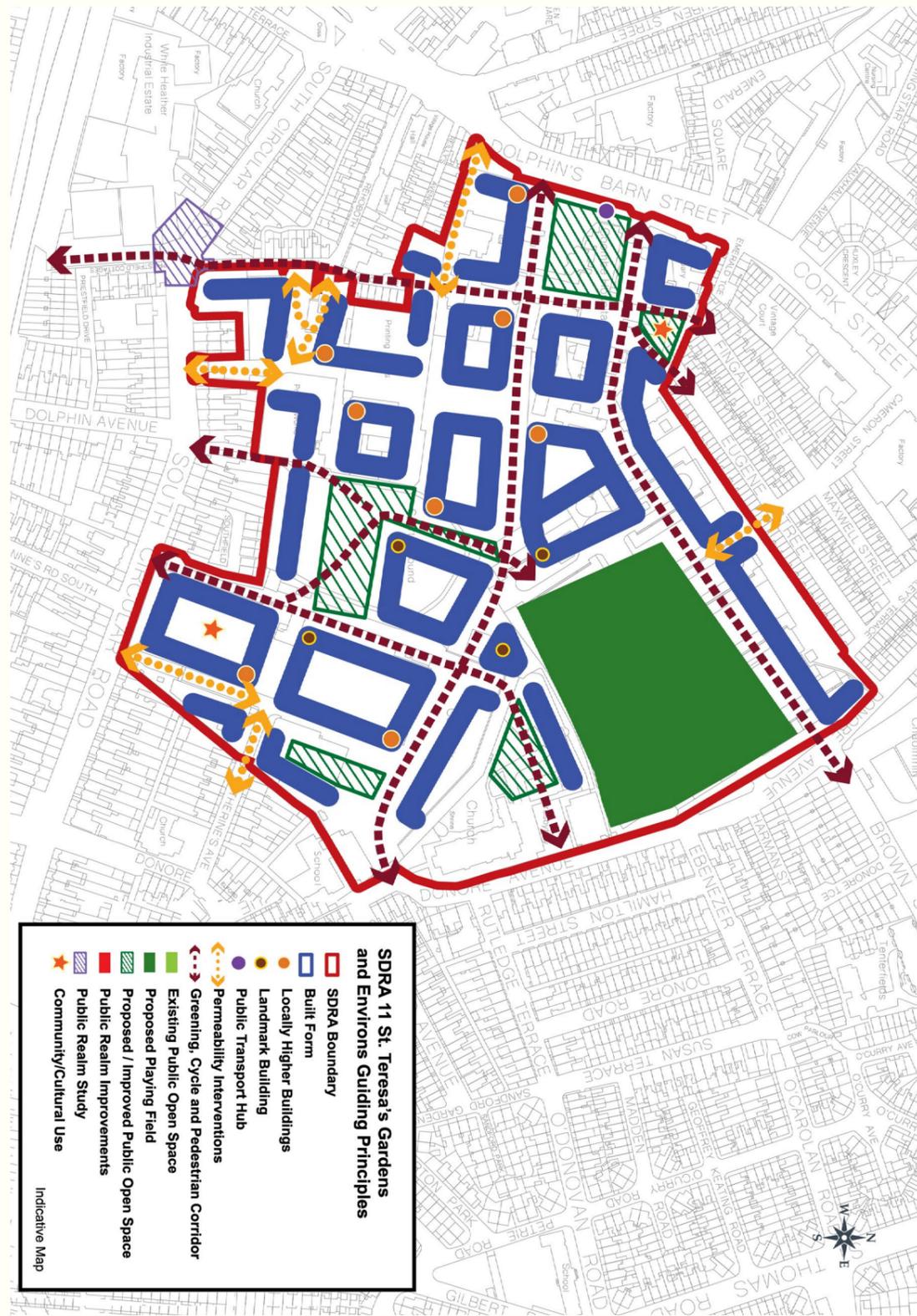


Figure 13-11: SDRA 11 St. Teresa’s Gardens and Environs



## 13.14 SDRA 12 – Dolphin House

### Introduction

The SDRA lands comprise mainly the Dolphin Estate lands as well as immediately contiguous lands onto South Circular Road and Dolphins Barn Road and the Grand Canal/Dolphin Road. The Dolphin Estate (Dolphin House and Park) is a large local authority apartment complex on circa 7.5 hectares of land in the south-west inner city, addressing Dolphin’s Barn to the east and the Grand Canal to the south.

The layout, definition and condition of much of the existing buildings and public realm in the Dolphin Estate are poor and the area has a history of socio-economic deprivation.

It is an objective of the development plan that the Dolphin Housing estate will be regenerated to provide an attractive and sustainable residential community, alongside appropriate community, commercial and leisure facilities.

Phase 1 of this regeneration process was delivered on the eastern part of the site and consisted of 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.

The SDRA promotes the demolition of the remaining blocks and the development of a Masterplan for the delivery of new housing and associated facilities on the Dublin City Council site in order to maximise the potential of this well-connected but underutilised brownfield low-intensity location, situated within the existing built fabric of the city and adjacent to the proposed Greenhills to City Centre Core Bus Corridor.

In relation to the wider SDRA area, there are opportunity sites to redevelop such as at the corner of Dolphins Barn Road and immediately to the north of the Dolphin House lands. There is also the opportunity to create better interaction with the Grand Canal and to improve the public realm at the key junctions in the area to facilitate active travel.

The guiding principles to achieve the successful regeneration of SDRA 12 are as follows:

## Urban Structure

The proposed urban structure provides a strategic blueprint for the future development of the SDRA, identifying key connections, public open spaces, locations for increased height and building frontages that will inform an urban design-led approach to the regeneration of this strategic area. The development of a network of streets and public spaces will be promoted to ensure the physical, social and economic integration of the Dolphin estate with the wider Dolphin's Barn area.

- The movement framework and street structure, as illustrated in the SDRA Guiding Principles Map, introduces permeability through the site, based on proposed key east-west and north-south links and several proposed local access streets. Ensuring 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 facilitated.
- Generous well designed, attractive multifunctional public open spaces with good orientation, connectivity, passive and active supervision/overlooking will be provided and will deliver high quality residential and public amenity.
- Maximise the opportunity for public realm improvements at the main crossroad junctions in the SDRA, in conjunction with potential improvements associated with the proposed Bus Connects project.
- A new public park in the Dolphin Estate 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.
- The feasibility of a new pedestrian crossing point over the Grand Canal to connect with Dolphin Road will be explored.

## Land Use & Activity

- The area will primarily support residential uses, complemented by community facilities accessible to the wider community and the development of a vibrant mixed-use element with high-quality streetscape on the eastern end of the Dolphin Estate. It will consolidate the southern end of Dolphin's Barn and will promote the reinvigoration of Dolphin's Barn village centre.

- 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.
- The area will promote a mix of tenure and residential unit types, supporting the provision of social, cost rental and private tenure homes.
- Taking a target density of 130-140 units per hectare and the existing development that has taken place on site, this land bank has the potential to deliver an indicative c. 660-760 residential units.

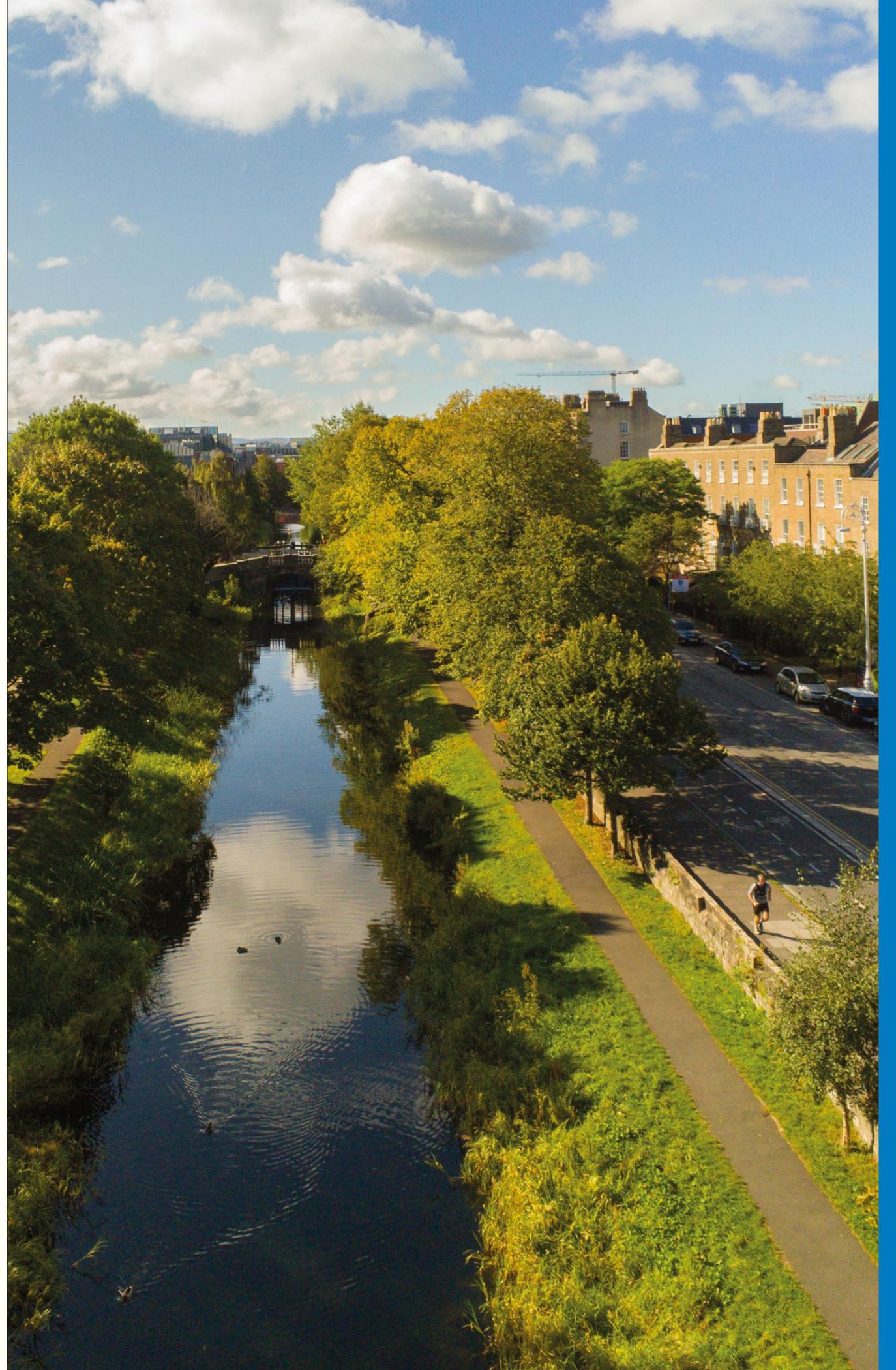
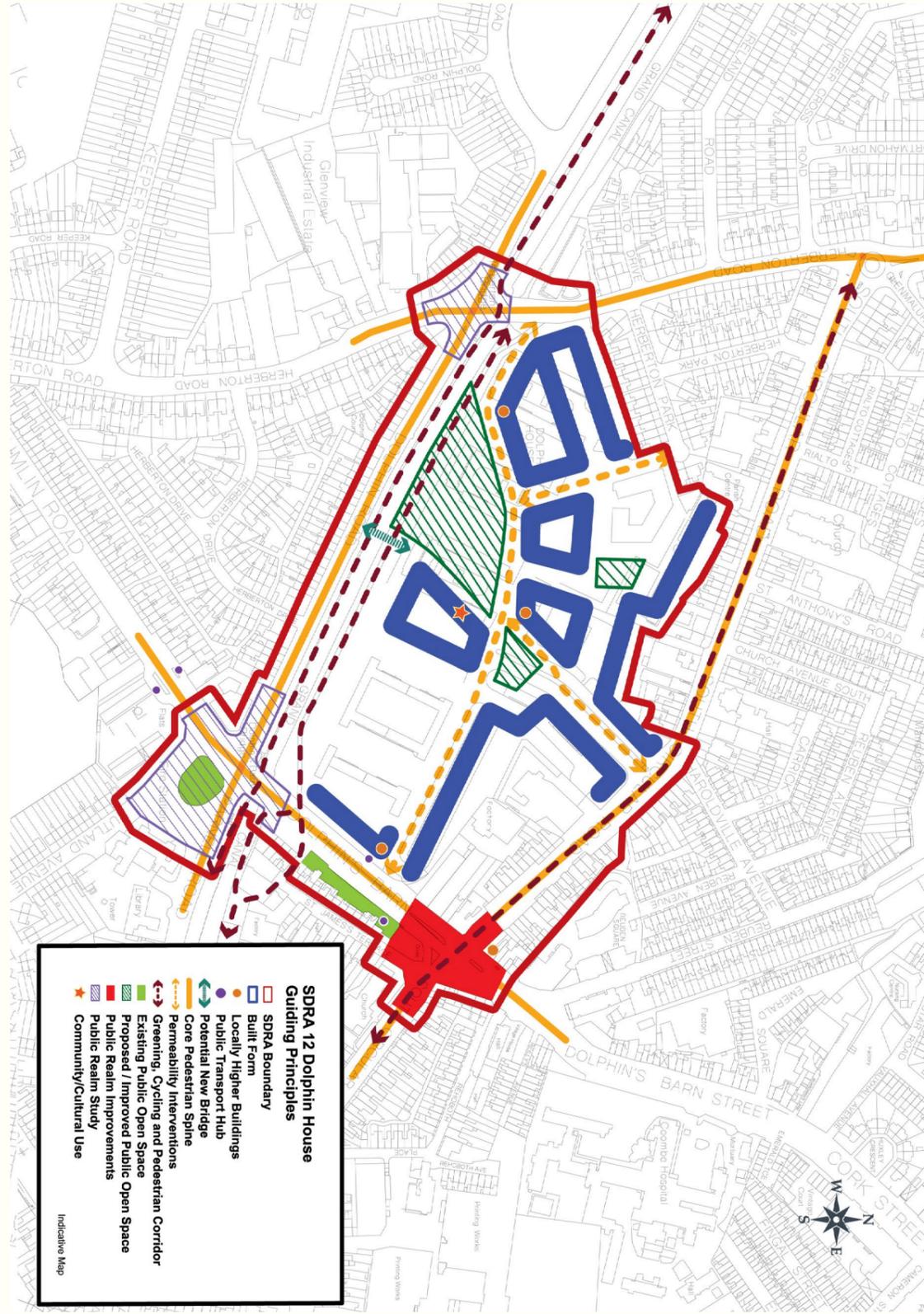
## Height

- In general, the height strategy for the SDRA is that building heights in the range of 4-8 storeys will be promoted, subject to adequately interacting with the existing building heights adjacent to the subject site. This may require the provision of lower heights on the boundaries of the site to the northwest.
- The SDRA Guiding Principles Map identifies locations suitable for increased height over and above the standard 4-8 storeys, subject to the considerations relating to locally higher buildings contained in Appendix 3 of the development plan. This includes the potential provision of a taller building on the corner of Dolphin's Barn Street and South Circular Road.

## Green Infrastructure

- Significant areas of the SDRA shall be retained for public open space, recreation and sporting facilities.
- The Grand Canal Corridor shall be supported as a green infrastructure corridor, with improvements in access and usability of the canal emphasised in development proposals as well as the potential to improve the connections beyond the SDRA site.

Figure 13-12: SDRA 12 Dolphin House



## 13.15 SDRA 13 – Markets Area and Environs

### Introduction

The markets area, with the Victorian Fruit and Vegetable Markets building as the centrepiece, is rich in history, encompassing long established market and trading streets. The area, bounded by North King Street to the north, Capel Street to the east, Church Street to the west and Inns and Ormond Quays to the south, interlinks the historic Smithfield area with the core retail area to the east.

The area's rich history and medieval origins is reflected in both the variety of current uses (which include residential, civic, commercial, religious and retail) and also in its historic street pattern and built fabric. The significance of the area is also recognised in planning designations, with an established Architectural Conservation Area (ACA) along Capel Street and a range of identified protected structures within the area, including the Victorian Markets building, Saint Marys Abbey, and the Four Courts complex, and the area's inclusion in an area of archaeological interest. The area also has a number of low intensity and under-utilised sites, which offer potential for quality urban regeneration.

Recognising the area's assets, this SDRA provides a framework to ensure a coherent and structured approach to the future development of the area by providing guidance for specific sites that can act as catalysts to drive sustainable regeneration. It is envisaged that this structured guidance for the SDRA will help realise the potential of the area, improving its integration with both the core retail area around Henry Street /Mary Street further east and with the Smithfield area to the west.

The guiding principles for SDRA 13 are as follows:

### Urban Structure

- To realise the potential of the Fruit and Vegetable Market building as an iconic architectural, cultural and community centrepiece for a revitalised Markets area.
- To facilitate the wholesale regeneration of the public realm and pedestrian environment as identified in the Guiding Principles Map, and encourage development that contributes to the activation and upgrade of these spaces.

- To encourage the regeneration of the Markets area as a key component of the western expansion of the North Inner City core connecting the Henry/Mary St. area with Smithfield and to facilitate improved legibility and ease of pedestrian movement between the three areas.

### Land Use and Activity

#### Context and Land Uses

The majority of the lands are zoned 'Z5' reflecting the area's central location suited to a variety of land-uses including both commercial and residential. Some areas are zoned for more specific purposes mostly to recognise the need to conserve architectural heritage in this very historic part of the city centre. These include lands around the Bridewell Garda Station, the Four Courts, Law Library and associated lands to which a Z8 zoning applies and buildings to the north of Saint Michan's Park, including the Debtors Prison and courthouse building, which are all zoned Z8. Some older residential streets are zoned as residential conservation areas (Z2), including streets adjoining Church Street (which was built in response to the collapse of a tenement at Church Street and is one of the first Corporation housing schemes) and around Father Matthew Square/Ormond Square.

Capel Street and its historical commercial origins, is located within an Architectural Conservation Area, and the area from Beresford Street to Green Street, including a distillery building and also Saint Michan's Church and along the Liffey Quays and buildings are outlined with the conservation area objective. (See Section 11.5.3)

Having regard to the above, a framework for redevelopment of underutilised sites needs to demonstrate sensitive integration whilst also generating new vitality. Opportunities for the creation of quality new green/open spaces as part of larger redevelopment projects can supplement existing spaces at Chancery Park, St. Michan's Park and Ormond Square. There is also considerable scope for public realm upgrades which can both enhance the setting of these spaces and provide quality connections between key destinations.

Taking into account the designation of the SDRA as an area of archaeological interest, the significance of this area in medieval Dublin's history and the rich archaeological material evident in this area; there is a presumption against basement development in all but exceptional circumstances.

## Housing & Community

- To promote an appropriate mix and diversity of residential accommodation.
- To support community facilities serving the area, such as the Macro Community Resource Centre on Green Street, which provides an integrated facility for a range of community services and voluntary organisations.
- To support the provision of an appropriately located public civic space to serve the community.

## Open Space

- To create an interlinked hierarchy of public open spaces and routes including civic spaces and parks, throughout the Markets area that are attractive, multi-functional, safe, welcoming and accessible to local residents, workers and visitors.
- To support the implementation of the projects identified in the Markets Public Realm Masterplan and encourage the provision of new open space on site as part of larger redevelopment opportunities where feasible; increasing the overall open space provision in the area.

## Height

There is substantial variation in building height in this area, reflective of the area's rich history and evolving range of uses. Scope for enhanced height is considered somewhat constrained due to the prevailing height, scale and fine grain of existing development, in situ archaeology, along with sensitivities associated with the Capel Street ACA, the extent of protected structures and designated conservation areas.

Landmark buildings are generally not considered appropriate in this SDRA. However, it is acknowledged that some of the larger regeneration sites, such as the "Total Produce" site have the potential to accommodate some increased height and locally higher buildings. The site at Ryders Row also has potential for locally higher buildings due to the setting at the junction of two busy streets.

## Design and Green Infrastructure

- To support the implementation of the projects identified in the City Markets Public Realm Greening Strategy, to enhance biodiversity and amenity.
- To support the redesign of Saint Michan's Park and associated public realm and amenity improvements.
- To exploit opportunities for street trees and low level planting.
- To encourage the installation of features referencing the route of the culverted Bradogue River in the public realm. This may be through creative use of materials, installation of signage/information boards, or through public art features.

## Movement and Transport

- To reinforce the existing pedestrian spine identified in the Guiding Principles Map and to capitalise on it through targeted permeability interventions increasing connectivity and encouraging pedestrian and cycle journeys throughout the area.
- To facilitate increased pedestrian space on Capel St and throughout the area.
- To support an improved pedestrian route on Cuckoo Lane in providing a quality link route through the area; that respects the heritage materials of the Lane.
- To facilitate delivery of cycle routes identified in the Guiding Principles Map and the NTA GDA Cycle Strategy.
- To explore the provision of new cycling and pedestrian connections through the areas crossing the River Liffey and connecting to Fishamble Street.

## Guiding Principles for Key Opportunity Sites

### 1 – 'Total Produce' Site

Development on this large site will require a sensitive approach that incorporates variation on each elevation to avoid monolithic built forms. Some boundaries for this site will need to set back to allow for the widening George's Hill and at Beresford and Mary's Lane, and to facilitate adequate separation distances from the buildings opposite,

whilst also preserving their character. The 10% allocation of public open space should be located at the south-east corner of the site where it can benefit from generous solar gain and the activation provided by the revitalised markets building.

Base height should be 6-7 storeys, where residential amenity considerations allow, while additional heights at the identified locations could reach 8-9 storeys at the south-east of the site and up to 12 storeys at the north-east of the site. Any height over the base level shall be confined to the illustrated locations, should be clearly defined architecturally, and should not extend substantially along the block.

## 2 – Fish Market Site

The regeneration of the Fish Market site allows for the development of a building of civic use as well as the provision of ancillary services to the market opposite. The redevelopment of the site should accommodate a new public space/continued amenity uses at the northern end of the site.

In time, such public open space has the potential to be visually continuous with that proposed for of the Total Produce site, and across Mary's Lane. This visual integration should be carefully considered at early design stage in regard to layout and materials.

Any redevelopment of this site could accommodate its current and emerging uses at basement or roof level subject to related assessments.

## 3 – TU Dublin Site

This substantial site is positioned between a DCC housing project to the north and established residential development to the south. The building and lands are associated with the Technical University (TU) which is currently consolidating many of its educational facilities at its Grangegorman campus nearby. If redeveloped, the predominant land use should be residential. It could also accommodate alternative (and compatible) ground floor uses. The east-west orientation of the site could accommodate an L-shaped or U-shaped building block with a southerly aspect.

## 4 – Site adjacent to the Courthouse/Debtor's Prison

This infill site, largely comprising a surface car park, lies between the Green Street courthouse and the Debtor's Prison, both of which are protected structures of considerable historic and architectural merit and dating from the late 1700s.

Sensitive development of the infill space has potential to interlink the two heritage buildings and provide new or associated uses which could include exhibition space and or community/event space, hence facilitating public access and wider appreciation of these heritage buildings. There is also potential for a new green strip connecting to St. Michan's Park to the south.

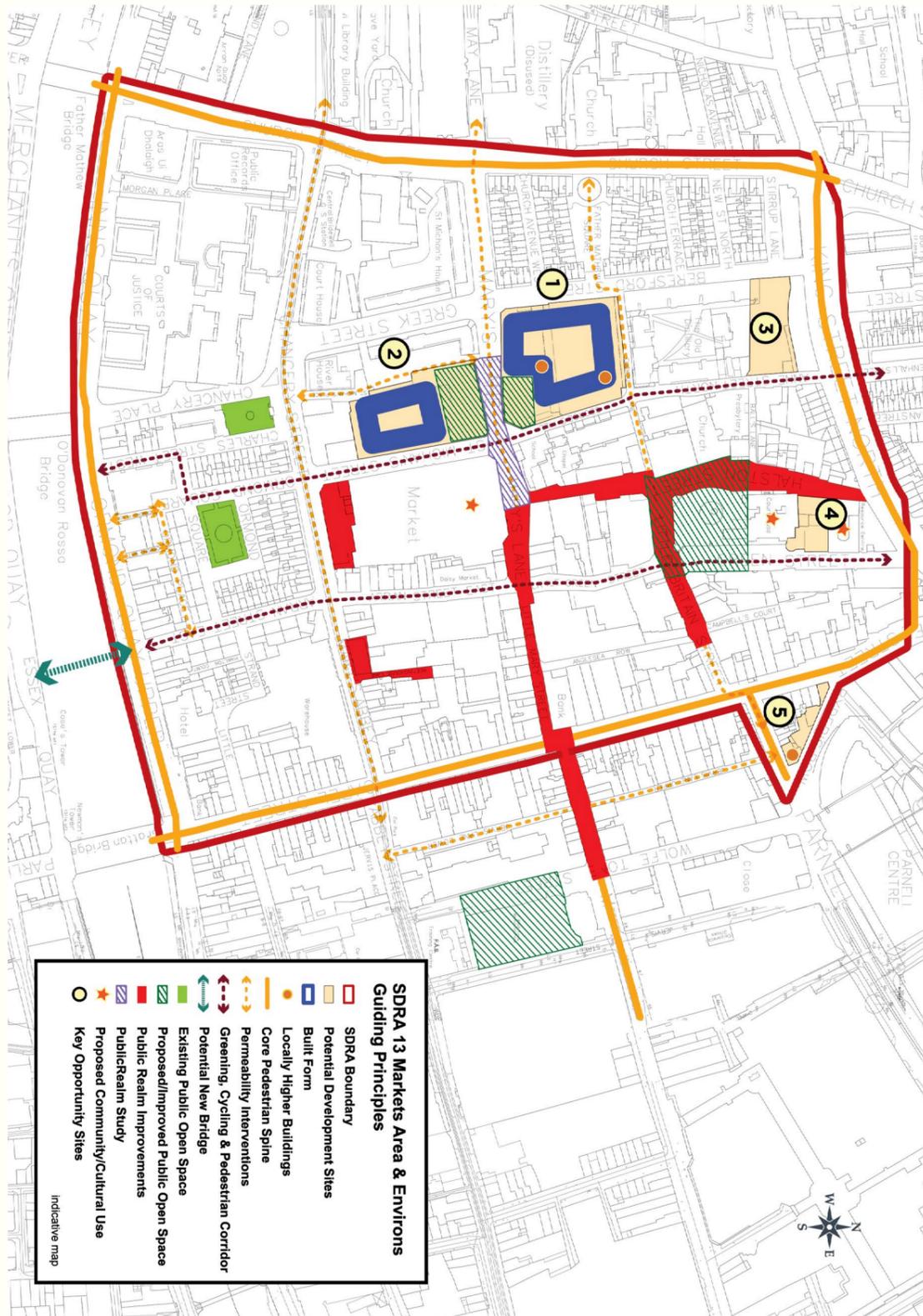
## 5 – Ryders Row

A site of considerable visual prominence, its redevelopment should contribute a building of significant architectural merit, befitting its location at a key nodal point and vista termination along Parnell Street.

With respect to built form and height, it should respond to the prevailing built form, character and grain of the established buildings to its west along Parnell St. However, at the corner it could accommodate a slender building of up to 8-10 storeys. Whilst outside the immediate SDRA boundary, the development of this site has potential to signal the route from Parnell Street through to the markets area.



Figure 13-13: SDRA 13 Markets Area and Environs



## 13.16 SDRA 14 – St. James Medical Campus and Environs

### Introduction

The St. James’s Hospital Campus, located in Dublin’s south inner city, occupies a site extending to 19.3 hectares. The extensive site, which has been a focus for healthcare since 1730, comprises various building forms dating from the nineteenth to the twenty first century, interspersed with temporary structures and surface car parking areas. The western section of the campus is undergoing intensive regeneration with the construction of the new National Children’s Hospital.

The hospital provides a major health and knowledge base within the city, partnered with Trinity College Dublin. Plans to consolidate and enhance these uses are supported by the Dublin Area Metropolitan Strategic Plan which identifies the hospital as a key employment zone and enabler in the delivery of the Regional Spatial and Economic Strategy. The Hospital has identified the following programme of works over the course of the development plan: (i) Trinity St. James’s Cancer Institute, (ii) Ambulatory Care Centre, (iii) relocation of the Coombe Women’s and Infants Hospital, (iv) critical care centre, and (v) acute mental health inpatient and community facility.

The City Council supports the further regeneration and intensification of health, research and educational uses within this site, subject to the key guiding principles set out below and the requirement for a Masterplan to be agreed with the Planning Authority. Opportunities to create a healthcare hub surrounding the hospital campus will also be encouraged and supported where feasible.

The vision to develop St. James’s Hospital campus as a leading health and innovation hub is underpinned by the following guiding principles:

### Urban Structure

The future intensification and development proposals for the hospital shall be set out in the context of a Masterplan to be agreed with the Planning Authority that shall address the following key points:

- The Masterplan shall set out a strategic blueprint for the future development of the SDRA, identifying key connections, public open space and building frontages that will inform an urban-design-led approach to the development of this strategic site.

- A mobility management strategy shall inform the preparation of the Masterplan. This shall address the need to provide enhanced connectivity both within the site and with the surrounding area creating a more accessible and permeable hospital campus. In particular, there is a need for enhanced pedestrian and cycle links and public transport links that reduce the need for private vehicles and minimise traffic impacts on the wider community.
- Opportunities to provide enhanced pedestrian / cycle connectivity between the hospital campus and Heuston Station will be sought with the potential for a riverside walk along the Camac to be explored.
- The provision of a pedestrian focused campus shall be complemented by public open spaces that provide “break-out” accessible spaces with links to the surrounding green infrastructure.

## Land Use & Activity

### Hospital Campus

- The objective is to consolidate and support the vision for St. James’s as a lead academic health sciences campus.

### Hospital Environs

- Local synergies that support the creation of an innovation corridor of enterprise, investment and employment in the wider St. James’s environs will be encouraged. The attraction of health- and knowledge-related industries including bio and life sciences, healthcare, creative and digital industries and medical supplies provide complementary uses to the hospital campus with potential to consolidate this area as a national and international driver within these key knowledge sectors.
- Proposals to promote investment in the local area, to provide new affordable homes and amenities for staff and a training centre for healthcare workers will be encouraged.
- The work of the St. James’s Hospital Community Benefits Oversight Group shall continue to ensure that as the campus is regenerated, so too are the benefits shared in the surrounding communities.

## Height

- In general building heights of 6-8 storeys will be encouraged, with opportunities for locally higher buildings at the St. James’s Gateway and Luas.

## Design

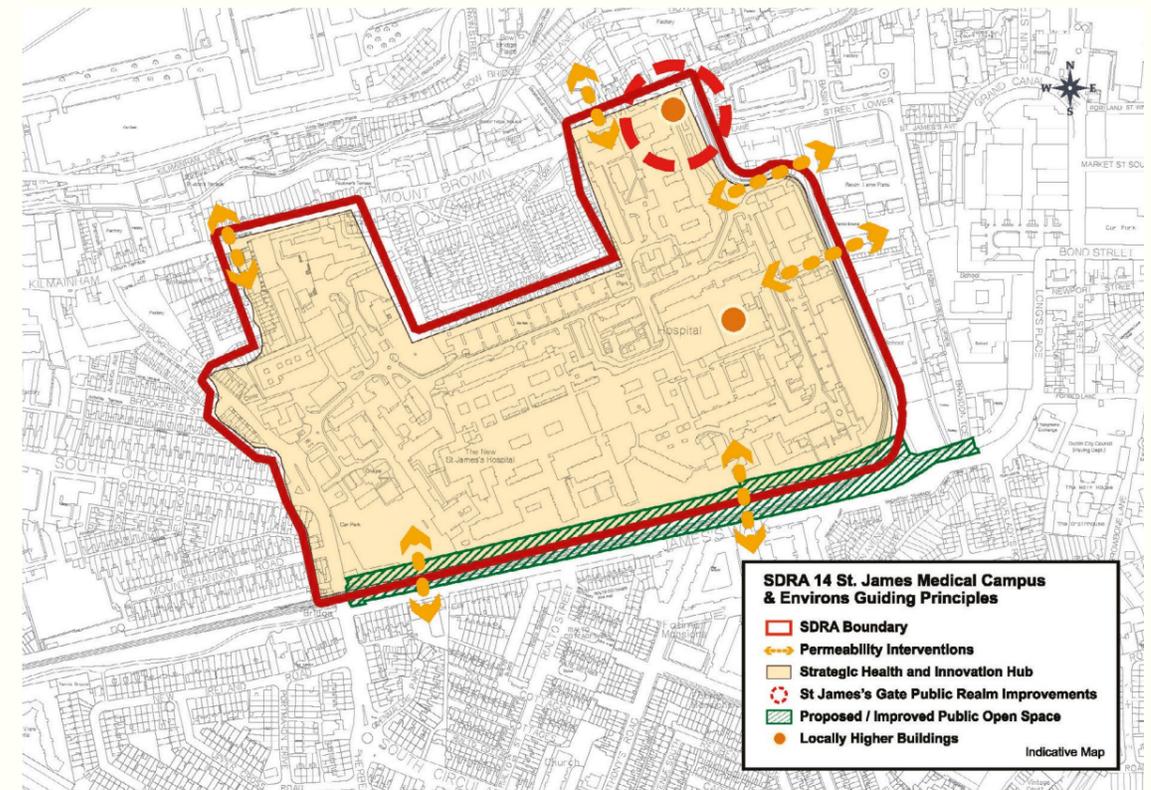
- High-quality public realm will be required and shall be applied to the network of streets and public spaces.
- Innovation in design will be encouraged to complement the vision for a world class health and education centre.
- Developments must respond to the design and setting of protected structures, respecting the historic nature of this campus.
- The provision of shared public spaces, both indoor and outdoor, shall be encouraged to provide opportunities for networking and socialising.
- St. James’s Street gateway: Carry out public realm improvements and redevelop the use of vacant sites on James’s Street at the northern end of the entrance to the hospital.
- 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. Opportunities to link the hospital campus / public open spaces to this linear park will be sought.

## Green Infrastructure

- The Masterplan shall include a green infrastructure strategy that provides amenity and biodiversity space in addition to surface water attenuation measures.
- Support provision of a green corridor along the Camac River with new landscaping and enhanced pedestrian/cycle connectivity at Old Kilmainham, including if feasible, connections to Kilmainham Mills and IMMA.



Figure 13-14: SDRA 14 St. James Medical Campus and Environs



## 13.17 SDRA 15 – Liberties and Newmarket Square

### Introduction

This SDRA corresponds to the area defined by the Liberties Local Area Plan 2009. With the expiration of the Local Area Plan (LAP) in May 2020, the SDRA seeks to incorporate relevant elements of the LAP, as appropriate, that have yet to be realised.

While considerable urban consolidation and regeneration of the Liberties area has occurred in recent decades, significant opportunities for regeneration and enhancement still exist, as identified in the guiding principles for this SDRA. It is an objective of the plan to recognise the unique role the Liberties plays in Dublin's character and to ensure that regeneration safeguards the Liberties' strong sense of community identity and cultural vibrancy into the future.

The guiding principles for SDRA 15 are as follows:

### Urban Structure

- To recognise the importance of the historical spine of the Liberties and its medieval street network.
- To identify permeability interventions to augment this network and also to restore historic laneways, where appropriate.
- To recognise and enhance the role that civic and historic buildings play in the identity and legibility of the Liberties area.
- To create a hierarchy of public open spaces including civic squares and parks, throughout the Liberties that are attractive, multi-functional, safe, welcoming and accessible to local residents, workers and visitors.
- To support the regeneration of large blocks in order to provide the opportunity to improve the human scale of the existing urban structure.
- To reinforce a sense of place and identity by promoting the development of distinctive character areas as indicated on the Guiding Principles Map.

### Land Use & Activity

- To recognise the varied and historic land-use mix that contributes to the character of the Liberties area.
- To recognise the strong community that exists in the Liberties area and the contribution it makes to the fabric of the area.
- To support the regeneration and reopening of the Iveagh Markets and recognise the historic and cultural importance of its existence.
- To support the delivery of the Liberties Creative Cluster and other initiatives to strengthen the arts within the Liberties.
- To recognise the contribution that 3rd level education institutions make to the Liberties area.
- To recognise the need for community uses and public spaces to complement the emerging development in recent decades.

- To support the use of Newmarket Square for market trading and other beneficial public uses including as appropriate, works to enhance universal access, the pedestrian environment and public realm.
- To deliver a civic hub as part of the regeneration of the Pimlico flat complex.
- To support the provisions of the Smart D8 project in relation to the provision of a Healthcare Innovation Corridor.
- To undertake an audit of community infrastructure in the Liberties area in order to identify community needs.

### Height

- To support 6-8 storeys as a benchmark height for new developments in the SDRA area where conservation and design considerations permit. Opportunities for locally higher buildings above the benchmark height, that will be slender in nature, are identified in the accompanying Guiding Principles Map.
- Opportunities exist for buildings of increased height in line with the considerations outlined in Appendix 3 of the development plan. The potential locations for locally higher buildings are shown on the accompanying Guiding Principles Map, with an indication of potential heights set down for the different character areas below, as relevant.

### Design

- To identify and protect the distinctive heritage of the area and encourage sustainable and innovative re-use of historic spaces and structures.
- 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.
- To ensure that new buildings respond to the scale and grain of the prevailing character of the particular street.
- To undertake a public realm study for the Vicar St. area to enhance the amenity and character of the Molyneux Lane, Swift's Alley and Vicar St. area. This will also create a more cohesive relationship between the Meath St. and Francis St. areas.

- To provide for the possibility of urban realm and transport interchange improvements to be made in the north-western corner of the Guinness lands (north of Thomas St.) having regard to its important location as a gateway into the city, its proximity to heavy rail and Luas stops and its placemaking potential on Victoria Quay.
- To carry out public realm works at Newmarket, Francis St., Meath St. and Cork St., as identified on the Guiding Principles Map.
- All new apartment buildings are encouraged to have own-door access for all dwellings at ground floor level to contribute to increased vitality and activation of the area.
- Improve the quality of the Liberties' main thoroughfares – Cork St., Thomas/James's St., Francis St., Meath St. and Marrowbone Lane, through improvements to the public realm and greening strategies and by establishing frontage of appropriate character and scale in relation to the street width.

### Green Infrastructure

- To support the implementation of the projects identified in the Liberties Greening Strategy and to identify further projects within the SDRA that offer opportunities for biodiversity enhancement, SuDS interventions and increasing the tree canopy coverage of the area.
- To ensure that the public open space provision of development sites be sited at locations that are visible, accessible and inviting to the wider public.
- To facilitate the creation of high quality cycle and walking routes that connect to existing and emerging public open space provision. These routes should be the subject of greening, where possible.
- To support the creation of a public park as part of the regeneration of the Pimlico flat complex involving the consolidation of the Poole St. playing facilities and the existing pocket park at the corner of Earl St. and Thomas Court Bawn.
- To support the provision of a new public park on Diageo lands north of Thomas St. as part of any redevelopment.
- To examine the possibility for the open spaces at Brú Chaoimhín and the Weir Home (in the ownership of the HSE) to become available for public patronage.

- To promote the redesign of St. James' Linear Park.
- To support the refurbishment of the former handball court at the western end of Robert Emmet Walk.
- To examine the potential to expand the community garden at Flanagan's Field on Rueben St.

### Movement and Transport

- To facilitate the delivery of the permeability interventions identified in the Guiding Principles Map which seek to increase accessibility throughout the area and in particular, to the identified network of walking and cycling infrastructure that is emerging throughout the SDRA.
- To encourage development that enhances the vitality of this emerging network of walking and cycling infrastructure.
- To facilitate delivery of cycle routes identified in the NTA GDA Cycle Strategy.
- To support the pedestrian connection linking Oisín Kelly Park at Basin View with St James' Linear Park.
- To maximise the potential benefit of the BusConnects project to the Liberties area in terms of public realm improvements, green infrastructure and pedestrian and cycling infrastructure.

### Guiding Principles for Key Opportunity Sites

#### 1 – Iveagh Market

The contribution that the reopening of the Iveagh Market as a public market can make for the Liberties area as well as the wider city is acknowledged and the SDRA supports its regeneration for this purpose. The Mother Redcaps buildings also offer a significant opportunity to be regenerated to provide for an ancillary or complementary use to the future reopening of the Iveagh Markets. It is considered that the improvement of east west linkages in this character area will support the redevelopment of these significant sites.

## 2 – Vicar Street

Redevelopment within this area should seek to provide built edges to the lanes and streets contained within and to facilitate the creation/improvement of the north-south routes identified in the Guiding Principles Map, for example through active frontages or own-door access to ground floor units.

In this area, base heights should be 6-8 storeys, where heritage, built form, character and residential amenity considerations allow, while there is potential for locally higher buildings at the identified locations.

A public realm study should be conducted for the public space identified in the Guiding Principles Map, with the aim of building upon the planned public realm improvements for Francis St. and Meath St.

## 3 – Newmarket

The Newmarket area is currently undergoing significant change. As part of this change, redevelopment of the larger blocks should contribute to the creation of a permeable, active network of pedestrian streets, as identified in the Guiding Principles Map. In particular, development should deliver active and animated frontages along the building edges, in particular, at the Cork St. and Newmarket Square interfaces. In this regard, development should respond to the emerging public realm improvements at Newmarket Square and surrounds.

In this area, base heights should be 6-8 storeys, where heritage, built form character and residential amenity considerations allow. However, along the Cork St. frontage, heights should respond to the prevailing heights on this part of the street. The opportunity for locally higher buildings up to 12-14 storeys to provide urban design and placemaking benefits to the emerging character of the Newmarket area exists at the identified locations.

Better integration of Newmarket with the Coombe and areas further to the north as part of any public realm works to Cork St. or as part of the BusConnects project will be pursued.

Community and cultural uses at Newmarket Square should be protected into the future.

## 4 – Pimlico

This character area is located at the nexus of a number of different landholdings that have the capacity for significant regeneration. Accordingly, redevelopment of the lands should accommodate a civic/community hub and an enlarged area of public open space. A locally higher building of 10-12 storeys at this location would provide urban design and placemaking benefits to the emerging character of a revitalised Marrowbone Lane. Base heights should be 6-8 storeys, where heritage, built form character and residential amenity considerations allow.

The opportunity for a new north-south pedestrian connection to run through the lands, connecting up to Thomas St. to the north should be realised as part of any redevelopment.

## 5 – Digital Hub

The Digital Hub lands represent a significant regeneration opportunity. As part of their future redevelopment, the provision of two north-south pedestrian connections, identified in the Guiding Principles Map, should be delivered. These should remain accessible to the wider public at all hours of the day.

The lands contain a number of Protected Structures and also buildings that contribute greatly to the character of Thomas St. Their presence should inform the future character of the redeveloped lands. In this area, base heights should be 6-8 storeys, where heritage, built form character and residential amenity considerations allow, while additional heights at the identified locations could reach 10-12 storeys.

Given the scale of this landholding, it is appropriate that a masterplan be prepared for the entire area, to address the above matters in addition to planned phasing. Any masterplan should also provide for the delivery of enterprise and employment uses in this area.

A public space around St Patrick's Tower should be delivered in any redevelopment of the site. A community/cultural facility should be incorporated into any redevelopment of the lands. A community and civic hub will be delivered as part of any redevelopment of the school site and lands on School Street.

## 6 – Marrowbone Lane

It is considered that the SDRA should deliver the objectives for the site including:

- The council owned depot at Marrowbone Lane to be developed as a Green Infrastructure and Recreational Area.
- Extension of amenity/recreational spaces in association with St. Catherine’s sports centre.
- New east-west link through the site to the south of St. Catherine’s Sports Centre to link up with Allingham Street.
- New north south pedestrian and cycling route (with access for parking and deliveries only) linking Marrowbone Lane with Cork Street via Allingham Street and Marion Villas.
- Potential to provide additional connectivity from John Street South to Cork Street.
- Provision for new mixed uses onto and Summer Street South to provide definition and activity onto the street.
- Opportunities also exist for the provision of improved public open space onto Cork Street at Brú Chaoimhín and the Weir Home, subject to agreement with the HSE.

## 7 – St. James’ Harbour

This area has considerable regeneration potential with both private and public land holdings of considerable scale. Connectivity and green infrastructure initiatives, as identified, are required in order to improve the amenity for existing and future residents and to better integrate the area with its adjoining institutions and neighbourhoods.

The potential for the reconfiguration/rationalisation of the education facilities in the area should be investigated, with opportunities for synergies identified.

In this area, base heights should be 6-8 storeys, where heritage, built form character and residential amenity considerations allow, while additional heights at the identified locations have potential to reach 12-14 storeys.

## 8 -Maryland

This area is generally characterised by low level residential development. Two areas of redevelopment potential are identified in the Guiding Principles Map that have the potential to increase connectivity within this character area.

In this area, where residential amenity considerations allow, base heights that should be pursued for new developments should be 6 storeys.

It is also considered that Flanagan’s Fields on Reuben Street should be retained as a community resource and that the possibility of extending the space to the south and east should be explored.

## 9 – Guinness Lands

While the operational requirements of the Guinness Lands to the north of Thomas St. are likely to remain beyond the term of the development plan, opportunities for smaller parcels of land to be redeveloped may arise in the medium term.

Given the key importance of Heuston Station from a transport point of view and as an entrance gateway to the city, a public realm study should be prepared for the lands to the front of Heuston Station as well as investigating the feasibility of continuing St. John’s Road West through the site, freeing up part of Victoria Quay for integration into any new public open space in front of Heuston Station. The potential of a new bridge linking Victoria Quay with the National Museum Collins Barracks/ Croppies Acre should be explored.

Improvements to the pedestrian and amenity quality of the connection between Heuston Station and St. James’ Hospital should be pursued. Future redevelopment of the lands fronting Steeven’s Lane should be designed to contribute to this need for improvement.

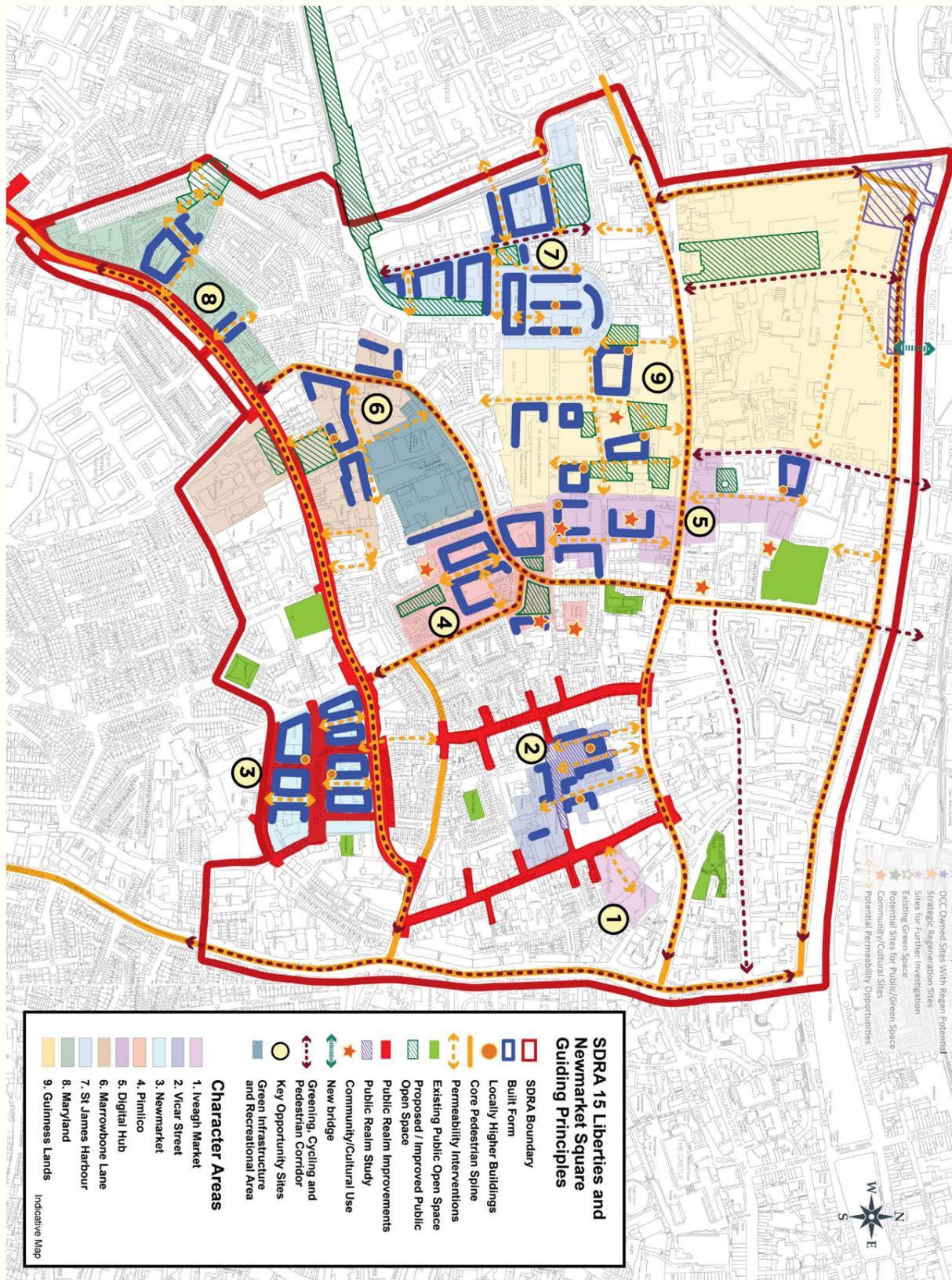
The lands to the south of Thomas St. contain less operational requirements and represent a more immediate redevelopment opportunity to create a new urban district. These lands contain a large concentration of buildings of heritage importance. The presence of these buildings should inform the future built form and character of any redevelopment of the lands. The potential for increased connectivity through the site should be explored and linkages with the character areas of St. James Harbour and Digital Hub explored.

Figure 13-15: SDR 15 Liberties and Newmarket Square

In this area, where heritage considerations allow, base heights should be 6-8 storeys while locally higher buildings at the identified locations in the Guiding Principles Map could reach 12-14 storeys.

Given the scale of these two sites, it is appropriate that in advance of any development proposal, a masterplan be prepared and agreed for the respective site, taking into consideration the wider area, to address the above matters in addition to planned phasing.

A community/cultural facility of significance should be incorporated into any redevelopment of the lands.



## 13.18 SDRA 16 – Oscar Traynor Road

### Introduction

The Oscar Traynor Road SDRA (c.17.2 ha) is located to the south-east of the junction of Oscar Traynor Road and the M1 interchange. The lands have a relatively flat topography, are currently vacant and covered in scrub vegetation. They are bound by the M1 / M 50 motorway / Port Tunnel entrance to the west, R104 Coolock Lane (Oscar Traynor Road) to the north, astro-turf football pitches and Gaelscoil Cholmcille to the north-east, Castletimon Gardens to the east, and the rear of two storey houses which front onto Lorcan Crescent to the south.

The overarching vision for this SDRA is to maximise the potential of a well-connected but underutilised low-intensity residential lands, situated within the existing built fabric of the city and the creation of a new high quality residential quarter with a neighbourhood centre and landscaped open spaces and parks, which integrates with its surrounding, mainly residential, environs. The site has an estimated capacity of 850 – 1,000 residential units in addition to community, recreational and retail facilities.

The following guiding principles will apply to the SDRA:

### Land-use and Activity

- To create a planned residential quarter integrated with the surrounding established area and with enhanced permeability. A mixture of unit types and tenures including family housing will be promoted. The provision of senior citizens homes is also supported.
- To provide a new neighbourhood centre promoting a distinctive place-making component at the entrance to the site. It is envisaged that this will form a local hub within the site and accommodate local retail, services, crèche and community uses. The neighbourhood centre should integrate with a central park which incorporates the Naniken Stream as an integral feature.
- All development proposals are to adhere to development guidance on flight path, airport noise zone and public safety zones. See Chapter 15 Development Standards for further details.

### Height

- To seek higher building forms at the northern and western edges of the site with heights in the range of 6-10 storeys being generally appropriate (subject to appropriate design considerations), scaling down to the east and south where the site adjoins existing 2-storey residential housing.
- The heights of buildings along the central park should be designed to respect the orientation of the park and should form a coherent civic frontage to the park. Careful design should be given to development adjacent to the motorway to minimise noise impact. A strong spine of higher apartment buildings presenting their ends to the motorway to optimise site orientation and create sheltered courtyard spaces may be appropriate.

### Design

- To seek a high quality architectural design response to both individual buildings and streetscape settings/elevations for the entire site but having particular regard to the approaches from the M1 southwards and along Coolock Lane/Oscar Traynor Road. Elevational treatment and materiality that provides both variety and coherence will be promoted.
- To seek creative architectural solutions to single buildings such as the neighbourhood centre to ensure these buildings differentiate themselves from the mainly residential nature of the remaining site. High quality materials will be sought to boundary treatments and the public realm.

### Green Infrastructure

- To provide a variety of high quality green spaces for a range of different users throughout the site including the main central park, pocket parks, private courtyards, nature trails along the perimeters etc. There is to be a minimum 20% of the site in public open space.
- To ensure that the Naniken Stream forms an integrated feature of the central park and that habitat ponds and a naturalised river section are included where feasible.
- To design the central park to include recreation spaces including play spaces for all ages, a skate park, outdoor exercise equipment etc. A network of paths that connect through and around it with direct and circular routes should be provided. Allotments and orchards should be included where feasible.

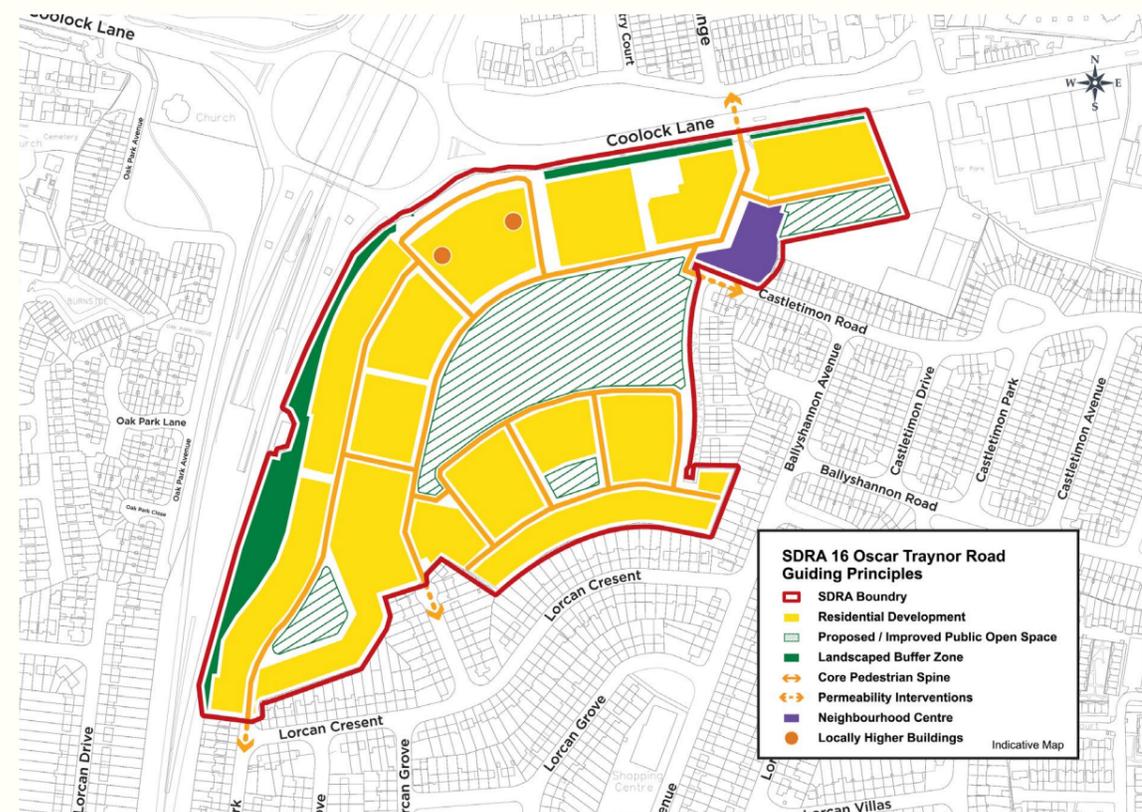
- To provide a new urban park connecting the Gaelscoil grounds with an urban play area located close to the school and accessed from the school grounds. This park should also contain:
  - A bespoke play area.
  - Outdoor games such as table tennis tables.
  - A MUGA (Multi-Use Play Area).
  - A pedestrian pathway to the school to facilitate the use of the park by the school.

### Movement and Transport

- To provide high levels of permeability throughout the site integrating with existing residential streets to the east and south where feasible with pedestrian links to the north-west to connect with the western side of the M1 Port tunnel access route. Development should include permeable green routes through the site to make new connections to the wider community, adjoining school and to Coolock Lane.
- To provide for increased pedestrian safety and permeability including:
  - A connected series of routes with a readable hierarchy leading to and through the central parkland.
  - A new signalised junction on Coolock Lane to access the proposed development, the school and Astroturf centre. This proposed main access junction from Coolock Lane will incorporate a high quality pedestrian/cyclist facilities for those accessing the site.
  - Pedestrian priority features with visual and speed reducing measures.
  - Liveable, green, safe streets with a strong sense of place.
  - Increased links to residential areas to the south via new pedestrian/cyclist linkages.
  - Address existing east-west permeability and connectivity issues through potential future enhanced crossing facilities at the Coolock Interchange.
  - Reduce walking distances between Beaumont Hospital and Coolock Interchange by improved permeability.
  - Hierarchical approach to the use of materials, which will be used to reflect road hierarchy including changes to carriageway surface material to emphasise transitional zones and changes in material on raised table junctions to encourage low vehicle speeds.

- To upgrade the existing two-stage pedestrian crossing on Coolock Lane to a single stage Toucan crossing. A Toucan crossing will also be provided across the southern arm of the junction which will connect to a segregated pedestrian/cyclist route on the western side of the OTR access and a shared facility on the eastern side.

Figure 13-16: SDR 16 Oscar Traynor Road



## 13.19 SDR 17 – Werburgh Street

### Introduction

Werburgh Street SDR is within the medieval city walls and defined by Castle Street to the north, Hoey’s Court (Castle Steps) to the east, Ship Street Little to the south and Werburgh Street to the west. The Dublin City Walls and Defences Conservation Plan 2005 identified the city walls as one of the most important civic monuments in the capital city.

A framework was prepared for Dublin City Council in 2005 to provide a coherent strategy for this historic core of Dublin City. This plan proposed urban solutions for key spaces that will act as nodes for growth and linkage between one another and the wider city. Werburgh Street SDR is informed by the Guiding Principles Map and recent planning history of

the area. The SDRA will seek to achieve a core quarter that will exhibit a strong physical character, recover lost history and building fabric and provide activities that have beneficial effect on the future of this part of the city.

The area contains a number of Recorded Monuments that survive above and below ground. The upstanding remains of the medieval city walls are a National Monument. St. Werburgh's Church and graveyard is both a Recorded Monument and a Protected Structure and the three storey house at number 4 Castle Street is also a Protected Structure. Werburgh Street is the site of the Pole Tower (a medieval mural tower) assumed to be under the road near the entrance to Jury's car park. The area is also unique in containing well-preserved deep layers of buried waterlogged archaeological deposits from the Hiberno-Norse town. These deposits are of International importance as they relate to the origins of European urbanisation and to an extensive Viking trade network. The protection, curation and interpretation of this sensitive non-renewable resource for future research is a key priority for the SDRA.

The guiding principles for the area are as follows:

### Urban Structure

- To support the identity, historical and cultural significance of the city walls circuit and of the historic core of the city. To support the relevant objectives of the Dublin City Walls and Defences City Walls Conservation Plan.
- Proposals must acknowledge the status and integrity of the walled circuit as a single, composite entity and place the identity, significance and function of the city walls and defences at the heart of future regeneration of this area.
- To improve access and enhance the presentation and setting of the standing portions of the city walls at Ship Street Little.
- Any re-development to ensure the long term preservation of the archaeology, embrace and enhance the historical and cultural significance of the area to the city.
- Buildings within the prevailing height category (Appendix 3) will be considered, having regard to the conservation and archaeological sensitivity of the location.

### Land Use & Connectivity

- The sensitive redevelopment of underutilised sites to provide additional mixed use offering complementing the cultural, tourism and recreational activities of the area should be pursued.
- To support the ecclesiastical and cultural use of St. Werburgh's Church and improve access into St. Werburgh's Church and graveyard.
- To provide a pedestrian-friendly space and to improve the entrance and connection into Dublin Castle from Werburgh Street along Ship Street, and from Castle Street via the Castle Steps.
- To recreate the line of Hoey's Court (the birthplace of Johnathan Swift).
- To provide a new wall walk at Hoey's Court, looking over Ship Street.
- To open access to the wall walk from the existing gate on the Castle Steps (lower end).

### Open Space and Amenity

- Having regard to the cultural tourism destinations within the wider area, the regeneration of the SDRA lands should improve the visual and open space amenity of the area for the local community and visitors and improve pedestrian connectivity between destinations.
- The River Poddle, runs below Ship Street in a Victorian culvert. The historic line of the Poddle is reflected by the upstanding City Walls on the north side of Ship Street. Proposals for Ship Street should provide an open plaza and prioritise pedestrian movement whilst celebrating the city walls and the grandeur of the historic precinct of Dublin Castle.
- To seek the development of a new 'square' or space to the south of St. Werburgh's Church.
- To develop the lands adjoining the City Walls west of Werburgh Street as a landscaped area that supports local biodiversity whilst protecting the sensitive archaeological remains at this location; as a "meanwhile" use as until a full archaeological examination of this area takes place.

## Design

There are two specific sites within the area that present an opportunity for re-development – see Guiding Principles Map. These sites are owned by the Office of Public Works (OPW) and are currently underutilised. Site 1 is a land bank currently in use as surface car parking on Castle Street. Site 2 is currently occupied by the Employment Exchange building located at the corner of Ship Street Little and the Castle Steps.

Proposals should ensure that the design for the sites should be of the highest architectural quality. Proposed structures should be light weight buildings with low impact foundations (i.e. under 5%) to allow for adequate in situ preservation of the archaeological deposits. The scale, massing and height of these buildings shall have due regard to the sensitive nature of the site, its monuments and historic setting.

Other infill developments in the area should be done in a sensitive manner. New developments should be of the highest quality design, materials and finish, with a density appropriate to the historic core and the medieval inter-mural status of the site.

It is the policy of Dublin City Council to continue to preserve, and enhance the surviving sections of the city walls and defences. Any proposal within close proximity (20m) of the city wall should have regard to the City Walls and Defences Conservation Plan. Any new use should be designed to have minimal impact on the subsurface archaeological deposits, and will be subject to Ministerial Consent, archaeological impact assessment and research-led excavation in accordance with the Medieval Dublin Archaeological Research Framework.

## Green Infrastructure

New Developments shall include a green infrastructure strategy that provides amenity and biodiversity space in addition to surface water attenuation measures.

Figure 13-17: SDRA 17 Werburgh Street





# CHAPTER 14

## Land Use Zoning



## 14.1 Introduction

This chapter sets out the general land-use and zoning policies and objectives of the plan and provides an explanation of the land-use categories and the zoning objectives which apply. The zoning policies and objectives have been derived from the core strategy (see Chapter 2).

The integration of land-use planning with infrastructure delivery is essential to achieving sustainable development. The NPF requires that the zoning of land for development purposes be coordinated with planned infrastructure and services (see also Chapter 9: Sustainable Environmental Infrastructure). Balancing the requirement to make provision for greater levels of growth and more intense forms of development with the need to safeguard the city's environment, heritage, infrastructure and communities is a key objective of the plan.

To facilitate these aims, a comprehensive review of the city's zoned land has been undertaken and a number of changes have been made to the land-use zoning objectives, zoned areas and the nature and extent of appropriate uses. This review built on the comprehensive study of the city's Z6/Z7 zoned lands that was undertaken in accordance with Objective CEE04 of the 2016 -2022 Development Plan in order to identify lands with the potential to accommodate more intense land uses within the existing built fabric of the city over the short, medium and long term. Some of the key changes in this Development Plan are summarised below:

- The role of Z3 (Neighbourhood Centres) and Z4 (Key Urban Villages) have been reviewed in the context of recent socio-economic trends and resulting changes in consumer behaviour which have enhanced the importance that such centres play in serving the needs of their local population hubs and in delivering on the vision of Dublin as a 15-minute city. An increased focus on encouraging mixed use development has also been introduced in Z5 City Centre (see also Chapter 7: The City Centre, Urban Villages and Retail).
- Development principles applying to Z6 (Enterprise and Employment) and Z7 (Employment (Heavy)) lands have been revised to take account of changes in planning context since 2016 and the comprehensive review of low intensity industrial areas of the city. There is an enhanced focus on promoting employment and providing

for a wide range of local services on the city's remaining Z6 zoned lands. The ongoing development and consolidation of Z6 and Z7 lands for these purposes will be encouraged.

- For the Z8 (Georgian Conservation Areas) zone, an increased focus is placed on the need to facilitate regeneration, cultural uses and appropriate residential development whilst managing the concentration of office uses in these areas (see also Chapter 11: Built Heritage and Archaeology).
- Z9 (Amenity/Open space lands/Green network) have been reviewed to ensure that adequate provision of a range of amenity uses and ecosystem services are delivered.
- Changes to the Z10 (Inner Suburban and Inner City Sustainable Mixed Uses) zoning objective include the application of a new requirement that a Masterplan be prepared in respect of the development of Z10 lands in certain locations together with those over 0.5ha in size.
- Z12 (Institutional Land (Future Development Potential)) have been reviewed, resulting in some change to the zoned areas and an increase in the amount of public open space required as part of the development of these lands.
- Z14 Strategic Development and Regeneration Areas (SDRAs) have each been reviewed. The majority of the existing SDRAs are carried forward in this Plan. New SDRAs have been designated in areas which have been identified as needing significant regeneration together with a small number of areas that have been identified as needing a strong conservation or archaeological approach to guide their future development (see also Chapter 13: Strategic Development and Regeneration Areas).
- The strategic importance of the city's Z15 (Community and Social Infrastructure) landbank (formerly referred to as "institutional lands") to the future development of Dublin as a 15-minute city has been reviewed and there will be an increased focus on safeguarding the development of these lands these lands for social and community infrastructure.

## 14.2 Strategic Approach

The overall zoning strategy is based on the following principles:

- To ensure that land use zoning across the city spatially facilitates the aims of the core strategy and the objective to develop a compact, connected, low carbon and climatically resilient city.
- To ensure that land is appropriately zoned in order to accommodate the expected growth needs of Dublin City within the lifetime of the plan and to ensure the protection of community and social infrastructure and critical ecosystems services through the application of appropriate land use zoning designations in order to provide adequate facilities and amenities to meet the growing needs of the city.
- To provide for balanced and sustainable development by promoting in particular, a mixed-use pattern of development with a move away from more traditional forms of single mono-use zoning.
- To ensure that the most efficient use is being made of the city's land in line with the principles of the 15-minute city, and that the re-development of under-utilised and brownfield land is promoted in order to consolidate and add vitality to existing centres.
- To promote the intensification of development adjacent and close to public transport nodes and corridors in order to minimise trip generation and distribution and to promote sustainable compact urban form.
- To ensure that the city's zoned enterprise and employment lands are integrated with key supporting infrastructure to provide for more intensive forms of employment.

## 14.3 Permissible, Non-Permissible Uses and Unzoned Lands

### 14.3.1 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 considerations, including the 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.

There will be a presumption against uses not listed under the permissible or open for consideration categories in zones Z1, Z2, Z6, Z8, Z9, Z11, Z12 and Z15. Other uses will be dealt with in accordance with the overall policies and objectives in this plan.

### 14.3.2 Unzoned Lands

Certain small areas of land within the city are unzoned or not covered by a specific zoning objective. These lands are illustrated in white on the zoning maps accompanying the plan and usually correspond with the location of the city's roads, bridges, train lines or other key infrastructure installations. Development proposals in respect of these unzoned lands will be considered in accordance with the policies and objectives of the plan. Regard will also be had to their compatibility with adjacent land uses and zonings.



## 14.4 Zoning Objectives and Reuse / Redevelopment of 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.

## 14.5 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.

## 14.6 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 land use between 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 (see also Appendix 3, Chapter 4: Shape and Structure of the City and Chapter 15: Development Standards) for guiding principles regarding criteria such as height, density, urban design.

## 14.7 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 Objectives	Abbreviated Land-Use Description
Z1	Sustainable Residential Neighbourhoods
Z2	Residential Neighbourhoods (Conservation Areas)
Z3	Neighbourhood Centres
Z4	Key Urban Villages/Urban Villages
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	Community and Social Infrastructure
Z16	Affordable Housing and Employment

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.

**Note:** zoning map key/legend will be updated at a later stage in the plan process.

### 14.7.1 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 high quality accommodation is available within sustainable communities where residents are within easy reach of open space and amenities as well as facilities such as shops, education, leisure and community services. The objective is to ensure that adequate public transport, in conjunction with enhanced pedestrian and cycling infrastructure, provides such residential communities good access to employment, the city centre and the key urban villages in order to align with the principles of the 15-minute city.

Chapter 5: Quality Housing and Sustainable Communities, which deals with policies and objectives for residential development, making good neighbourhoods and standards respectively, should be consulted to inform any proposed residential development (see also Chapter 15: Development Standards).

In order to achieve a sustainable tenure mix in neighbourhoods, the Build to Rent residential typology will be in the open for consideration category.

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 childcare facilities, schools, community facilities, personal services, local shops, open space, recreation and amenity uses.

#### Z1 – Permissible Uses

Assisted living/retirement home, buildings for the health, safety and welfare of the public, childcare facility, community facility, cultural/recreational building and uses, delicatessen, education, embassy residential, enterprise centre, halting site, home-based economic activity, medical and related consultants, open space, place of public worship, public service installation, residential, shop (local), sports facility, training centre.

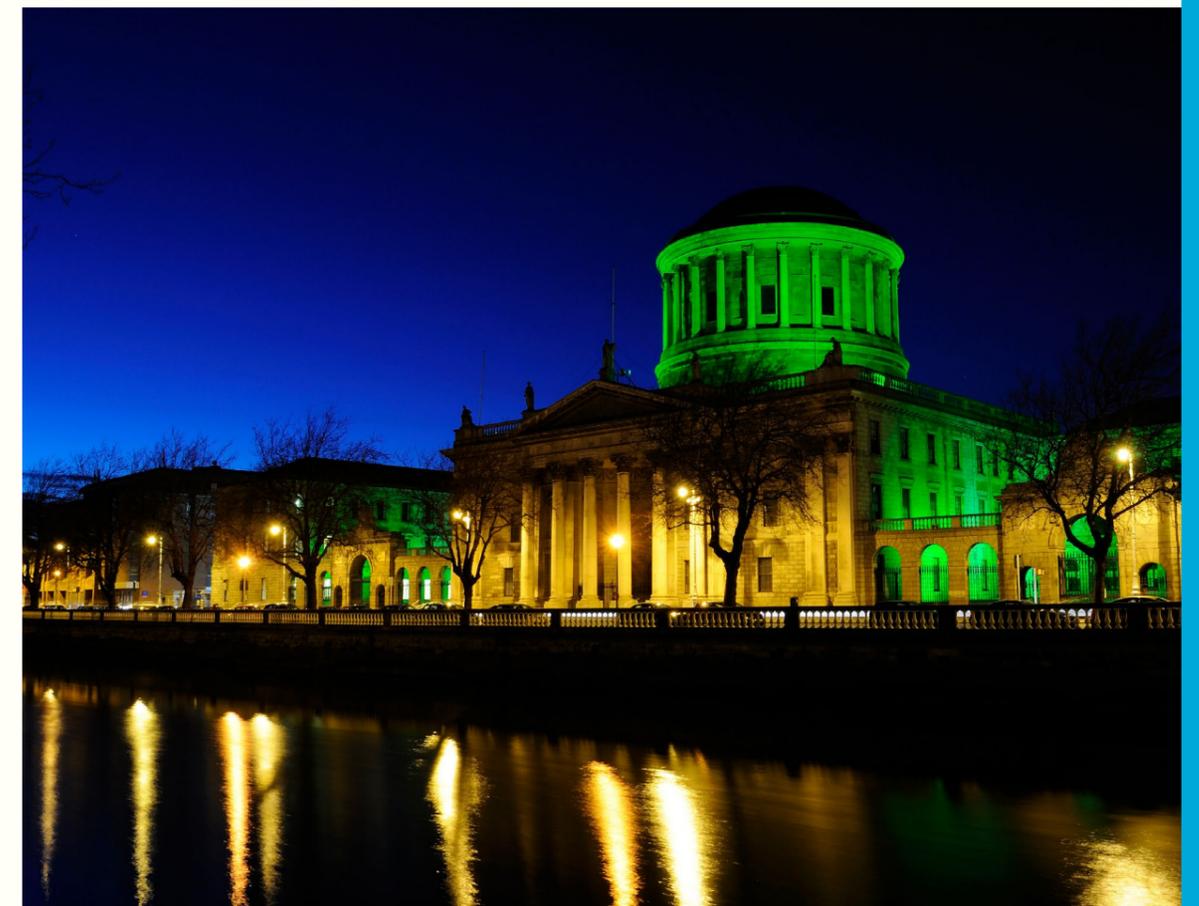
#### Z1 – Open for Consideration Uses

Allotments, beauty/ grooming services, bed and breakfast, betting office, Build to Rent residential, café/tearoom, car park, civic and amenity/ recycling centre, garden centre/plant nursery, guesthouse, hostel (tourist), hotel, industry (light), laundromat, live/work units, media-associated uses, mobility hub, off-license, off-licence (part), office, park and ride facility, petrol station, pigeon loft, postal hotel/motel, primary health care centre, public house, residential institution, restaurant, student accommodation, veterinary surgery.

### 14.7.2 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. Chapters 11:



Built Heritage and Archaeology and Chapter 15: Development Standards, detail the policies and objectives for residential conservation areas and standards respectively. Volume 4 of this plan contains the record of protected structures.

The principal land-use encouraged 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.

### **Z2 – Permissible Uses**

Bed and breakfast, buildings for the health, safety and welfare of the public, childcare facility, embassy residential, guesthouse, home-based economic activity, medical and related consultants, open space, public service installation, residential.

### **Z2 – Open for Consideration Uses**

Allotments, assisted living/retirement home, beauty/ grooming services, Build to Rent residential, café/tearoom, civic and amenity/ recycling centre, community facility, craft centre/ craft shop, creative and artistic enterprises and uses, cultural/recreational building and uses, cultural, delicatessen, education, embassy, embassy (office), enterprise centre, funeral home, hotel, laundromat, office, live-work units, place of public worship, primary health care centre, residential institution, restaurant, shop (local), sports facility, student accommodation, veterinary surgery.

## **14.7.3 Neighbourhood Centres – Zone Z3**

### **Land-Use Zoning Objective Z3: To provide for and improve neighbourhood facilities.**

Neighbourhood Centres provide local facilities such as convenience shops, hairdressers, post office etc. within a residential neighbourhood and range from the traditional parade of shops to larger neighbourhood centres. They may be anchored by a supermarket type development typically of between 1,000 sq. m. and 2,500 sq. m. of net retail floorspace. They can form a focal point for a neighbourhood and provide a range of services to the local population. Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened, where appropriate. Neighbourhood centres may include an element of housing, particularly at higher densities, and above ground floor level.

### **Z3 – Permissible Uses**

Assisted living, beauty/ grooming services, bed and breakfast, buildings for the health, safety and welfare of the public, café/tearoom, car park, childcare facility, community facility, craft centre/ craft shop, creative and artistic enterprises and uses, cultural/recreational building and uses, delicatessen, education, enterprise centre, funeral home, garden centre/ plant nursery, guesthouse, home-based economic activity, industry (light), laundromat, live-work units, medical and related consultants, office, off-licence (part), open space, primary health care centre, public service installation, residential, restaurant, shop (local), shop (neighbourhood), sports facility, training centre, veterinary surgery.

### **Z3 – Open for Consideration Uses**

Advertisement and advertising structures, betting office, civic and amenity/recycling centre, cultural, financial institution, embassy residential, garage (motor repair/service), household fuel depot, internet café/call centre, media-associated uses, off-licence, petrol station, place of public worship, postal hotel/motel, public house, take-away.

## **14.7.4 Key Urban Villages and Urban Villages – Zone Z4**

### **Land-Use Zoning Objective Z4: To provide for and improve mixed-services facilities.**

Key Urban Villages and urban villages (formerly district centres) function to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle or public transport; in line with the concept of the 15-minute city.

Key Urban Villages form the top tier of centre outside the city centre. They typically have retail outlets of a greater size selling convenience and comparison goods or provide services of a higher order. The catchment area generally extends spatially to a greater extent than that of urban villages and neighbourhood centres (see Chapter 7: City Centre, Urban Villages and Retail and Appendix 2: Retail Strategy for further detail). Urban villages zoned Z4 are typically smaller in scale and provide a more localised role for the daily shopping needs and local services of a residential community.

A symbol and reference number identifies the designated Key Urban Villages on the Dublin City Development Plan 2022–2028 zoning maps and they are also identified on Map K. These centres have, or will have

in the future, the capacity to deliver on a comprehensive range of integrated services along with residential development.

Key Urban Villages:

- **KUV 1** Clongriffin - Belmayne
- **KUV 2** Northside Shopping Centre
- **KUV 3** Ballymun
- **KUV 4** Finglas
- **KUV 5** Ballyfermot
- **KUV 6** Naas Road
- **KUV 7** Rathmines
- **KUV 8** Phibsborough
- **KUV 9** Crumlin Shopping Centre
- **KUV 10** Donaghmede Shopping Centre
- **KUV 11** Omni Shopping Centre
- **KUV 12** Point Village and Poolbeg

General principles with regard to development in Key Urban Villages/urban villages 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.

- **Mixed Use:** Promote an increased density of mixed-use development including residential development with diversity in unit types and tenures capable of establishing long-term integrated communities.
- **Density:** Ensure the establishment of higher density development capable of sustaining quality public transport systems and supporting local services and activities. Encourage the development/re-development of under-utilised sites and intensification of underutilised areas such as surface parking. Opportunity should be taken to use the levels above ground level for additional commercial/retail/services or residential use.
- **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. Ensure that enhanced connectivity and permeability is promoted.

- **Commercial/Retail:** Promote the creation of a vibrant retail and commercial core with animated streetscapes. A diversity of uses should be promoted to maintain vitality throughout the day and evening.
- **Community and Social Services:** Encourage these centres to become the focal point for the integrated delivery of community and social services.
- **Employment:** Encourage the provision of employment uses incorporating office, work hub, live-work units, professional and financial services and the creation of small start-up units.
- **Built Environment:** Ensure the creation of high-quality, mixed-use urban districts with a high quality public realm, distinctive spatial identity and coherent urban structure of interconnected streets and child-friendly, accessible 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.

#### **Z4 – Permissible Uses**

Amusement/leisure complex, assisted living/retirement home, bed and breakfast, buildings for the health, safety and welfare of the public, café/tearoom, car park, car trading, childcare facility, civic offices, community facility, cultural/recreational building and uses, craft centre/ craft shop, delicatessen, education, embassy office, enterprise centre, financial institution, garden centre/ plant nursery, guesthouse, halting site, home-based economic activity, hostel (tourist), hotel, industry (light), live-work units, media-associated uses, medical and related consultants, mobility hub, motor sales showroom, office, off-licence, off-licence (part), open space, park and ride facility, petrol station, place of public worship, primary health care centre, public house, public service installation, recycling facility, residential, restaurant, science and technology-based industry, shop (district), shop (local), shop (neighbourhood), sports facility, take-away, training centre, veterinary surgery.

#### **Z4 – Open for Consideration Uses**

Advertisement and advertising structures, betting office, Build to Rent residential, civic and amenity/recycling centre, conference centre, embassy residential, funeral home, garage (motor repair/service), household fuel depot, internet café/call centre, laundromat, nightclub, office, outdoor poster advertising, postal hotel/motel, shop (factory shop), shop (major comparison), student accommodation, 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.

### 14.7.5 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 15 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 also Chapter 15: Development Standards).

Ideally, a mix of uses should occur both vertically through the floors of buildings as well as horizontally along the street frontage. A general mix of uses e.g. retail, commercial, residential will be desirable throughout the area and active, vibrant ground floor uses promoted. On Category 1 retail streets, retail should be the predominant ground floor use – see Appendix 2.

In the interests of promoting a mixed use city, it may not be appropriate to allow mono office use on Z5 zoned lands, particularly on large scale development sites, or to allow an overconcentration of hotel uses in a particular area. Therefore, where significant city centre sites are being redeveloped, an element of residential and other uses as appropriate should be provided to complement the predominant office use in the interests of encouraging sustainable, mixed use development.

#### **Z5 – Permissible Uses**

Amusement/leisure complex, beauty/ grooming services, bed and breakfast, buildings for the health, safety and welfare of the public, café/tearoom, childcare facility, civic offices, community facility, conference centre, craft centre/ craft shop, cultural, creative, artistic, recreational building and uses, cultural/recreational building and uses, delicatessen, education, embassy office, enterprise centre, financial institution, funeral home, guesthouse, home-based economic activity,

hostel (tourist), hotel, industry (light), internet café/call centre, live-work units, media-associated uses, medical and related consultants, mobility hub, nightclub, office, off-licence, off-licence (part), open space, place of public worship, primary health care centre, public house, public service installation, recycling facility, residential, restaurant, science and technology-based industry, shop (district), shop (local), shop (neighbourhood), shop (major comparison), sports facility, student accommodation, take-away, training centre, veterinary surgery, warehousing (retail/non-food)/retail park.

#### **Z5 – Open for Consideration Uses**

Advertisement and advertising structures, betting office, Build to Rent residential, car park, car trading, civic and amenity/recycling centre, household fuel depot, laundromat, motor sales showroom, outdoor poster advertising, petrol station, postal hotel/motel, transport depot.



### 14.7.6 Employment/Enterprise – Zone Z6

**Land-Use Zoning Objective Z6: To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.**

The Development Plan has identified key Strategic Development Areas (see Chapter 6) to support investment, job creation and overall economic growth within the city.

In addition, it is considered that the remaining Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The progressive consolidation and development of these lands will be supported. The primary objective for this zone is to facilitate long-term economic development in the city. It is important that these remaining Z6 zoned lands provide for intensive employment and accommodate a wide range of local services.

The uses in these areas will create dynamic and sustainable employment and include innovation, creativity, research and development, science and technology, social enterprise, creative industry and the development of emerging industries such as green/clean technologies and the marine sector. These uses 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 and enhanced public realm, green networks and leisure facilities.

A range of other uses including 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 recreation/leisure 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 urban villages.

Proposals for development of these lands should create a high quality physical environment; coherent urban structure; 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 15: 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 – see Appendix 5.

#### Z6 – Permissible Uses

Café/tearoom, car park, childcare facility, civic and amenity/recycling centre, conference centre, cultural/recreational building and uses, cultural, creative and artistic enterprise and uses, delicatessen, embassy office, enterprise centre, household fuel depot, industry (light), internet café/call centre, media associated uses, mobility hub, office, office-based industry, open space, park and ride facility, public service installation, restaurant, science and technology-based industry, shop (local), training centre, wholesale outlet.

#### Z6 – Open for Consideration Uses

Advertisement and advertising structures, amusement and leisure complex, beauty/ grooming services, betting office, boarding kennel, buildings for the health, safety and welfare of the public, car trading, community facility, craft centre/ craft shop, crematorium, financial institution, funeral home, garage (motor repair/service), garden centre/ plant nursery, hotel, laundromat, medical and related consultants, nightclub, off-licence (part), outdoor poster advertising, petrol station, place of public worship, postal hotel/motel, public house, shop (factory shop), shop (neighbourhood), sports facility, veterinary surgery, warehousing (retail/non-food)/retail park, warehousing.

### 14.7.7 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 and at the Diageo/ Guinness complex (see Chapter 4: Shape and Structure of the City, Chapter 6: City Economy and Enterprise, Chapter 9: Sustainable Environmental Infrastructure and Chapter 15: Development Standards). The primary uses in these areas are those that can result in a standard of amenity that would not be acceptable in other areas. Such activities include industry, other than light industry, manufacturing, repairs, open storage, waste material treatment, utility operations and transport operation services.

These areas require a measure of protection from other non-compatible uses as this can result in conflict and limit the expansion or adaption 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 Appendix 8 – COMAH (Seveso) Establishments, for further guidance.

### **Z7 – Permissible Uses**

Café/tearoom, chemical processing and storage, childcare facility, civic and amenity/recycling centre, cruise shipping and marine services (in port area and ancillary services), data centre, delicatessen, enterprise centre, garage (motor repair/service), general industrial uses, heavy vehicle park, household fuel depot, industry (light), office, open space, outdoor poster advertising, park and ride facility, petrol station, port-related industries and facilities, public service installation, science and technology-based industry, scrap yard, shop (local), storage depot (open), transfer station, transport depot, warehousing.

### **Z7 – Open for Consideration Uses**

Advertisement and advertising structures, amusement/leisure complex, betting office, boarding kennel, buildings for the health, safety and welfare of the public, car park, car trading, community facility, crematorium, cultural/recreational building and uses, creative and artistic enterprises and uses, shop (factory shop), media-associated uses, public house, restaurant, take-away, training centre.

## **14.7.8 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 whilst facilitating regeneration, cultural uses and encouraging appropriate residential development (such as well-designed mews) in the Georgian areas of the city. Insensitive or inappropriate backland development in Z8 areas will be strongly discouraged.

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 or the expansion of existing office use 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 within a Z8 zoned area.

Chapter 11: Built Heritage and Archaeology and Chapter 15: Development Standards, should be consulted to inform any proposed development, as these detail policies/objectives for conservation and heritage and also set out standards.

### **Z8 – Permissible Uses**

Assisted living/retirement home, bed and breakfast, café/tearoom, childcare facility, cultural/recreational building and uses, education, embassy residential, embassy, home-based economic activity, hostel (tourist), hotel, live-work units, medical and related consultants, office, open space, residential, restaurant.

### **Z8 – Open for Consideration Uses**

Beauty/ grooming services, buildings for the health, safety and welfare of the public, community facility, craft centre/ craft shop, cultural, creative and artistic enterprises and uses, delicatessen, enterprise centre, financial institution, guesthouse, nightclub, place of public worship, public service installation, shop (local), sports facility, student accommodation, veterinary surgery.

## **14.7.9 Amenity/Open Space Lands/Green Network – Zone Z9**

**Land-Use Zoning Objective Z9: To preserve, provide and improve recreational amenity, open space and ecosystem services.**

Z9 lands are multi-functional and central to healthy place making, providing for amenity open space together with a range of ecosystem services. They include all amenity open space and park lands which can be divided into three broad categories of green infrastructure as follows: public open space; private open space; and, sports facilities.

The provision of public open space is essential to the development of a strategic green infrastructure 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 and Recreation, and Chapter 15: Development Standards).

The role of Z9 lands in providing for ecosystem services such as improved biodiversity and ecological connectivity, nature-based surface water management, flood attenuation, river corridor restoration and climatic resilience is also increasingly being recognised.

Generally, the only new development allowed in these areas, other than the amenity/recreational uses, are those associated with the open space use. These uses will be considered on the basis that they would not be detrimental to the Z9 zoned lands.

In certain specific and exceptional circumstances, where it has been demonstrated to the satisfaction of the planning authority, some limited degree of residential or commercial development may be permitted on Z9 land subject to compliance with the criteria below:

- Where it is demonstrated that such a development would be essential in order to ensure the long term retention, enhancement and consolidation of a sporting facility on the site.
- Any such development must be ancillary in scale and demonstrate that the primary sporting land use on the site is not materially eroded, reduced or fragmented.
- Only a once-off development in respect of the site / lands in the ownership of and /or use by the sporting facility will be considered.
- 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.

### **Z9 – Permissible Uses**

Allotments, cemetery, club house and associated facilities, municipal golf course, open space, public service installation.

### **Z9 – Open for Consideration Uses**

Boarding kennel, café/ tearoom, caravan park/camp site (holiday), car park for recreational purposes, childcare facility, civic and amenity/ recycling centre, community facility, club house and associated sports facilities, craft centre/craft shop, crematorium, cultural/recreational building and uses, garden centre/ plant nursery, golf course and clubhouse, place of public worship, restaurant, shop (local), sports facility, water-based recreational activities.

## **14.7.10 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.**

The purpose of this zoning is to promote mixed use in order to deliver sustainable patterns of development in line with the principles of the 15-minute city. The concept of mixed-use will be 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.

In order to ensure that a mixed use philosophy is adhered to on Z10 zoned lands, the focus will be on delivering a mix of residential and commercial uses and there will be a requirement that a maximum of 70% of a Z10 zoned site can be given to one particular use, with the remaining portion of the site (30% or greater) to be given over to another use or uses (e.g. residential or office/employment).

The primary uses supported in this zone are residential, office and retail with ancillary uses also facilitated where they deliver on the overall zoning objective.

There will be a requirement that for any significant scheme (on Z10 zoned lands greater than 0.5ha in size) seeking to increase densities and/or height, that a masterplan is prepared (see also Appendix 3). The requirement to prepare a masterplan in respect of future development will also specifically apply to Z10 zoned lands at Malahide Road, Harmonstown Road, Goldenbridge Industrial Estate, 110-114 Cork Street, Glenview Industrial Estate and Brickfield House/ Sunshine Estate.

### **Z10 – Permissible Uses**

Amusement/leisure complex, assisted living/retirement home, beauty/grooming services, bed and breakfast, buildings for the health, safety and welfare of the public, café/ tearoom, childcare facility, civic offices, civic and amenity/recycling centre, community facility, conference centre, creative and artistic enterprises and uses, craft centre/craft shop, cultural/recreational building and uses, cultural, delicatessen, education, embassy office, embassy residential, enterprise centre, financial institution, guesthouse, halting site, home-based economic activity, hostel (tourist), hotel, internet café/call centre, live-work units, media-associated uses, medical and related consultants, mobility hub, motor sales showroom, off-licence, off-licence (part), office, open space, place

of public worship, primary health care centre, public service installation, public house, residential, restaurant, shop (local), shop (neighbourhood), sports facility, training centre, veterinary surgery.

#### Z10 – Open for Consideration Uses

Advertising structure, betting office, boarding kennel, Build to Rent residential, car park, car trading, funeral home, garage (motor repair/service), garden centre/ plant nursery, household fuel depot, industry (light), laundromat, nightclub, office-based industry, outdoor poster advertising, petrol station, pigeon loft, postal hotel/motel, science and technology-based industry, student accommodation, take-away, transport depot, warehousing (retail/non-food)/retail park, wholesale outlet.

### 14.7.11 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 and integrity of these areas including views and prospects into/out of the areas (see Chapter 9, Section 9.5.2 Urban Watercourses and Water Quality and also Chapter 10, Section 10.5.5 – Rivers and Canals). The coast, canals, and rivers have a role in contributing to the development of a strategic green and blue network and also provide for critical flood management and climate adaption infrastructure. 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 15). The uses set out below will be considered on the basis that they would not be detrimental to the Z11 zoned lands.

#### Z11 – Permissible Uses

Open space, water-based recreational activities.

#### Z11 – Open for Consideration Uses

Café/tea-room, public service installation restaurant.



### 14.7.12 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 or which have been in institutional use, which may be developed for other uses in the future. They may include, colleges and residential health care institutions (e.g. hospitals). Significant ancillary facilities such as staff accommodation and dedicated open space and sports/recreational facilities are also often included.

Where lands zoned Z12 are to be developed, a minimum of 25% of the site, will be required to be retained as accessible public open space to safeguard the essential open character and landscape features of the site. Where such lands are redeveloped, the predominant land-use will be residential.

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 25% public open space requirement associated with any residential development, to ensure a co-ordinated approach to the creation of new high-quality public open space linked to the green network and/or other lands, where possible. In addition, development shall have regard to the standards in Chapter 15.

On Z12 lands, the minimum 25% public open space shall not be split up into sections/fragmented and shall comprise 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 25% minimum public open space shall be apportioned otherwise.

Where there is an existing sports pitch or sports facility on the Z12 lands subject to redevelopment, commensurate recreational/ social infrastructure will be required to be provided and retained for community use where appropriate as part of any new development (see also Chapter 10: Green Infrastructure and Recreation, Policy GI49).

#### Z12 – Permissible Uses

Assisted living/retirement home, bed and breakfast, buildings for the health, safety and welfare of the public, café/ tearoom, childcare facility, community facility, conference centre, cultural/recreational building and uses, delicatessen, education, embassy residential, enterprise centre, garden centre/ plant nursery, golf course and clubhouse, guesthouse, halting site, home-based economic activity, hostel (tourist), hotel, live-work units, media-associated uses, medical and related consultants, open space, place of public worship, primary health care centre, public service installation, residential, residential institution, restaurant, shop (local), sports facility, training centre.

#### Z12 – Open for Consideration Uses

Boarding kennel, Build to Rent residential, car park ancillary to main use, civic and amenity/recycling centre, club house and associated facilities, crematorium, financial institution, funeral home, hostel (tourist), industry (light), municipal golf course, nightclub, office, off-licence (part), outdoor poster advertising, public house, science and technology-based industry, shop (neighbourhood), student accommodation.

### 14.7.13 Strategic Development and Regeneration Areas– Zone Z14

**Land-Use Zoning Objective Z14: To seek the social, economic and physical development and/or regeneration of an area with mixed use, of which residential would be the predominant use.**

These are areas, where proposals for substantial, comprehensive development or re-development have been, or are in the process of being prepared. A number of the Z14 areas relate to important public housing regeneration areas and others relate to former brownfield lands with capacity for significant redevelopment. A number of sites that are zoned Z14 are also identified as Strategic Development Regeneration Areas. Development principles to guide the development of each these SDRAs are set out in Chapter 13. It should be noted that some of the SDRAs have existing LAPs and SDZ Planning Schemes to guide their development and regeneration.

Z14 areas are capable of accommodating significant mixed-use development, of which residential would be the predominant use; therefore, developments must include proposals for additional physical and social infrastructure/facilities to support same.

### Z14 – Permissible Uses

Assisted living/retirement home, beauty/ grooming services, bed and breakfast, buildings for the health, safety and welfare of the public, café/ tearoom, childcare facility, community facility, conference centre, craft centre/ craft shop, cultural/recreational building and uses, delicatessen, education, embassy office, embassy residential, enterprise centre, financial institution, guesthouse, halting site, home-based economic activity, hotel, industry (light), live-work units, media-associated uses, medical and related consultants, mobility hub, office, off-licence, off-licence (part), open space, park and ride facility, place of public worship, primary health care centre, public house, public service installation, residential, restaurant, science and technology-based industry, shop (local), shop (neighbourhood), sports facility, student accommodation, take-away, training centre, veterinary surgery.

### Z14 – Open for Consideration Uses

Advertisement and advertising structures, betting office, Build To Rent residential, car park ancillary to main use, car trading, civic and amenity/recycling centre, cultural, creative and artistic enterprises and uses, funeral home, garage (motor repair/service), garden centre/ plant nursery, hostel (tourist), internet café/call centre, laundromat, nightclub, office-based industry, outdoor poster advertising, petrol station, pigeon lofts, postal hotel/motel, shop (district), shop (factory shop), warehousing (retail/non-food)/retail park, warehousing.

## 14.7.14 Community and Social Infrastructure – Zone Z15

### Land-Use Zoning Objective Z15: To protect and provide for community uses and social infrastructure.

Z15 lands typically comprise large sites, often consisting of long-established complexes of institutional/community buildings and associated open grounds, but also comprise smaller sites usually in more central areas. The existing uses on these lands generally include community related development such as schools, colleges, sports grounds, residential institutions and healthcare institutions, such as hospitals.

Such facilities are considered essential in order to provide adequate community and social infrastructure commensurate with the delivery of compact growth. It is the policy of the council to promote the retention, protection and enhancement of the city's Z15 lands as they contribute

to the creation of vibrant neighbourhoods and a sustainable well-connected city.

The city's Z15 landbank also accommodates many nationally important institutions such as the RDS and St. James' Hospital, and the Council are committed to safeguarding their continued operation, consolidation and enhancement.

In recent years, Z15 lands have come under increased pressure for residential development. However, protecting and facilitating the ongoing use of these lands for community and social infrastructure is a key objective of the Council. The Council are committed to strengthening the role of Z15 lands and will actively discourage the piecemeal erosion and fragmentation of such lands.

Limited residential/office development on Z15 lands will only be allowed in highly exceptional circumstances where it can be demonstrated by the institutional landowner that the proposed development is required in order to maintain or enhance the function / operational viability of the primary institution on the lands (see paragraph 14.3.1 above). The following criteria must also be adhered to:

- Any such residential/office development must demonstrate that it is ancillary in scale to the primary social/community use.



- The development must not compromise the open character of the site and should have due regard to features of note including mature trees, boundary walls and any other feature/s as considered necessary by the council.
- Only a once-off development in respect of the site / lands in the ownership of and /or use by the institution will be considered.
- In all cases, the applicant shall submit a statement, as part of a legal agreement under the Planning Acts, demonstrating how the existing institutional facility will be retained long term on site.
- In all cases the applicant shall be the institutional owner/occupier.
- In cases of rationalisation of an existing use in order to facilitate such a residential/office development, the applicant must demonstrate that the future anticipated needs of the existing use, including extensions or additional facilities would not be compromised.

For clarity, the above criteria do not apply to residential institution use (e.g. supported living units) where it is related to the primary use on the Z15 lands.

In instances where all or part of a Z15 landholding is sold or otherwise disposed of for development (e.g. where there has been a cessation of the existing use or the lands or part thereof are sold effectively severing them from the existing primary institutional landholding), the use of the lands will continue on the basis that the existing community and social infrastructure function of the lands remains. The cessation of an existing social/community use on a site or change in land ownership does not extinguish / negate the function of such lands for community and social infrastructure use.

In these circumstances, (i.e. cessation of use on a Z15 site or disposal of all or part of a Z15 site), a variation to the Development Plan will be required to develop such lands for other uses including residential/ office purposes. Any such variation would need to be supported by a detailed masterplan which should clearly demonstrate why the land is not viable / suitable for social and community use. The Masterplan should also set out a clear vision for the lands and provide for a minimum of 25% of the overall development lands for open space and/ or community and social facilities. This requirement need not apply if the footprint of existing buildings to be retained on the site exceeds 50% of the total site area.

The masterplan must incorporate landscape features that contribute to the open character of the lands and ensure that public use including the provision of sporting and recreational facilities which would be available predominantly for the community are facilitated. 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.

Where there is an existing sports pitch or sports facility on the Z15 lands subject to redevelopment, commensurate sporting/recreational infrastructure will be required to be provided and retained for community use where appropriate as part of any new development (see also Chapter 10: Green Infrastructure and Recreation, Policy GI49).

Any proposed development for 'open for consideration' uses on part of the Z15 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 provides for significant new community and social infrastructure that will be of benefit to the wider community; and, how such a development would preserve, maintain or enhance the existing social and community function(s) of the lands subject to the development proposal.

### **Z15 – Permissible Uses**

Buildings for the health, safety and welfare of the public, café/ tearoom, cemetery, childcare facility, club house and associated sports facilities, community facility, cultural/recreational building and uses, education, medical and related consultants, open space, place of public worship, public service installation, residential institution (and ancillary residential accommodation for staff), sports facility.

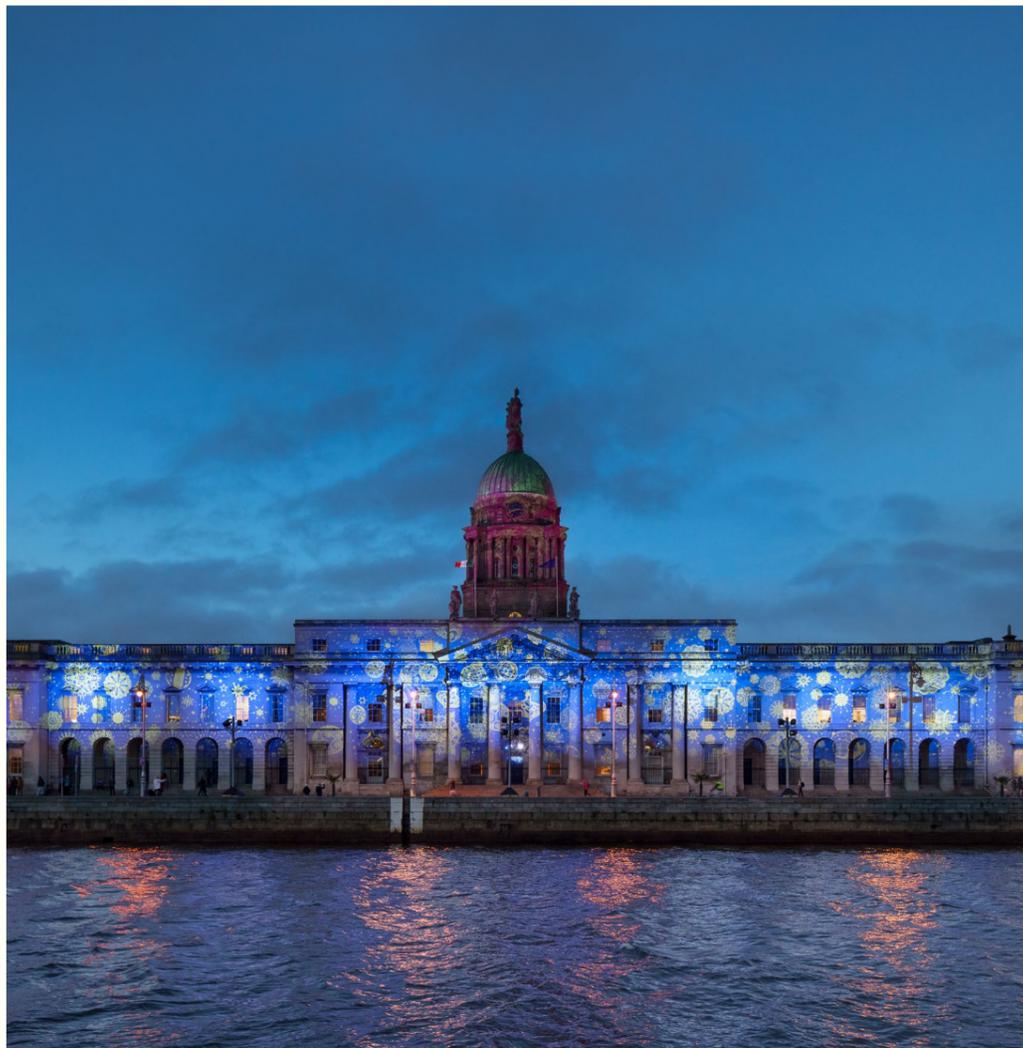
### **Z15 – Open for Consideration Uses**

Allotments, assisted living/retirement home, bed and breakfast, car park ancillary to main use, civic and amenity/recycling centre, conference centre, crematorium, craft centre/ craft shop, delicatessen, funeral home, guesthouse, hostel (tourist), municipal golf course, primary health care centre, restaurant, shop (local), student accommodation (associated with the primary institutional use), training centre, veterinary surgery, (see paragraph 14.3.1 and above paragraphs in relation to residential/office proposals).

### 14.7.15 Affordable Housing and Employment – Zone Z16

**Land-Use Zoning Objective Z16: To seek the social, economic, and physical development and/or rejuvenation of an area with mixed-use, the primary objective of which would be the delivery of affordable housing and employment.**

The new Z16 zoning would require a master plan for all sites rezoned to Z16. The master plan would be developed in full consultation with DCC, the National Transport Authority, Transport Infrastructure Ireland, the Department of Education and Skills, representative Enterprise and Employment bodies, Irish Water, and the local community. The land uses of the new Z16 zoning would be defined as follows: 30% Employment 10% High Quality Recreational Open Space 10% Community and/or Cultural Amenities 10% Private Residential 40% Social and Affordable residential – to be comprised of a mix of social housing, affordable purchase, affordable rental and senior citizen’s housing with affordability to be defined by the Dublin City Council Housing SPC with the approval of the full council.



## 14.8 Vacant Site Levy

The Urban Regeneration and Housing Act, 2015, (as amended) made provision for a vacant site levy to incentivise the development of vacant and under-utilised sites in urban areas for housing and regeneration purposes. The Act enables Local Authorities to provide a specific objective in their Development Plan for the development and re-use of vacant sites in specific locations within urban areas where it is considered beneficial towards securing the objectives of the Core Strategy. The Act sets out two broad categories of vacant land that the levy may apply to:

- Lands zoned solely or primarily for residential purposes in accordance with Section 10 (2)(a) of The Act.
- Lands identified with the objective of development and renewal of areas in need of regeneration in accordance with Section 10(2) (h) of The Act.

For the purposes of the Act and the implementation of provisions relating to the vacant site levy, the following comprise lands which are zoned solely or primarily for residential purposes in accordance with Section 10 (2)(a) of The Act:

- Z1 Sustainable Residential Neighbourhoods - To protect, provide and improve residential amenities.
- Z2 Residential Neighbourhoods (Conservation Areas) - To protect and/or improve the amenities of residential conservation areas.
- Z8 Georgian Conservation Areas - To protect the existing architectural and civic design character, and to allow only for limited expansion consistent with the conservation objective.
- Z10 Inner Suburban and Inner City Sustainable Mixed-Uses - To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses.
- Z12 Institutional Land (Future Development Potential) - To ensure existing environmental amenities are protected in the predominantly residential future use of these lands.
- Residential lands identified in the city’s SDRAs (Z14 zones: To seek the social, economic and physical development and/or regeneration of an area with mixed use, of which residential would be the predominant use) as these lands are the crucial redevelopment and

regeneration areas in the city - see also Chapter 13: Strategic Development and Regeneration Areas and also SDZ Planning Schemes and LAPs where relevant.

Section 10(2)(h) of The Act provides that a Development Plan shall include objectives for the development and renewal of areas, that are in need of regeneration, in order to prevent: adverse effects on existing amenities in such areas, in particular, as a result of the ruinous or neglected condition of any land; urban blight and decay; anti-social behaviour, or; a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

In accordance with Section 10(2)(h) of The Act, and for the purpose of implementation of the Urban Regeneration and Housing Act 2015 (as amended), the following land use zoning objectives are identified as they may contain lands in need of regeneration/renewal:

- Z3 Neighbourhood Centres - To provide for and improve neighbourhood facilities.
- Z4 District Centres - To provide for and improve mixed-services facilities.
- Z5 City Centre - 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 - To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.
- Z7 Employment (Heavy) - To provide for the protection and creation of industrial uses, and facilitate opportunities for employment creation including Port Related Activities.



# CHAPTER 15

## Development Standards



## 15.1 Introduction

This chapter of the plan sets out the standards and criteria to be considered in the development management process so that development proposals can be assessed both in terms of how they contribute to the achievement of the core strategy and related policies and objectives.

The guidance and principles set out are intended as a guide to prospective applicants as to how new development should stimulate responsive and innovate design in the city. Advice is also set out regarding specific land use types and developments.

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. The City Council will expect applicants to demonstrate a comprehensive and integrated approach to design of all development.

The guidance in this chapter has been informed by the National Planning Framework 2040 and the Eastern and Midland Regional Assembly – Regional Spatial and Economic Strategy (2019-2031). The NPF and RSES encourage and support the densification of existing urban areas and promote the use of performance based criteria in the assessment of developments to achieve well designed and high quality outcomes.

NPO 6, 13 and 35 and RPO 4.3 and 5.4 specifically encourage the rejuvenation of urban areas reutilising existing buildings and brownfield sites for increased heights and densities subject to compliance with a series of qualitative assessments. These objectives, together with the Specific Planning Policy Requirements as set out in Section 28 Guidelines, including the Urban Development and Building Height Guidelines (2018) and the Sustainable Urban Housing; Design Standards for New Apartments, Guidelines for Planning Authorities (2020) have informed the development management guidelines as set out in this chapter.

## 15.2 Planning Process and Documentation

### 15.2.1 Legislative Context

Development management is an integral part of the planning process. Applicants are encouraged to consult the development plan and other guidelines set out herein to ascertain the requirements for development proposals. Part III of the Planning and Development Act 2000, as amended, sets out the legislative context for the control of development and the planning application process with reference to Part 4 of the Planning and Development Regulations 2001, as amended, in respect of the requirements for planning applications. In accordance with the relevant legislation, this chapter of the development plan will provide further guidance and specific requirements in respect of the necessary components to be submitted and considered as part of a planning application.

### 15.2.2 Section 247 Pre Planning Consultation

Applicants are advised to engage in Pre Application Consultation with the Planning Department prior to the lodgement of significant planning applications as provided for in Section 247 of the Planning and Development Act 2000 (as amended).

This process provides for an opportunity for the planning authority to consider the development in principle and advise the applicant of relevant policies and objectives to influence its design having regard to the key objectives of the development plan in order to ensure the delivery of high quality schemes.

### 15.2.3 Planning Application Documentation – Planning Thresholds

The planning application process involves the assessment of a range of different factors including architectural design, landscape, ecology and the environment, services and drainage, visual impact, conservation, transportation and microclimate including daylight and sunlight access, noise and wind.

Planning applications should be supported by the necessary analysis and documentation to demonstrate the proposed design and rationale for a scheme. To assist in the planning application preparation, Table 15-1 sets out the development thresholds for some of the documentation related to specific planning applications. Applicants are advised to consult this table at an early stage in the planning application process.

**Table 15-1: Thresholds for Planning Applications**

Reports	Residential Threshold	Commercial Threshold	Other
Architectural Design Report	30 or more residential units	Site Specific Circumstances	
Housing Quality Assessment	All residential developments	N/A	
Landscape Design Report	30 or more residential units	1,000 sq. m. or more	
Planning Report	30 or more residential units	1,000 sq. m. or more	
Daylight and Sunlight Assessment	All apartment developments	Site Specific Circumstances*	
Community and Social Audit	50 or more residential units		Any Development Comprising of Community or Social Infrastructure**.
Lifecycle Report	All apartment developments		
Community Safety Strategy	100 residential units		
Operational Management Statement	30 or more residential units		Hotel, Aparthotel

Reports	Residential Threshold	Commercial Threshold	Other
Traffic and Transport Assessment	50 or more residential units		Any development with construction of new roads, any project which materially affects vulnerable road users, amendments to existing roads or generating significant road movements.
Mobility Management Plan/ Travel Plan	20 or more residential units	Over 100 Employees	Any development with zero / reduced car parking. School campuses and large childcare services.
Road Safety Audit			Any development with construction of new roads, any project which materially affects vulnerable road users, amendments to existing roads or generating significant road movements.

Reports	Residential Threshold	Commercial Threshold	Other
Service Delivery and Access Strategy	All Mews/ Backland Dwellings	*****Site specific circumstances	Student Accommodation, Hotel, Aparthotel
Engineering Services Report (Civil and Structural)	30 or more residential units	1,000 sq. m. or more	
Construction Management Plan	30 or more residential units	1,000 sq. m. or more	
Construction Demolition Waste Management Plan	30 or more residential units	1,000 sq. m. or more	
Operational Waste Management Plan	30 or more residential units	1,000 sq. m. or more	
Basement Impact Assessment			All developments which include basement levels.
Climate Action and Energy Statement (including District Heating)	30 or more residential units	1,000 sq. m. or more	
Surface Water Management Plan – see Appendix 13	2 or more residential units	100 sq. m.	

Reports	Residential Threshold	Commercial Threshold	Other
Noise Assessment			Any noise generating use and or any development within designated noise zones as indicated on development plan zoning maps.
Site Specific Flood Risk Assessment			Any developments within a Flood Risk Zones A and B.
Site Investigation Report			All developments on sites that comprise of contaminated lands and/ or where basement is proposed.



Reports	Residential Threshold	Commercial Threshold	Other
Conservation Report			Any development relating to a protected structure, within the curtilage of a protected structure, and / or effecting or within the curtilage of a protected monument. Developments within an ACA may require report depending on the scale of development proposed.
Retail Impact Statement			Retail development *** of 2,000 sq. m (net comparison floorspace) and 1,500 sq. m. (net convenience floorspace) outside of the city centre and KUV's.

Reports	Residential Threshold	Commercial Threshold	Other
Ecological Impact Assessment			All developments that are located within or adjacent to any sensitive habitat, on sites that could contain protected species or in a quality landscape environment.
Appropriate Assessment Screening and NIS			An Appropriate Assessment Screening is required for all developments. A stage 2 (Natura Impact Statement) is required where significant effects on the environment are likely either alone or in combination with any other project.

Reports	Residential Threshold	Commercial Threshold	Other
Environmental Impact Assessment			All Developments within the threshold set out in Planning and Development Act 2000, as amended or any development that has a significant impact on the environment.
Landscape and Visual Impact Assessment, Microclimate Assessment, Telecommunications Report – see Appendix 3	Site Specific Circumstances****	Site Specific Circumstances****	

**Notes:**

\*Daylight / Sunlight Assessment required for site specific circumstances to demonstrate potential impact on surrounding properties – See Appendix 16 for further guidance.

\*\*Community and Social Infrastructure include School’s, Crèche’s, Community Centre, Places of Worship, Public Parks, Library’s or any publically accessible state owned building.

\*\*\*Retail includes supermarket, discount supermarket, convenience store, comparison store, retail warehouse, any store for the sale of goods and/ or clothing.

\*\*\*\*These reports will be required on a case by case basis having regard to the height and density of the proposal. See Appendix 3 for further details.

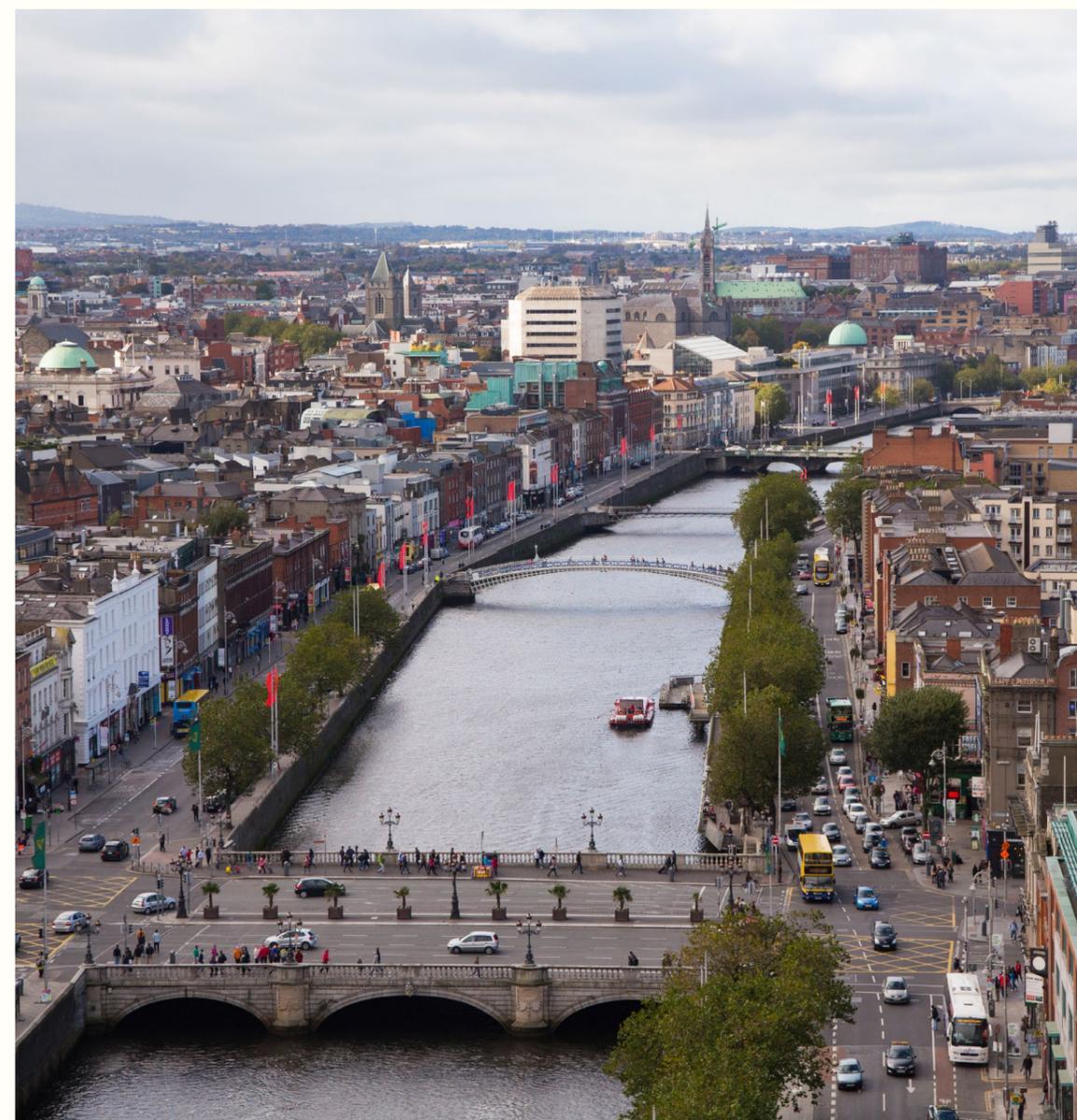
\*\*\*\*\*Service Delivery and Access Strategy required for site specific circumstances to demonstrate adequate access and ability to service site (see Appendix 5 for further guidance).

**15.2.4 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. The Development Management Guidelines for Planning Authorities, 2007, provide further guidance on this matter.

**15.2.5 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 are 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).



## 15.3 Environmental Assessment - EIA/AA/Ecological Impact Assessment

### 15.3.1 Environmental Impact Assessment

Environmental Impact Assessments (EIA) consider whether development projects either alone or in combination are likely to have significant effects on the environment.

The Planning and Development Regulations 2001, as amended, set out the mandatory thresholds for specified classes of development in which the preparation of an Environmental Impact Assessment applies. An EIA may need to be carried out even if the development is below the mandatory thresholds as set out in the regulations based on the potential impact on the environment.

The process involves the preparation of an Environmental Impact Assessment Report (EIAR) by the applicant and an examination and analysis of the EIAR and other relevant information leading to a reasoned conclusion by the competent authority (Dublin City Council) on the likely significant effects of the proposed development on the environment.

All planning applications will undergo EIA Screening by the competent authority as part of the planning application process. An EIA Screening Statement should be submitted with all applications. For further guidance see OPR Practice Note PN02 – Environmental Impact Assessment Screening see <https://www.opr.ie/planning-practice/>.

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.

### 15.3.2 Appropriate Assessment

Appropriate Assessment (AA) under Article 6 of the Habitats Directive considers whether or not a proposed plan or project would adversely affect the integrity of a European Site.

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.

In determining whether AA is required, an AA Screening Statement is firstly prepared. The screening statement assesses, in view of best scientific knowledge, whether a proposed plan or project, individually or in combination with another plan or project is likely to have a significant effect on a European Site. If it is determined through the screening process that significant effects are likely, then a Stage 2 Appropriate Assessment, which includes a Natura Impact Assessment, is required.

All applications will be screened for AA by the competent authority (Dublin City Council) as part of the planning process. Applicants are however, required to carry out a screening statement and subsequent Stage 2 assessment (if necessary) for inclusion with the planning application.

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: [https://www.npws.ie/sites/default/files/publications/pdf/NPWS\\_2009\\_AA\\_Guidance.pdf](https://www.npws.ie/sites/default/files/publications/pdf/NPWS_2009_AA_Guidance.pdf).

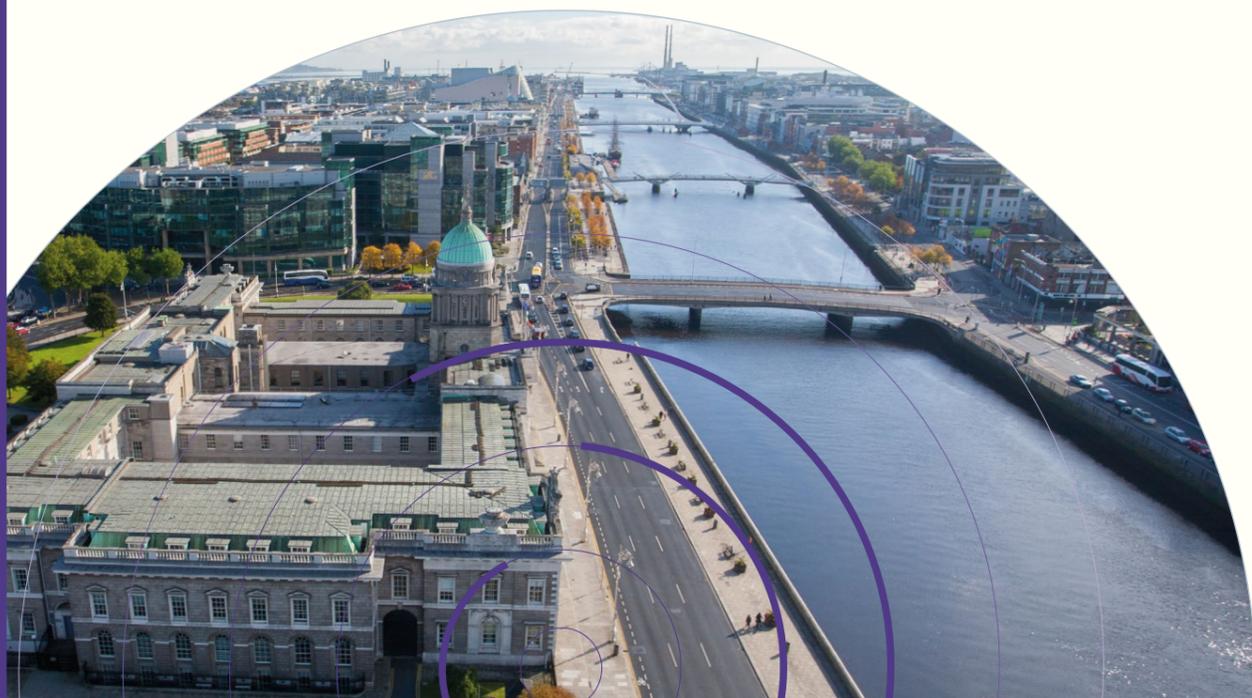
Guidance is also provided in the OPR Practice Note PN01 – Appropriate Assessment Screening for Development Management – see <https://www.opr.ie/planning-practice/>.

The European Commission has also published guidance on Article 6 of the Habitats Directive, including on Appropriate Assessment Screening. Please see the guidance documents: Assessment of plans and projects significantly affecting Natura 2000 sites (November 2001) and Managing Natura 2000 sites: The provisions of Article 6 of the ‘Habitats’ Directive (2018). Both available at this link: [https://ec.europa.eu/environment/nature/natura2000/management/guidance\\_en.htm](https://ec.europa.eu/environment/nature/natura2000/management/guidance_en.htm)

### 15.3.3 Ecological Impact Assessment

An Ecological Impact Assessment should be carried out for all developments within or adjacent to any sensitive habitat, ecological corridor, specific landscape character area or which has the potential to contain protected habitats or species.

The Planning Authority may request an Ecological Impact Assessment to be submitted as part of the planning application for any other development considered ecologically sensitive (see also policy GI13, Chapter 10).



## 15.4 Key Design Principles

High quality design supports the creation of good places and has a positive impact on health and well-being. 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. The following key design principles will be considered in the assessment of development proposals.

### 15.4.1 Healthy Placemaking

Healthy placemaking is a combined approach to planning, design and management of public spaces. Good placemaking design will ensure the success of local areas and spaces which will promote activity and provide vitality to an area, positively contributing to public health and well-being. It is essential that new developments have regard to good healthy placemaking principles to create climate resilient environments in which people want to engage, resulting in sustainable, well designed and strong communities.

All developments will be encouraged to support the creation and nurturing of sustainable neighbourhoods and healthy communities, which are designed to facilitate active travel including walking and cycling, close to public transport insofar as possible, and a range of community infrastructure, in quality, more intensive mixed-use environments in line with the principles of the 15 minute city as set out in Chapters 4 and 5. The provision of active recreation and sports facilities in new neighbourhoods and public spaces will be supported as well as greening measures including the use of nature based water retention infrastructure in the public realm (see policy GI27, objective GIO5).

Key principles to consider are:

- The contribution to the public realm for the benefit and / or enjoyment of the locality.
- The ability to create a sense of place and community using existing site features, tree coverage and landscaping to support green infrastructure and healthy streets.
- The use of high quality materials and finishes including hard and soft landscaping.
- The orientation of open space and the accessibility to daylight and sunlight.

- Quality of proposed public, private, and communal open spaces and recreational facilities and the relationship of proposed open spaces with any existing public open space including linkages and permeability to adjacent neighbourhood, facilities and streets.
- The accessibility of the development and the traffic calming measures in place in accordance with DMURS.
- The attractiveness of the development for various activities such as walking, cycling, sitting, dining etc.
- Inter-relationship of buildings / dwellings, roads, pedestrian ways, neighbourhood centre facilities and local parks and green areas – active frontages and passive surveillance will be encouraged.

### 15.4.2 Architectural Design Quality

Imaginative, innovative and contemporary architecture is encouraged in all development proposals, provided that it respects Dublin's heritage and local distinctiveness and enriches the 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.

Through the use of high quality materials and finishes and the appropriate building form, the architectural quality of development should positively contribute to the urban design and streetscape, enhancing the overall quality of the urban environment. In particular, development should respond creatively to and respect and enhance its context.

The urban form and layout of a development can influence a range of factors including microclimatic impacts and visual impacts. In this regard, the layout, position and composition of buildings on a site should be considered. The layout of a development should be designed to be attractive to all users, particularly pedestrians, cyclists, people with disabilities and the elderly.

Key principles to consider are:

- The character of both the immediately adjacent buildings, and the wider scale of development and spaces surrounding the site.
- The existing context and the 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 scale and pattern of existing streets, squares, lanes and spaces should be considered.

- The existing palette of materials and finishes, architectural detailing and landscaping including walls, gates, street furniture, paving and planting.
- The suitability of the proposed design to its intended landuse and the wider land-use character of the area, along with its relationship with and contribution to the public realm.
- The design of new development should respect and enhance the Dublin's natural assets such as river and canal frontages, the River Liffey and many quality open spaces that contribute positively to the cityscape and urban realm, the settings of protected structures, areas of special interest and important views and that the design incorporates high quality detail, materials and craftsmanship.
- The need to protect and enhance natural features of the site, including trees and any landscape setting.
- The context and orientation in relation to daylight, sunlight and overshadowing and environmental performance including climate impacts such as downdraft or wind tunnelling.
- The main routes which 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 which can be used to give treatment to main entrances to a development, complement open spaces and assist in place-making and identity.

### 15.4.3 Sustainability and Climate Action

Good design has a key role to play in both reducing waste and emissions which contribute to climate change. These issues must be considered from the outset of the design process. Development proposals will be expected to minimise energy use and emissions that contribute to climate change during the lifecycle 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. 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. See Section 15.7 for further details on energy requirements.

Key sustainable design principles to consider are (See also Section 15.6 on Green Infrastructure):

- Buildings should be designed to minimise resource consumption, reduce waste, conserve water, promote efficient energy use and use appropriate renewable technologies.
- Design should optimise natural or heat recovery ventilation, minimise overshadowing and minimise glare and excessive solar gain.
- Materials should be selected which are sustainably sourced and existing materials re-used and recycled wherever possible. The use of green building materials and low embodied energy products such as low carbon cement and recycled materials is encouraged.
- Design should enhance biodiversity and provide for accessible open space and landscaping which enhances the ecological value of a site. Greening measures should be included such as the incorporation of green roofs and walls, planting and trees. See also policies as detailed in Chapter 10.
- Developments should incorporate a Surface Water Management Plan in accordance with the requirements of Appendix 13 – the Council’s Surface Water Management Guidance – see policy SI25.
- New public and private spaces must incorporate proposals for Sustainable Drainage Systems (SuDS) in their design, where appropriate, in accordance with the Council’s Guidance Document for implementing SuDS Solutions (2021). See also Appendix 12 and policy SI22 and SI23.
- For larger schemes, consideration should be given to district heating schemes and combined heat and power (CHP) – see policy CA10, CA14, CA15, CA16, CA17 and Section 15.7.2 below.

#### 15.4.4 Inclusivity and Accessibility

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. Development proposals, including all new large scale developments, whether they relate to new buildings, public realm works, changes of use or alterations to existing buildings, must be designed to meet the mobility needs and convenience of all, and incorporate inclusive design principles particularly for vulnerable groups such as the elderly and persons with disabilities.

Within new buildings and spaces, this will include consideration of issues such as provision of level circulation, lifts, doors widths, surface finishes, signs and information. The needs of occupants of different ages and stages of life should also be considered, ensuring form, construction and internal arrangement of the building will enable future adaptability. Access to the environment should also consider ways in which services and information can be provided to meet the needs of all users. All public buildings should ensure appropriate disability access, including disability car parking where feasible. The Council will support the retrofitting of public buildings where appropriate to ensure optimal accessibility.

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. See also Section 15.15.2.5 and 15.15.2.6.

Dublin City Council will have regard to the Universal Design Guidelines for Homes in Ireland issued by the National Disability Authority and Housing Options for our Ageing Population, issued by the Department of Housing, Local Government and Heritage and the Department of Health, the National Disability Authority’s Building For Everyone: A Universal Design Approach 2012 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. Volume 2 of the Development Plan, under Appendix 5 Transport and Mobility: Technical Requirements, provides a list of requirements for retail and commercial planning applications.

### 15.4.5 Safe and Secure Design

The relationship between buildings and their adjoining spaces strongly influences the sense of personal safety and design plays a key role in ensuring that spaces are well designed and have appropriate passive surveillance. All residential developments shall refer to Design for Safety and Security' guidance contained in the DEHLG 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

New developments and refurbishments should be designed to promote safety and security and avoid anti-social behaviour by:

- Maximising passive surveillance of streets, open spaces, play areas and surface parking.
- Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.
- Eliminating leftover pockets of land with no clear purpose.
- Providing adequate lighting.
- Providing a clear distinction between private and communal or public open space, including robust boundary treatment.
- Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.
- Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.
- Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.
- Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.
- Using materials in public areas which are sufficiently robust to discourage vandalism.
- Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.

- Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005 as amended (2014), in order to ensure safe and secure communities.

On housing developments over 100 units, the Council will require the submission of a Community Safety Strategy (see policy QHSNO12) which would set out the design features incorporated to address the above measures to ensure a high level of safety and security is maintained including, overlooking, passive surveillance, street lighting and clear accessible routes.



## 15.5 Site Characteristics and Design Parameters

The following section provides guidance on identifying the high level characteristics which shape the urban design response to a site to ensure the creation of good quality urban environments. Development proposals should make the most efficient use of land by delivering an optimum density and scale of development for the site having regard to its location within the city.

Certain areas of the city, such as those located adjacent to high quality public transport will lend themselves to a more intensive form of development. Similarly, brownfield and infill sites can also achieve greater densities subject to the location and proximity to other services. Appendix 3 of the plan sets out guidance regarding density and building height in the city in order to achieve sustainable compact growth.

In considering the appropriateness of a development at a city scale, applicants should demonstrate that the scheme proposed has adopted an appropriate approach to urban intensification broadly consistent with its location.

The key design parameters shall be addressed as part of an Architectural Design Statement to accompany development proposals. Applicants are encouraged to utilise early iterations of the design statement in pre planning consultations with the Planning Authority.

### 15.5.1 Brownfield, Regeneration Sites and Large Scale Development

This section refers to the development of brownfield, regeneration and large comprehensive sites which are of sufficient scale to differentiate them from the surrounding townscape.

Brownfield sites are generally referred to as previously developed lands that are not currently in use. Quite often these brownfield sites are located in areas in need of regeneration. These sites often contain derelict or vacant buildings which are underutilised and in need of redevelopment. Brownfield lands have the ability to regenerate and rejuvenate large portions of the city through redevelopment.

Dublin City Council will seek to ensure the following considerations are incorporated in proposals for large-scale, regeneration and brownfield development:

- To encourage innovative, high quality urban design and architectural detail in all new development proposals.
- To analyse and review the surrounding built environment to ensure the new development is consistent with the character of the area.
- To respect and enhance existing natural features of interest.
- To contribute to the streetscape creating active and vibrant public realm.
- To create animation and create activity at street level and vertically throughout the building.
- To provide for appropriate materials and finishes in the context of the surrounding buildings.
- To ensure land contamination is appropriately dealt with and mitigated against.
- To provide high-quality new streets and open spaces connecting into the surrounding street pattern/ open space network.
- To create new compositions and points of interest.
- To provide an appropriate mix of uses comprising retail, residential, recreational, cultural, community- and/or employment generating uses to improve the existing range of uses and facilities in the area.
- To carefully integrate appropriate landscape planting and trees and retain and ecological features on the site.
- To prioritise pedestrian and cycle movements in connection with public transport infrastructure.
- To retain existing and create new features to make an easily navigational 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 management 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.

### 15.5.2 Infill Development

Infill development refers to lands between or to the rear of existing buildings capable of being redeveloped i.e. gap sites within existing areas of established urban form. Infill sites are an integral part of the city's development due to the historic layout of streets and buildings.

Infill development should complement the existing streetscape, providing for a new urban design quality to the area. It is particularly important that proposed infill development respects and enhances its context and is well integrated with its surroundings, ensuring a more coherent cityscape.

As such Dublin City Council will require infill development:

- To respect and complement the prevailing scale, mass and architectural design in the surrounding townscape.
- To demonstrate a positive response to the existing 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 positively interpret the existing design and architectural features where these make a positive contribution to the area.
- 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.
- Ensure waste management facilities, servicing and parking are sited and designed sensitively to minimise their visual impact and avoid any adverse impacts in the surrounding neighbourhood.

### 15.5.3 Alterations, Extensions and Retrofitting of Existing Non-Domestic Buildings

In Dublin city centre, the form and grain of the built environment 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 improved.

The retrofitting of sustainability measures to existing buildings, and extensions and adoption to new uses 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.
- 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.
- 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 and set back floors, are to respect the scale, elevational proportions and architectural form of the building. Key considerations include:

- New development will respect terraces or groups of buildings with a consistent roofline.
- Development will 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 – see Appendix 11.
- 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.

#### 15.5.4 Height

Appendix 3 identifies the height strategy for the city and the criteria in which all higher buildings should be assessed.

#### 15.5.5 Density

Dublin City Council will support higher density development in appropriate urban locations in accordance with the NPF, RSES and the Section 28 Guidelines which seek to consolidate development within existing urban areas. Higher density development allows land to be used more efficiently, assists in regeneration and minimises urban expansion. Higher densities maintain the vitality and viability of local services and provide for the critical mass for successful functionality of public transport facilities.

New development should achieve a density that is appropriate to the site conditions and surrounding neighbourhood. The density of a proposal should respect the existing character, context and urban form of an area and seek to protect existing and future amenity. 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.

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. Refer to Appendix 3 for further details.

#### 15.5.6 Plot Ratio and Site Coverage

See Appendix 3 for further detail.

#### 15.5.7 Materials and Finishes

The materials and finishes of a building have the ability to shape the architectural design quality and distinctiveness of an area. Materials and finishes should be selected to ensure longevity throughout the lifetime of the development. All developments will be required to include details on the maintenance and management of the materials proposed

as part of the planning application. As such, Dublin City Council will require developments:

- To ensure materials and finishes complement the existing palette of materials in the surrounding area.
- Promote durability to ensure a good visual appearance over time.
- The design and layout of buildings, together with the robustness of materials used in their construction, should be such as to discourage graffiti, vandalism and other forms of anti-social activity.
- To support the use of structural materials that have low to zero embodied energy and CO2 emissions as well as the use of sustainably sourced building materials and the reuse of demolition and excavated materials.

#### 15.5.8 Architectural Design Statements

Applications for 30+ residential units should be accompanied by an Architectural Design Statement or any application below the threshold where the planning authority consider it necessary. Statements may also be required for large scale commercial development. An Architectural Design Statement is an informative, illustrative document that clearly describes the development proposal, the context in which the development is set and the design rationale for the scheme. Design statements should analyse the site context, planning context, opportunities and constraints of the site and the conceptual and detailed design of the development including the building massing, material and finishes and building articulation, (see also Policy SC23).

Design Statements should include the following information as set out in the table below which build upon the detail of the key design parameters.

**Table 15-2: Information Requirements for Design Statements**

Residential Developments
Site Location and Description
Context and Setting
Urban Design Rationale
Design Evolution / Alternatives Considered
Block Layout and Design
Site Connectivity and Permeability
Height, Scale and Massing
Materials and Finishes
Open Space (Private, Communal, Public)
Public Realm Contribution
Compliance with Internal Design Standards
Daylight and Sunlight
Overlooking, Overbearing, Overshadowing
Car and Cycle Parking
Management/Lifecycle Report
Compliance with DMURS
Safety and Security
Universal Access

### 15.5.9 Models and Photomontages

In the case of certain large or complex planning proposals, models and photomontages 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.



## 15.6 Green Infrastructure and Landscaping

This section sets out the requirements in relation to the assessment and incorporation of biodiversity, green infrastructure and landscaping into development proposals. See also Chapter 10 and Draft Dublin City Biodiversity Action Plan 2021 – 2025.

Planning applications will be required to address climate action as part of the overall design of the development and incorporate green infrastructure techniques. All new developments in the city are encouraged to incorporate an ecosystem services approach as a key instrument in achieving sustainable climate change action in accordance with Policy GI5 and GI6.

The proposal should indicate how existing natural features of the site will inform sustainable urban form and should include the following:

- Analysis of the potential for the retention and integration of existing natural features, such as watercourses, mature planting and topography; this approach, in accordance with the National Landscape Strategy 2015–2025, ensures the landscape character of the area is retained and informs the proposed design.
- The connectivity of proposed open spaces to adjoining existing open space or natural assets should also be considered with reference to the city's green infrastructure in this development plan (Chapter 10) and any relevant local area plan(s); for sites which provide or adjoin habitats for species designated under the European Union Habitats Directive, Article 10 of the directive shall apply in regard to the need to provide connectivity and 'stepping stones' to ensure biodiversity protection.
- Potential applicants should refer to the Draft Dublin City Biodiversity Action Plan 2021 – 2025 or subsequent plans and consult the City Council's Parks, Biodiversity and Landscape Services Division to ascertain the significance of any ecologically sensitive areas which it may be appropriate to retain or integrate into a landscape plan. In such cases, the ecological attributes of the site and the impact of any development should be considered prior to final design.

### 15.6.1 Green Infrastructure

To support the green infrastructure network, any proposed development for sites which adjoin either core areas or any buffering parks and open spaces shall include an assessment of impacts on biodiversity and make provision for enhancement of ecological features.

The following measures to strengthen the city green infrastructure (GI) network plan will be required.

- Increase habitat protection to support the wider GI network.
- Provide additional green space to meet deficiencies in connectivity of the GI network.
- Ensure retention of mature habitats and provide for long-term ecological succession.
- Increase connections and improve accessibility for pedestrians and cyclists to the wider GI network.
- The use of drainage systems (SuDs) and soft/ nature-based engineering solutions for surface water management to control the rate of run-off, protect water quality and mitigate the environmental impacts of flooding and erosion.
- Provide for public access to ensure that the benefits of access to the GI network is available to all citizens.
- Ensure that proposed developments do not create negative impacts on the existing GI network.

### 15.6.2 Surface Water Management and SuDs

All new developments will be required to prepare a Surface Water Management Plan in accordance with the requirements of the Council's Surface Water Management Guidance (see Appendix 13.)

All new developments will also be required to utilise SuDS measures in accordance with Policy SI22 of the development plan. The SuDS measures shall be set out clearly in an assessment of the drainage details prepared by a qualified Engineer. Appendix 12 sets out further detail regarding SuDS and should be consulted by all applicants.

### 15.6.3 Green / Blue Roofs

Dublin City Council will require all new development projects over 100 sq. metres to provide green roofs to assist in climate action and urban drainage in accordance with Policy SI23. Refer to Appendix 11 for further details.

### 15.6.4 Green Wall / Living Wall

Green walls or living walls are self-sustaining vertical gardens that are attached to the exterior or interior of a building. Where possible, larger schemes shall consider the use of green walls to improve the environment, absorb and filter stormwater, reduce pollution, mitigate any potential heat island effect and decrease carbon emissions. It shall be the policy of Dublin City Council that the installation of living green walls should be encouraged to the fullest possible extent throughout the city of Dublin.

### 15.6.5 Urban Greening

All applications for large scale development will be encouraged to facilitate urban greening through the provision of tree planting, pocket parks, green roofs, green walls etc. The provision of urban greening methods improves the overall quality of the environment and enhances the well-being in accordance with policy CA28.

### 15.6.6 Sensitive Ecological Areas

Sensitive ecological areas can include protected areas such as SPA's, SAC's and NHA's as well as areas with significant tree cover and vegetation capable of facilitating habitats, or any other landscaped area with quality natural environment or sensitive natural features. Regard to such areas must be made in any development proposal.

Where a proposed development adjoins a sensitive ecological area such as a river or canal bank, the area adjacent to the waterway should be retained as a riparian corridor with linkages into the wider open space network. The maintenance of natural river banks shall be required, without physical or visual encroachment on watercourses. See also policy SI10.

The width of any linear park adjacent to a waterway should take into account the natural topography, existing layout and amenity potential with due allowance for riparian corridors and flood risk. In all cases, any existing blockages to permeability, such as boundaries or redundant

buildings, should be resolved where possible. See Chapter 9, Section 9.5.2 and also policies SII0, SIII and SII2, and objectives SIO7 and SIO8 on River Restoration.

Full public access to lands along waterways which are in private ownership as part of any development proposal should be provided unless exceptional circumstances prevail.

All of the main rivers in Dublin city have salmonid populations. Therefore, applicants should also demonstrate legal compliance to protect the watercourses and fisheries from soil, silt or other material during construction and in this regard should liaise with Inland Fisheries Ireland. As many protected species inhabit Dublin's rivers, applicants should consult with the National Parks and Wildlife Service to inquire as to any consent procedures required for proposed works and to ensure that design layouts do not cause habitat loss. In the case of proposals adjacent to a canal, appropriate space should be retained for wildlife and it should also be ensured that wildlife have appropriate access to the water.

Applicants should consult the Draft Dublin City Council Biodiversity Action Plan 2021-2025 and the Dublin City Canals Plan (Waterways Ireland in conjunction with Dublin City Council, Fáilte Ireland and the Dublin Docklands Development Authority) to ascertain the implications of these plans for any such site. Regard should also be had to Planning for Watercourses in the Urban Environment Guidance (2020) produced by Inland Fisheries Ireland.

### 15.6.7 Landscape Design Rationale

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 the healthy placemaking of an area, landscaping can improve sustainability and resilience by assisting with surface water management and biodiversity.

Landscape design and maintenance plans will be regarded as an integral part of all development applications. The incorporation of landscape features to protect and support biodiversity and to ensure the existing landscaping and environments are protected will be required as part of all applications. Landscaping 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.

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.

All landscaping works associated with a development will be required to be complete prior to the occupation of the development. This will be a condition attached to relevant planning decisions.

Further information can be obtained in the document 'Guidelines for Open Space Development and Taking in Charge' (2009).

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 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. Areas of schemes to be taken in charge by Dublin City should be designed with reference to the palette of materials used by the Local Authority to ensure later maintenance and replacement of materials in the upkeep of the area by the Local Authority. See also Appendix 5, Section 8.2 and 8.3.

Applications for substantial hard-surfaced areas must demonstrate methods of controlling and limiting surface water run-off consistent with sustainable development (see also Appendix 12 and 13).

### 15.6.8 Landscape Plans and Design Reports

Applications for 1,000+ sq. m. of commercial development or 30+ residential units, or other applications where the planning authority consider it necessary should be accompanied by a landscape design report. A Landscape Design Report sets out the landscape strategy for the scheme through the use of drawings, illustrations and species specification documents. A landscape report should describe the public

open space and communal open space provided within a scheme to demonstrate compliance with the relevant guidelines. Boundary treatments and public realm improvements should also be illustrated within landscape plans.

On sites with extensive vegetation and tree coverage, a separate tree report should also be incorporated into the landscape design report to support the retention of trees where possible. Landscape proposals should also take account of the biodiversity and environmental habitats present on the site and within the surrounding area and set out proposals to enhance and protect these features (see Sections 15.6.6, 15.6.9 and 15.6.10 for further details).

Landscape design reports should address the following:

- The protection and incorporation of existing trees and landscape features worthy of retention.
- The contribution of the proposed development to the landscape character and setting and open space amenity of the area.
- The value of ecological corridors and habitats surrounding the proposed development and the potential impact on these areas.
- The relationship between existing green corridors, public open spaces or area of high ecological values.
- The detail and specifications for materials, finishes and maintenance details.
- The integration of sustainable urban drainage systems such that landscaping plans may include associated biodiversity areas or wetlands which can reduce surface water run-off – see Appendix 12 and 13.
- The hierarchy of different types of planting throughout the development in order to give visual variety. Green roofs, walls and permeable surfaces will be encouraged and required in certain instances (see Chapter 10 and Appendix 11).
- The details of ecosystems services and biodiversity including pollinator friendly approach.
- The maintenance and management strategy for the landscaped features.

### 15.6.9 Trees and Hedgerows

Trees and hedgerows 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 seek to protect existing trees and hedgerows when granting planning permission for developments and will seek to ensure maximum retention, preservation and management of important trees, groups of trees, and hedges as set out in Section 10.5.7 of the plan.

The Dublin City Tree Strategy 2021 provides the vision and direction for long term planning, planting, protection and maintenance of trees, hedgerows and woodlands within Dublin city. The Ancient and Species Rich Hedgerow Survey of Dublin City as detailed in Policy GI43 also provides a description and assessment of the hedgerows within the city and can be used to identify key lines of hedging.

Dublin City Council will encourage and promote tree planting in the planning and design of private and public developments. 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.

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/ conservation area.
- Significance of the trees in framing or defining views.
- Visual and amenity contribution to streetscape.

### 15.6.10 Tree Removal

Where a proposal impacts on trees within the public realm, a revised design 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 development or widened vehicular entrance and cannot be conveniently relocated within the public domain, then when agreed by Parks Services and the Planning Department by way of condition to a grant of permission, a financial contribution will be required in lieu. The financial contribution is calculated by the Capital Asset Value for Amenity Trees (CAVAT) by an Arboriculturist. The payment is required to be lodged with Dublin City Council before the tree can be removed.

### 15.6.11 Financial Securities

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. 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).

### 15.6.12 Public Open Space and Recreation

Public open space should be of high quality landscaped design to provide for an amenity value. Public open space should utilise a combination of hard and soft landscaping to cater for a wide range of needs such as children's play, passive recreation and sporting facilities. Where adjacent to canals or rivers, proposals must take into account the functions of a riparian corridor and possible flood plain, see Section 10.5.5 Rivers and Canals and Section 9.5.2 on River Restoration.

All applications which include areas of open space should refer to the Dublin City Council Parks Strategy 2017-2022 or any further iteration for guidance on the design and aspirations for city parks. Planning applications including any open space area (public or communal) should incorporate green infrastructure strategies including SuDS, flood management, biodiversity, outdoor recreation, connection and carbon absorption in accordance with Policy GI24 of the plan. See Section 10.5.4 and 15.8.6 for further details.

In areas with a deficit of public open space in the city centre, SuDS proposals will be supported where it can be demonstrated that they have positive recreational and biodiversity functions. Any SuDS proposal that would negatively impinge on the conservation objectives of a historic park will not be supported.

The planning authority will seek the provision of public open space in all residential schemes (see Section 15.8.6) and commercial developments in excess of 5,000 sq. m.

Dublin City Council will seek the following in the delivery of public open space:

- The design and layout of the open space should complement the layout of the surrounding built environment and complement the site layout.
- Open space should be overlooked and designed to ensure passive surveillance is achieved.
- The space should be visible from and accessible to the maximum number of users.
- Inaccessible or narrow unusable spaces will not be accepted.
- The level of daylight and sunlight received within the space shall be in accordance with the BRE Guidelines or any other supplementary guidance document – see Appendix 16.
- Any new public open space on the site should be contiguous to existing open space or natural feature (i.e. river corridors and canal bank) to encourage visual continuity and optimise value of ecological networks.
- Protect and incorporate existing trees that are worthy of retention into the design of new open spaces.

- Retain and incorporate other existing natural features into the design to reinforce local identity, landscape character, and amenity.
- Landscaping works should be integrated with overall surface water management and SuDS strategy such that landscaping plans may include associated biodiversity areas or wetlands which can reduce / better manage surface water run-off.
- Landscaping schemes should provide a hierarchy of different types of planting throughout the development in order to give visual variety. Permeable surfaces will be encouraged (see Appendix 12).
- Materials must be appropriate, durable and of a good quality. The texture and colour of materials must be sympathetic to the locality and be an integral part of the design.
- Street furniture should be sited such that it does not provide an obstacle for people with disabilities and should be designed so that it is fully accessible where feasible.
- Age friendly measures should be incorporated into the design.
- Permeability and accessibility for all users, particularly disabled persons should be provided.
- Cycle and pedestrian friendly routes should be accommodated.

### 15.6.13 Boundary Treatments

Walls, fences, metal railings and gates used to define spaces and their usage all impact on the visual character and the quality of a development. These should be selected so as to be an integrated part of overall design.

Details of all existing and proposed boundary treatments, including vehicular entrance details, should be submitted as part of any planning application. These shall include details in relation to proposed materials, finishes, and, in the case of planted boundaries, details in respect of species together with a planting schedule. In all instances, boundary treatments shall be of high quality, durable and attractive.

## 15.7 Climate Action

Chapter 3 sets out the policies and objectives for climate action in the city. Dublin City Council will encourage the use of sustainable development principles to combat climate impacts in line with the Dublin City Climate Action Plan (2019- 2024) or as amended.

To mitigate against negative climatic impacts, all new developments will be required to demonstrate compliance with the climate action principles set out in Chapter 3 and as detailed below.

### 15.7.1 Re-use of Existing Buildings

Where development proposal comprises of existing buildings on the site, applicants are encouraged to reuse and repurpose the buildings for integration within the scheme, where possible in accordance with Policy CA5, CA6 and CA7. Where demolition is proposed, the applicant must submit a demolition justification report to set out the rationale for the demolition having regard to the 'embodied carbon' of existing structures as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures.

Existing building materials should be incorporated and utilised in the new design proposals where feasible and a clear strategy for the reuse and disposal of the materials should be included where demolition is proposed.

### 15.7.2 District Heating

District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements such as space heating and water heating.

District heating systems will be supported in areas identified in Chapter 3: Climate Action. In these areas, all applications should be designed to cater for district heating systems. The details of the heating system proposed and compatibility with the district heating network should be specified in all planning applications. Applicants are requested to submit a Climate Action and Energy Statement with all planning applications in this zone – see below.

Where district heating systems are not yet in operation, the applicant is required to demonstrate how the proposed heating system of the development can connect and facilitate future use of the district heating system once in place, see policy CA14, CA15, CA16 and CA17 for further information.

### 15.7.3 Climate Action and Energy Statement

In order to comply with the policies set out in Section 3.5.2 'The Built Environment' and Section 3.5.3 'Energy' of Chapter 3, proposals for all new developments in excess of 30 or more residential units or 1,000 sq. m. or more of commercial floor space, or as or as otherwise required by the Planning Authority, will be required to include a Climate Action Energy Statement.

The purpose of this statement is to demonstrate how low carbon energy and heating solutions have been considered as part of the overall design and planning of the proposed development. Having regard to the above, the statement, which shall be prepared by a certified engineer, shall address:

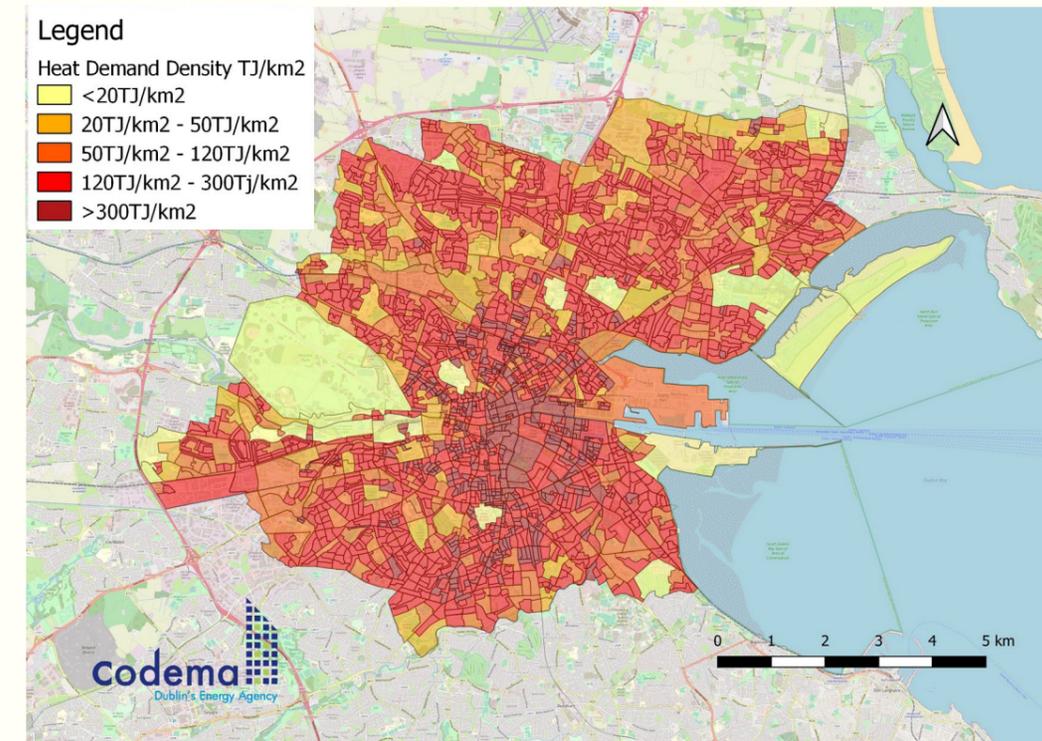
- the technical, environmental and economic feasibility of on-site renewable energy generation including solar PV and small scale wind power;
- the technical, environmental and economic feasibility of at a minimum, the following high-efficiency alternative energy supply and heating systems:
  - decentralised energy supply systems based on energy from renewable and waste heat sources;
  - co-generation (combined heat and power);
  - district or block heating or cooling, particularly where it is based entirely or partially on energy from renewable and waste heat sources;
  - heat pumps.

#### 15.7.3.1 'District Heating Enabled' Development

In addition to the requirements set out above, Climate Action Energy Statements for significant new residential and commercial developments, in Strategic Development and Regeneration Areas (SDRAs), will be required to investigate local heat sources and networks, and, where feasible, to demonstrate that the proposed development will be 'District Heating Enabled' in order to facilitate a connection to an available or developing district heating network.

Any such investigation should have regard to the heat demand density of the area in which the proposed development is located, as shown in the heat demand density map included as Figure 15.1 below. This map which was produced by Codema, and is included here for information purposes only, shows the overall heat demand density in each CSO electoral district in the Dublin City area.

Figure 15.1: Heat Demand Density Map



Where it is not feasible for a development to be district heat enabled, the statement must provide a clear explanation as to why this is would not be the case, and must also demonstrate that the proposed development offers a similarly efficient and low carbon energy and heating solution.

For the avoidance of doubt, for a development to be ‘District Heating Enabled’, it should incorporate an efficient, low carbon building heat network, and/or a block communal heating network, in order to facilitate a future connection to a district heating network, without the need for significant additional retrofitting. To this end, ‘District Heating Enabled’ development should provide for:

- an efficient, centralised, wet-based heat network within the building or within the area of the development as a whole (as appropriate);
- the allocation of sufficient space in plant rooms to accommodate suitable district heating equipment, such as heat exchangers etc.;
- the provision and safeguarding of suitable pipe routes throughout the building and complex;
- the provision and safeguarding of suitable district heating network connection routes at and beyond the site boundary<sup>30</sup>.

In addition to this overall requirement for SDRAs, additional requirements exist for significant development proposals in specific areas as follows:

- SDR 6 (Docklands) and 10 (North East Inner City): The Climate Action Energy Statement must demonstrate how the proposed development is District Heating Enabled and will connect to the ‘Docklands and Poolbeg’ DDHS catchment.
- SDR 7 (Heuston and Environs), SDR 8 (Grangegorman/Broadstone ) SDR 11 (St. Theresa’s Garden and Environs), SDR 12 (Dolphin House) SDR 14 (St. James Medical Campus & Environs SDR 15 (Liberties and Newmarket Square): The Climate Action Energy Statement will be required to investigate possible connections or interconnections to existing heat networks in these areas, to ultimately create a district heating ‘node

<sup>30</sup> Additional information in respect to ensuring that a development is ‘District Heating Enabled’ is provided can be found in the Dublin City Council ‘Dublin District Heating System Technical Information Pack for Developments’ which is available for download at: [https://admin.dublincity.ie/sites/default/files/media/file-uploads/2018-08/20180216\\_Technical\\_Information\\_Pack\\_for\\_Developers\\_\\_DCC\\_002\\_.pdf](https://admin.dublincity.ie/sites/default/files/media/file-uploads/2018-08/20180216_Technical_Information_Pack_for_Developers__DCC_002_.pdf)

Where a proposed development will be ‘District Heating Enabled’, the Climate Action Energy Statement will provide the information requested in the following table:

**Table 15-3: Information Requirements for District Heating Enabled Developments**

Heat Demand Information
Required Peak Heat Demand (kW)
Estimated Annual Heat Consumption (MWh pa)
Estimated Seasonal Base Load (kW)
Gross Floor Area m <sup>2</sup>
Heat Demand per m <sup>2</sup> GFA (w/M <sup>2</sup> )
Heat Consumption per m <sup>2</sup> GFA (kWh/m <sup>2</sup> )
Number of Residential Dwellings
Number of Boilers and their heat outputs
Secondary Side Design Conditions
Flow Temperature (max at peak) 0C
Flow Temperature (min in Summer) 0C
Return Temperature 0C
Maximum Design Working Pressure, bar G
Pressure Drop Through Heat Exchange, Kpa
Plant Room Details
Number of Heat Exchangers Proposed
Size of Skids (LxWxH),m
Size of Plant Room (LxWxH),m
Location of Plant Room (attach sketch)
Access Details (attach sketch)
Other Comments

## 15.8 Residential Development

New residential development in the city mainly comprises of apartment schemes with some limited residential housing schemes. This section sets out the general requirements for residential development followed by more specific guidance for apartments, Build to Rent, student accommodation and houses.

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. It must be satisfactorily demonstrated that the internal design and overall layout is closely aligned to the specific needs of the intended occupiers.

### 15.8.1 Quality/Making Sustainable Neighbourhoods

As outlined in Chapter 5: Quality Housing and Sustainable Neighbourhoods', it is an aim of Dublin City Council to encourage and foster living at sustainable urban densities through the creation of attractive sustainable neighbourhoods which promote and facilitate the provision of the 15-minute city through healthy placemaking and the delivery of high quality housing served by local services. Section 5.5.3 of the plan sets out guidance in relation to the essential requirements for sustainable communities including healthy placemaking and the 15 minute city.

Proposals should have regard to the following guidelines in the making of sustainable neighbourhoods, as well as the principles and key characteristics of a good neighbourhood including 'Sustainable Residential Developments in Urban Areas: Guidelines for Planning Authorities' (2009) and accompanying 'Urban Design Manual (2010)', the Local Area Plans - Guidelines for Planning Authorities (2013), the NTA Permeability Best Practice Guide (2015), the Sustainable Urban Housing Guidelines (2018) and the Design Manual for Urban Roads and Streets (2019).

This section sets out guidance on qualitative, quantitative, and development management criteria for sustainable neighbourhood infrastructure and residential developments.

### 15.8.2 Community and Social Audit

Community facilities, such as local parks and playgrounds, community centres, local hubs, schools, childcare are an integral component of a successful neighbourhood. Applications for large residential developments or mixed use developments should include provision for community type uses. All residential applications comprising of 50 or more units shall include a community and social audit to assess the provision of community facilities and infrastructure within the vicinity of the site and identify whether there is a need to provide additional facilities to cater for the proposed development. Each of the subsections below shall be assessed as part of the community and social audit.

A community and social audit should address the following:

- Identify the existing community and social provision in the surrounding area covering a 750m radius.
- Assess the overall need in terms of necessity, deficiency, and opportunities to share/ enhance existing facilities based on current and proposed population projections.
- Justify the inclusion or exclusion of a community facility as part of the proposed development having regard to the findings of the audit.

Where it is determined that new facilities are required the following design criteria should be considered:

- The design of the facility should 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.
- Community facilities 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 / and / or recreational use should ensure that this use in terms of floor / ground space is no less than that on-site prior to redevelopment, and if possible, should represent increased provision.
- Community facilities must be accessible to all members of society including persons with disabilities and the elderly.

### 15.8.3 Schools

In accordance with the requirements for social and community audit, 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 the Department of Environment, Heritage, Community and Local Government's Joint Code of Practice.
- Compliance with current Department of Education Technical Guidance documents available at: <https://www.education.ie/en/School-Design/Technical-Guidance-Documents/>
- Compliance with Department of Education and Skills "Education for Sustainability" The National Strategy on Education for Sustainable Development in Ireland, 2014-2020 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; with schools anchoring wider social and community facilities required in the same area.
- Ensure provision of appropriate external hard and soft play areas. Roof level amenity space may be considered on tight, urban constrained sites. However, proposals should also endeavour to provide appropriate ground level, accessible amenity spaces.
- Promote urban typologies for new schools which achieve an efficient use of scarce urban land and successfully address the streetscape or surrounding context.



### 15.8.4 Childcare

Dublin City Council seeks to ensure that an adequate number of childcare facilities are provided to serve the city's growing population. In order to meet this objective, one childcare facility (equivalent to a minimum of 20 child spaces) for every 75 dwellings units, shall be provided in all new mixed use and residential schemes.

As part of the community and social audit, an assessment of the childcare facilities in the surrounding 1km radius of the proposed should be included. The analysis should have regard to:

- The make-up of the proposed residential area, i.e. an estimate of the mix of community that the housing area seeks to accommodate (if an assumption is made that 50% approximately of the housing area will require childcare, how does the proposal contribute to the existing demand in the area).
- The number of childcare facilities within walking distance (i.e. 1km) of the proposal.
- The capacity of each childcare facility and the available capacity by completion of the project.
- The results of any childcare needs analysis carried out as part of the city childcare strategy or carried out as part of a local or area action plan or as part of the development plan in consultation with the city childcare committees, which will have identified areas already well served or alternatively, gap areas where there is under provision, will also contribute to refining the base figure.

Childcare facilities should also be located in existing residential areas, business/technology parks, industrial estates, areas of employment and within office blocks, with such provision being established having regard to the Dublin City Childcare Committee audit and needs analysis (for full details, see Childcare Facilities, Guidelines for Planning Authorities 2001).

#### 15.8.4.1 Design Criteria

All childcare facilities are required to provide private outdoor play space or demonstrate safe and easy access to a safe outdoor play area. Such outdoor space should be appropriately sites to be protected from air pollution – see objective QHSNO16.

The internal design, layout and size of the childcare facility shall be in accordance with the standards set out in the Childcare Facilities, Guidelines for Planning Authorities 2001.

Safe and secure access should also be provided in terms of pedestrian and cycle movements in association with public transport services in the area. Associated vehicular drop off will also be required in certain locations. This should be accompanied by a traffic and transport assessment which sets out the need to accommodate vehicular movements.

### 15.8.5 Public Realm

All residential developments that include lands within the public realm must agree, subject to a letter of consent, with the planning authority that the proposed scheme is compliant with the public realm guidance as set out on the Dublin City Council website. <https://www.dublincity.ie/residential/planning/strategic-planning/public-realm-strategy>

Details of road widths, public footpaths and accessibility can be found in Appendix 5 of the plan.

Where new public spaces that will contribute to the public realm of an area are proposed, applicants must demonstrate that such spaces provide accessibility to all, are easy to navigate and create safe and secure environments. Please see guidance on street furniture, public lighting and accessibility in this regard as set out in Section 15.17.

### 15.8.6 Public Open Space

Public open space is an external landscaped open space which makes a contribution to the public domain and is accessible to the public and local community 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.

All residential development is required to provide for public open space. Regard should be had to the guidance set out in Section 15.6.12 above regarding landscaping requirements, and also Section 15.6 on Green Infrastructure.

The public open space requirement for residential developments shall be 10% of the overall site area as public open space.

In the case of residential developments on Z12 and Z15 zoned lands, additional open space is required in order to retain the existing open character of the lands. A total of 25% public open space will be required within these zones.

**Table 15-4: Public Open Space Requirements for Residential Development**

Landuse / Zoning	Requirement (minimum)
Residential development (Z1, Z2, Z3, Z4, Z5, Z6, Z8, Z10, Z14)	10%
Residential development (Z12) (Z15)	25%

### 15.8.7 Financial Contributions in Lieu of Open Space

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.

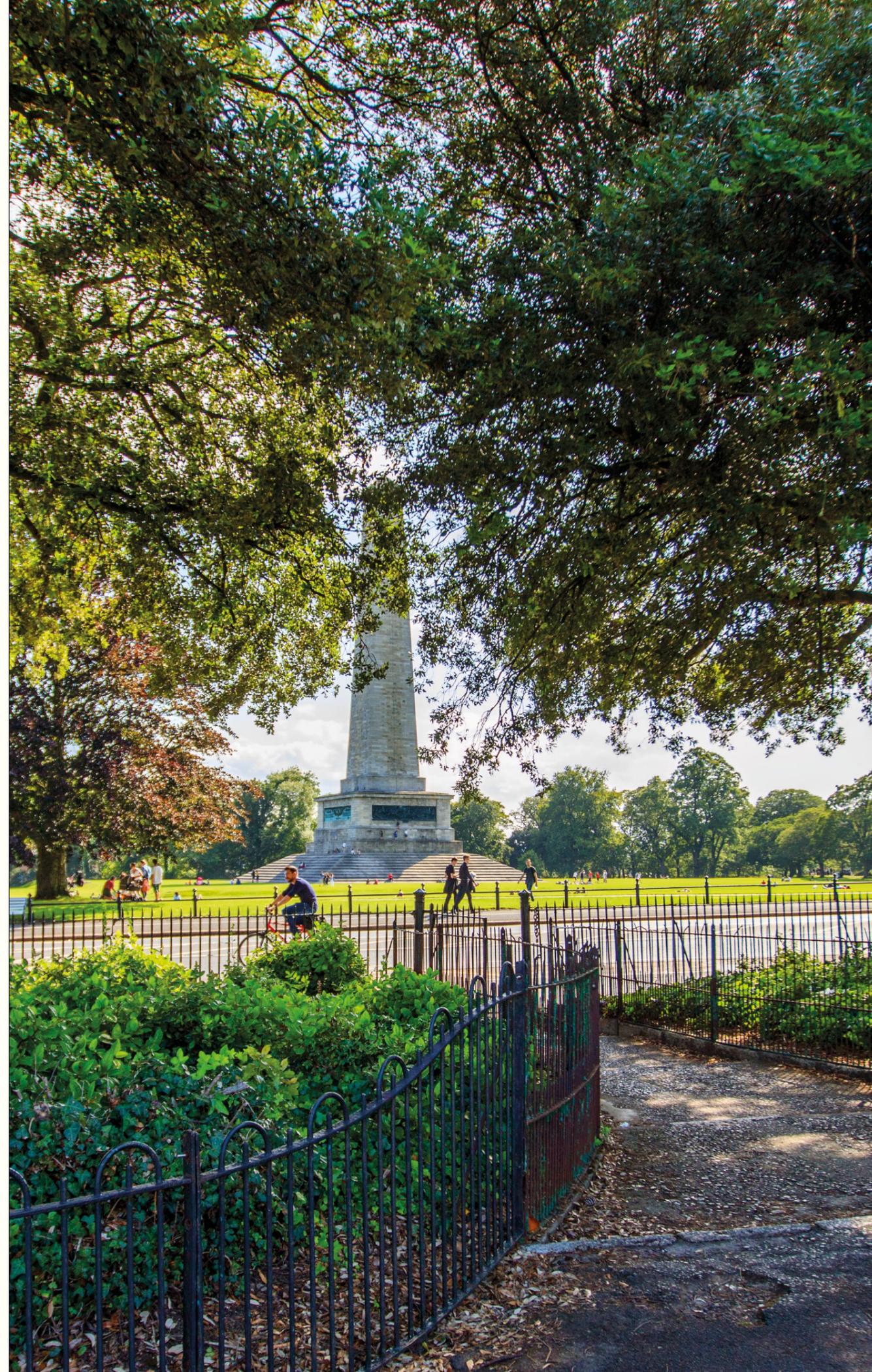
In these cases, financial contributions may be proposed towards the provision and enhancement of open space and landscape in the locality, as set out in the City Council Parks Programme, in fulfilment of this objective.

Financial contributions in lieu of public open space will only be applicable in schemes of 9 or more units. The details on the value of the contribution in lieu and other exemptions are set out in the Dublin City Section 48 Development Contribution Scheme and any future amendments thereof.

### 15.8.8 Play Infrastructure

Applications which include the provision of public open space shall be subject to a requirement to provide for appropriate playground facilities. 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 also be provided in addition.

The Draft Dublin City Play Strategy ‘Pollinating Play!’ 2020 – 2025 will provide overall guidance for the development of playgrounds and play spaces in the city. It is the policy of Dublin City Council to provide



accessible and inclusive play equipment and play opportunities for children and young people of all ages.

The following Principles for Designing Successful Play Spaces shall be applied:

- Bespoke
- Well-located
- Use natural elements
- Wide range of play experiences provided
- Accessible to both people with and without disabilities
- 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
- Invest in universal design to support accessible and inclusive opportunities for play

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 five years old, should be provided close to residential dwellings, i.e. 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.

Play/recreational spaces and facilities for older children and teenagers, e.g. multi-use games areas, teenage shelters, skate parks, 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 (For further guidance see Urban Design Manual, 2009).

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.

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.

### 15.8.9 Naming of Residential Estates

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 the Irish language, with the planning authority, prior to commencement of development, and the name selected shall be installed on site. Internal and external street/road signage must be in both the Irish and English languages or, for newly named developments, in Irish only. All unit numbers must be visible.

### 15.8.10 Gated Communities

Dublin City Council will resist gated communities within the city and there is a general presumption against same in order to promote permeability and accessibility in the urban area. Where a gated scheme is proposed, the applicant must demonstrate the operational management strategy for the development and clearly set out the functionality of the gate mechanism proposed. The ongoing management and maintenance of the development will need to be demonstrated to avoid any situations where the mechanism malfunctions.

The applicant will also be required to demonstrate how the gate will function in respect of traffic movements and the potential wait time on the public road. Sufficient car parking will also need to be provided in order to prevent overspill car parking onto the public road.

### 15.8.11 Management Companies/Taking in Charge

Taking in charge refers to 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. Details of the requirements for taking in charge are provided in Appendix 5 of the plan.

Please also refer to Policy SI26 in relation to taking in charge of public and private drainage infrastructure in accordance with the standards set out within the Greater Dublin Regional Code of Practice for Drainage Works.

### 15.8.1 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 (DEHLC, 2007) and Circular Letter PL11/2013, and any successor guidance.

## 15.9 Apartment Standards

Apartment schemes make up the majority of the new housing stock in Dublin City. In this respect, it is, therefore, essential that high quality, attractive and liveable apartment units are provided. All apartment developments should make a positive contribution to the local area in terms of public open space and / or public realm improvements and should provide long term living environments for future residents through quality communal amenity spaces and attractive and sustainable internal units.

The Sustainable Urban Housing: Design Standards for New Apartments (December 2020) available at the following link: [http://www.housing.gov.ie/sites/default/files/publications/files/december\\_2020\\_-\\_design\\_standards\\_for\\_new\\_apartments.pdf](http://www.housing.gov.ie/sites/default/files/publications/files/december_2020_-_design_standards_for_new_apartments.pdf) or any other future amendment thereof, sets out specific planning policy requirements (SPPR) for apartment developments. These Section 28 Guidelines should be referenced as part of any planning application for apartment developments. A summary of these SPPR's together with additional requirements and standards for apartment developments are set out below.

### 15.9.1 Unit Mix

Specific Planning Policy Requirement 1 states that housing developments may include up to 50% one bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms unless specified as a result of a Housing Need and Demand Assessment (HNDA) carried out by the Planning Authority as part of the development plan process.

As part of the preparatory research for this Plan, alongside the preparation of a HNDA for the city, two sub areas were identified for sub-city level HNDA analysis; (i) the Liberties and (ii) the North Inner City. These areas were selected due to three main factors that differentiates them in relation to this particular issue:

- these areas have higher volumes of smaller housing stock (both historic and twentieth century);
- they have significant regeneration opportunity lands and
- they have in recent years experienced a high proportion of Strategic Housing Development applications, which have been dominated by BTR and a preponderance of smaller units.



The outcome of these two local HNDAs indicates increased demand for two and three person households and declining demand regarding single person households. (Section 2.4.1 of Appendix 1, Annex 3 refers.)

Taking into account (i) the modelled changing demand over the lifetime of the Plan which indicates a declining demand for one bed units, and (ii) the current pattern of applications for development that have high proportions of studio and one bed units and no three bed units; it is considered appropriate that a policy response is made to address this issue within these locations.

The following requirement for unit mix are, therefore, required in these two sub-city areas; (i) the Liberties and (ii) the North Inner City. SPPR1 is applicable to the remainder of the Dublin City Council administrative area:

To require planning applications that include residential accommodation of 15 residential units for more in the North Inner City and Liberties Sub-City Areas (as per Figure 1.2 as part of Appendix 01.03) include the following mix of units:

- A minimum of 15% three or more bedroom units.
- A maximum of 25%-30% one bedroom / studio units.

Council Part 8 or Part 10 residential schemes may propose a different mix having regard to the specific needs of the Housing & Community Services Department.

Standards may be relaxed for other social housing needs and/or where there is a verified need for a particular form of housing, for example for older people, subject to the adjudication of the Housing & Community Services Department.

SPPR 2 provides some flexibility in terms of unit mix for building refurbishment schemes on sites of any size, urban infill schemes on sites up to 0.25 ha, schemes up to 9 units and for schemes between 10 and 49 units. The planning authority will assess each application having regard to SPPR 2 on a case by case basis. For further details, please refer to The Sustainable Urban Housing: Design Standards for New Apartments (December 2020) guidelines.

## 15.9.2 Unit Size / Layout

Specific Planning Policy Requirement 3 sets out the minimum floor areas for apartments. The minimum standards for apartments, as set out in the guidelines are as follows:

**Table 15-5: Minimum Floor Area Requirements for Apartments**

Unit Type	Bedspace	Floor Area Requirement (min)
Studio	1 bedspace	37 sq. m.
1 bed	2 bedspaces	45 sq. m.
2 bed	4 bedspaces	73 sq. m.
3 bed	5 bedspaces	90 sq. m.

The introduction of a 2 bedroom, 3 person unit may be considered within a scheme to satisfy specialist housing for Part V social housing requirement or to facilitate appropriate accommodation for older people and care assistance.

These units will be restricted to a maximum of 10% of the overall unit mix. The 2 bedroom, 3 person unit will only be considered as part of specialist housing provision as specified above and will not be considered as standard residential accommodation.

The majority of all apartments in any proposed scheme of 10 or more apartments (excluding Build to Rent accommodation) shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not included as units that exceed the minimum by at least 10%). The layout of the larger units of each type should be designed in accordance with the guidance set out in Universal Design Guidelines for Homes in Ireland 2015.

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 and facilitate home working where feasible. For larger dwellings, the provision of one main living room separate from a combined kitchen/ dining area should be considered.

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.

### 15.9.3 Dual Aspect

A dual aspect dwelling is defined as one with openable windows on two external walls, which may be either on opposite sides of a dwelling or on adjacent sides of a dwelling where the external walls of a dwelling wrap around the corner of a building. The provision of a bay window does not constitute dual aspect.

Dual aspect units significantly enhance the residential amenity obtained in a unit providing for better daylight and sunlight penetration and cross ventilation. Achieving dual aspect in living rooms is the most preferable unit configuration, allowing for high amenity value in the predominant living space.

Specific Planning Policy Requirement 4 requires a minimum of 33% dual aspect units in central and / or accessible urban locations and 50% of units in suburban and / or intermediate locations.

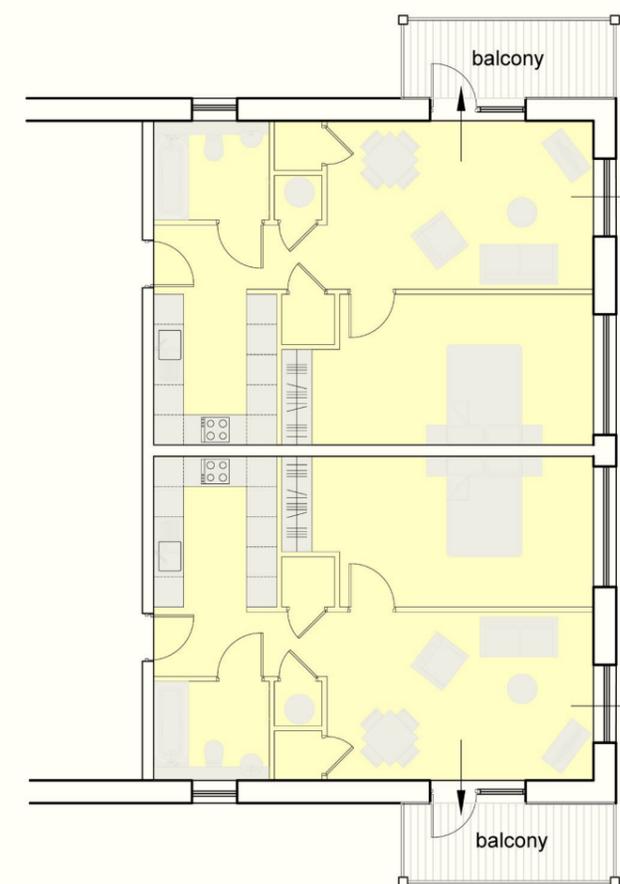
Dublin City Council will encourage all developments to meet or exceed 50% dual aspect within the development unless specific site characteristics dictate that a lower percentage may be appropriate.

In prime city centre locations, adjoining or adjacent to high quality, high frequency public transport, 33% dual aspect may be accepted in locations where there are specific site constraints such as tight urban infill sites up to 0.25ha or where there is a need to maintain a strong street frontage. In the outer city (beyond the canal ring) and within the SDRA's, schemes with a minimum of 33% dual aspects units will only be considered in exceptional circumstances.

Where single aspect is proposed, the number of south facing units should be maximised. East and west facing units are also considered acceptable. The living spaces in these units should be situated with the most preferable orientation for maximum access to direct sunlight. North facing units will only be considered where they face an area of high amenity value such as a public park, water body or another significant view of interest. For clarity, north facing units are units which predominantly face north (i.e. over 50% of the façade). North east and north west units are defined as units that fall within a 45 degree angle of due north. This unit configuration will be considered in limited circumstances on a case by case basis.

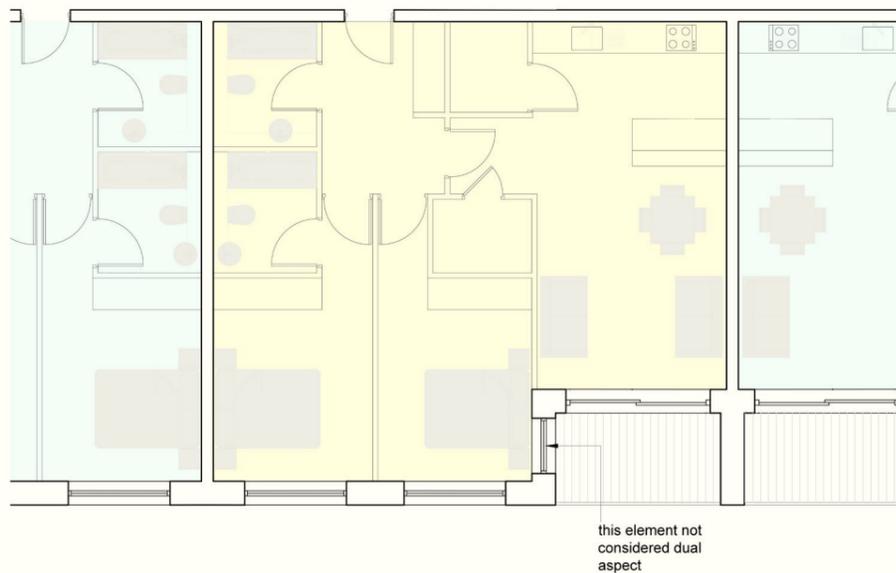
The following example of unit configuration is considered dual aspect and can contribute toward the SPPR percentage requirement. Similar examples that clearly provide openable windows to two elevations will also be considered.

**Figure 15.2: Example of Dual Aspect Residential Unit**

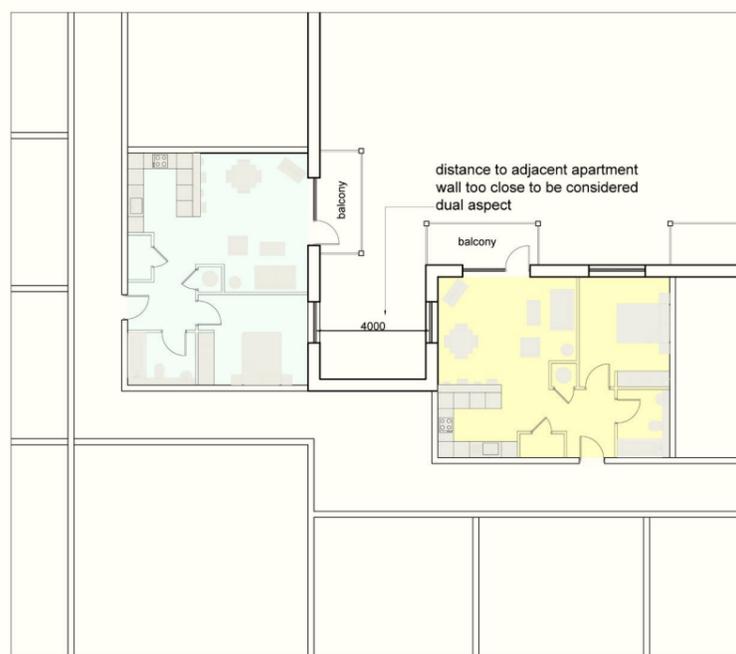


Unit configurations that do not qualify as dual aspect and will not be considered to contribute to the SPPR percentage requirement include:

**Figure 15.3: Residential Unit that Does Not Qualify as Dual Aspect - Example 1**



**Figure 15.4: Residential Unit that Does Not Qualify as Dual Aspect - Example 2**



### 15.9.4 Floor to Ceiling Height

SPPR 5 of the Sustainable Urban Housing: Design Standards for New Apartments (2020) set out the requirements for minimum floor to ceiling heights.

A minimum floor to ceiling height of 2.7m for ground floor residential units and a minimum of 2.4m in upper floor shall be provided. Where commercial units are proposed or where flexibility for adaptation to alternative uses is required at ground floor level, a floor to ceiling height of 3.5m to 4m shall be applied. This will be assessed on a case by case basis.

See Section 3.20 to 3.25 of the Sustainable Urban Housing: Design Standards for New Apartments (2020) for details.

### 15.9.5 Lift, Stair Cores and Entrance Lobbies

Specific Planning Policy Requirement 6 as set out in the Sustainable Urban Housing: Design Standards for New Apartments (2020) specifies that a maximum of 12 apartment per core may be provided. The maximum provision may be relaxed for refurbishment or infill sites of 0.25ha on a case by case basis.

See Section 3.26 to 3.34 of the Sustainable Urban Housing: Design Standards for New Apartments (2020) for details.

### 15.9.6 Internal Storage

Internal storage within an apartment unit shall be provided in accordance with the Sustainable Urban Development: Design Standards for New Apartments as set out in Appendix 1 and Section 3.30 to 3.34 of the Sustainable Urban Housing: Design Standards for New Apartments (2020) for details.

Flexibility shall be provided in certain circumstances on a case by case basis.

### 15.9.7 Private Amenity Space

Private amenity space shall be provided in the form of terrace, balcony or private garden and should be located off the main living area in the apartment. The minimum areas for private amenity are set out in Appendix 1 and Section 3.35 to 3.39 of the Sustainable Urban Housing: Design Standards for New Apartments (2020) for details.

At ground floor level, private amenity space should be sufficiently screened to provide for privacy. 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.

### 15.9.8 Communal Amenity Space

All new apartment developments are required to provide for communal amenity space externally within a scheme for the use by residents only. Communal open space provision is in addition to any private or public open space requirements. Communal amenity spaces may comprise of courtyard spaces and linear open spaces adjacent to the development.

The minimum areas for private amenity are set out in Appendix 1 and Section 4.10 to 4.12 of the Sustainable Urban Housing: Design Standards for New Apartments (2020) for details.

Communal amenity space must be clearly defined and distinguished within a scheme and clearly identified as part of any planning application. The communal amenity areas should be of high landscape quality and provide for adequate daylight and sunlight access throughout the year. The communal amenity area should be functional and usable to a range of activities including, children's play (see Section 15.8.8 for further details), passive recreation and leisurely activities such as games and exercise.

Communal amenity space should be located in areas that are overlooked and passively supervised. Where ground floor balconies/terraces bound directly onto communal spaces the use of a separation strip of low level planting between the two areas will be encouraged. Regard must also be had to future maintenance of amenity spaces in order to ensure that this is commensurate with the scale of development and does not become a burden on residents.

On refurbishment or infill sites of up to 0.25 ha, the communal amenity requirements may be relaxed on a case by case basis.

Development proposals shall demonstrate that the communal open space:

- Complies with the minimum standards based on each individual unit.
- 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 and is fully accessible to all.
- Achieves good sunlight penetration – see Appendix 16.
- Has appropriate arrangements for maintenance and management such as a conveniently accessed garden maintenance and storage area with water and drainage connections.

### 15.9.9 Roof Terraces

Roof terraces may be provided in certain circumstances subject to an assessment of accessibility, safety and micro-climatic impacts. Roof terraces will not be permitted as the primary form of communal amenity space but may contribute to a combination of courtyard and or linear green space. The provision of roof terraces does not circumvent the need to provide an adequate accessible ground floor residential amenity that achieves adequate sunlight and daylight levels throughout the day unless exceptional site specific conditions prevail.

It must be demonstrated that roof terraces are suitable for the intended use in terms of wind comfort levels, daylight and sunlight, noise impacts and safe and secure accessibility for all users, particularly children. Roof terraces must also accommodate landscaping features such as tree planting, shrubs and outdoor seating in order to create a quality green environment. Any such planting should be of species which can thrive in low soil depth planters and when exposed to wind conditions. How such roof terraces are to be maintained and managed must also be demonstrated. See also Appendix 11 for guidance on green roofs.

### 15.9.10 Internal Communal Facilities

Large scale developments in excess of 100 or more units are encouraged to provide for internal communal facilities for use by residents. These facilities include laundry rooms, community or meeting rooms, management offices, co – working spaces etc. Other uses such as gyms or co-working spaces can also be provided and available to non-resident users also. The range of uses proposed should be discussed with the planning authority at pre application stage.

### 15.9.11 Security

New apartment developments should incorporate safe and secure design principles throughout the scheme by maximising natural surveillance of all common areas, streets and parking areas. The design of the development should ensure activity along all building facades to create a sense of safety and security.

The location of entrance doors and lobbies should be located in highly visible areas of the building and should be well lit and overlooked.

Ground floor level apartments should be provided with a privacy strip of approximately 1.5m in order to maintain adequate security and privacy within the unit.

### 15.9.12 Access and Services

Pedestrian and vehicular access points should be clearly identified and located in areas that are physically overlooked. Pedestrian access should cater for all users including disabled persons and the elderly.

Internally within a scheme, access to each individual unit should be clearly identified and well lit through natural light where feasible.

Service ducts should be easily accessible from common circulation area to facilitate maintenance.

### 15.9.13 Refuse Storage

Refuse storage and collection facilities should be provided in all apartment schemes. Refuse storage should be accessible to each apartment stair/ lift core and be adequately sized to cater for the projected level of waste generation, types and quantities.

All applications for 30 or more apartments should be accompanied by an Operational Waste Management Plan that clearly identifies the projected quantities of waste and the proposed waste collection strategy. Refer to Appendix 7 and Policy SI29 and SI30 for further details.

### 15.9.14 Lifecycle Reports

All residential developments should include a building lifecycle report that sets out the long term management and maintenance strategy of a scheme.

The lifecycle report should include an assessment of the materials and finishes proposed, the ongoing management strategy, the protocol for maintenance and repair, the long term maintenance costs for residents and the specific measures that have been taken to effectively manage and reduce the costs for the benefit of residents.

The reports should address each of the following headings:

- Assessment of Long Term Running and Maintenance Costs
  - Property / Owner Management Company and Common Areas
  - Service Charge Budget
- Measures to Manage and Reduce Costs
  - Treatment, Materials and Finishes
  - Construction Methodology
  - Material Specification
  - Landscaping
  - Waste Management
  - Human Health and Well –being
  - Residential Management
  - Energy and Carbon Emissions
  - Transport and Accessibility

Compliance and acknowledgement of the provisions set out in the Multi-Unit Developments Act 2011 for the ownership and management of multi- unit developments should also be included.

### 15.9.15 Operational Management and Maintenance

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.

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.

All apartment developments will be required to address the maintenance and management of a development to clarify the overall operational management plan for the development together with the maintenance strategy for the upkeep of the building.

These plans will assist the planning authority in considering the long term contribution of the development and the strategy and objectives for the maintenance and operation of the development.

### 15.9.16 Microclimate – Daylight and Sunlight, Wind and Noise

All apartment schemes should be accompanied by an assessment of the microclimatic impacts including daylight and sunlight, noise and wind. These assessments should outline compliance with the relevant standards and ensure a high level of residential amenity is provided both within the apartment unit and within the surrounding residential properties.

#### 15.9.16.1 Daylight and Sunlight

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. Daylight animates an interior and makes it attractive and interesting, as well as providing light to work or read by.

A daylight and sunlight assessment should be provided to assess the impact of the proposed development on the surrounding properties and amenity areas outside the site boundary and assess the daylight and sunlight received within each individual unit and communal areas of a proposed scheme.

A best practice guide for the assessment and methodology of Daylight and Sunlight Assessments is set out in Appendix 16.

#### 15.9.16.2 Wind

A wind assessment will be required in certain circumstances where taller buildings are proposed or where there is potential for wind tunnelling in order to analyse the pedestrian wind comfort levels received in proposed balconies, communal amenity spaces, roof gardens and at the entrance points to the scheme.

The Lawson Comfort Criteria sets out an appropriate pedestrian comfort levels in a given space based on suitability for pedestrian activities. The purpose of the assessment is to clarify that the intended use of a space is suitable and to identify mitigation measures required (if any). The activities and locations can be defined as follows:

**Table 15-6: Activities and Locations to be considered in Wind Assessments**

Activity	Description	Locations
<b>Sitting</b>	Regular use for reading a newspaper and eating / drinking	Private balconies / communal courtyards / roof terraces
<b>Standing</b>	Appropriate for bus stops, window shopping, building entrances and public amenity spaces such as parks	All entrances / public open space areas
<b>Strolling</b>	General area of walking and sightseeing	New streets and internal walkways
<b>Business Walking</b>	Local areas around tall buildings where people are not expected to linger	City Centre public streets only.

All areas within a development should be at a satisfactory level to ensure maximum comfort levels for all users.

### 15.9.16.3 Noise

Noise impact assessments are used to assess the noise levels received within a development and to identify the potential noise impact generated from a development.

Acoustic privacy is a measure of sound insulation between dwellings and between external and internal spaces. All apartment developments should be designed as to ensure noise transmission between units and from external or internal communal areas is minimised. Guidance for noise reduction in building is set out 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 appropriate noise insulation measures to reduce noise transfer and vibration to 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 / railway lines, 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)).

Please also refer to Section 15.18.9 – Noise which provides details on areas of the city with greater potential to be affected by noise given proximity to critical infrastructure such as Dublin Airport.

### 15.9.17 Separation Distances (Apartments)

Traditionally a minimum distance of 22m is required between opposing first floor windows. In taller blocks, a greater separation distance may be prescribed having regard to the layout, size, and design. In certain instances, depending on orientation and location in built-up areas, reduced separation distances may be acceptable. Separation distances between buildings will be assessed on a case by case basis.

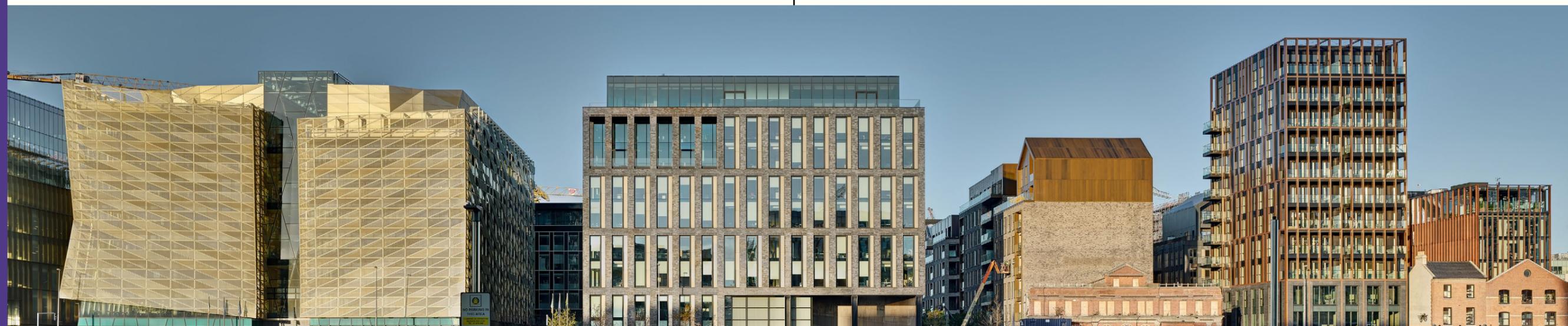
In all instances where the minimum separation distances are not met, each development will be assessed on a case by case basis having regard to the specific site constraints and the ability to comply with other standards set out within this chapter in terms of residential quality and amenity.

### 15.9.18 Overlooking and Overbearance

‘Overbearance’ in a planning context is the extent to which a development impacts upon the outlook of the main habitable room in a home or the garden, yard or private open space service a home. In established residential developments, any significant changes to established context must be considered. Relocation or reduction in building bulk and height may be considered as measures to ameliorate overbearance.

Overlooking may be overcome by a variety of design tools, such as:

- Building configurations (bulk and massing).
- Elevational design / window placement.
- Using oblique windows.
- Using architectural features.
- Landscape and boundary treatments.



## 15.10 Build to Rent Residential Developments (BTR)

“Build to Rent” (BTR) refers to purpose built residential accommodation and associated amenities built specifically for long term rental that is managed and serviced in an institutional manner by an institutional landlord. Recent emerging trends would indicate that the dominance of BTR in large schemes can be to the detriment of the build to sell units.

Dublin City Council will consider “Built to Rent” developments in specific locations as follows:

- Within the Inner City (i.e. within the canal ring).
- Within 500m walking distance of a high employment area i.e. more than 500 employees per hectare.
- Within 500m of major public transport interchanges (e.g. Connolly Station, Tara Street Station and Heuston Station), and within identified Strategic Development Regenerations Zones.

There will be a general presumption against large scale residential developments (in excess of 100 units) which comprise of 100% BTR typology. To ensure a sustainable mix of tenure and long term sustainable communities, minimum of 40 % of standard build to sell apartments will be required in such instances.

BTR schemes of less than 100 units will generally not be supported. The concept of Built to Rent requires a critical mass of accommodation to provide a meaningful provision of communal facilities and services. Smaller BTR schemes with less than 100 units will only be considered where it can be demonstrated that there is a strong need for the development and a detailed justification is provided.

Furthermore, whilst BTR is considered to be an integral part in achieving an appropriate mix of housing in the right locations, there will be a presumption against the proliferation and over concentration of Build to Rent development in any one area (refer to Section 5.5.7 of Chapter 5 Quality Housing and Sustainable Neighbourhoods). Applications for “Build to Rent” developments should be accompanied by an assessment of other permitted BTR developments in the vicinity (3km) of the site to demonstrate that the development would not result in the over concentration of one housing tenure in a particular area.

### 15.10.1 Design Standards

The Sustainable Urban Development Design Standards for New Apartments set out specific planning policy requirements for “Build to Rent” developments. SPPR7 refers to the provision of resident support facilities (laundry, concierge, management facilities etc.) and resident services and amenities (sports facilities, resident lounge, function rooms, co-working spaces etc.).

Whilst the Guidelines do not provide for a quantitative standard residential support facilities and resident services and amenities, a general guideline of 3 sq. m. per person is recommended. This will be assessed on a case by case basis where the applicant can demonstrate a high standard of services and facilities.

SPPR8 refers to specific relaxations that can be applied to BTR scheme which differentiate BTR schemes from standard residential developments.

SPPR8 (ii) states that flexibility can be applied to the provision of storage space, private amenity space and communal space within a scheme at the discretion of the planning authority.

There is a general presumption against excessive derogation of these requirements, in particular, private amenity space. Where derogations of private amenity space are sought, there will be an onus on the applicant to demonstrate that the quality of the unit is of a higher standard, e.g. in excess of the minimum floor area, contains unique design features and that the loss/reduction of private amenity is compensated within the communal amenity provision, e.g. if a unit requires 5 sq. m. of private amenity space, this quantum should be offset to provide for an additional 5 sq. m. communal amenity space.

Dublin City Council will seek to ensure a high level of amenity is provided within BTR schemes. All applications should seek to demonstrate compliance with the relevant standards for storage, private and communal open space as set out in Appendix 1 of the Sustainable Urban Housing: Design Standards for New Apartments.

In all cases, the onus will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity.

### 15.10.2 Communal and Public Open Space

All Built to Rent developments will be required to provide for the same quantum of external communal open space and public open space as set out for standard apartment developments, see Section 15.6.12 and 15.8.6.

## 15.11 House Developments

For guidance and standards relating to ancillary residential accommodation including: residential extensions, detached habitable rooms, porches, alterations at roof level/attics/dormers /additional floors, sub-division of dwellings, ancillary family accommodation, home based economic activities and demolition and replacement dwellings see Appendix 18.

### 15.11.1 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) which can be accessed at <https://www.gov.ie/en/publication/60868-quality-housing-for-sustainable-communities/>

### 15.11.2 Aspect, Daylight / Sunlight and Ventilation

The orientation and layout of house units should maximise the use of natural daylight and sunlight as much as possible. Where feasible, the main habitable rooms (living / kitchen) should have south and/or west facades.

Rear private garden should be sufficiently sized and orientated to ensure direct sunlight access is achieved for part of the day on March 21st. Living rooms shall not be lit solely by roof lights. Bedrooms solely lit by roof lights will be considered in certain circumstances on a case by case basis. All habitable rooms must be naturally ventilated and lit.

Further details and guidelines for Daylight and Sunlight Assessments are set out in Appendix 16.

### 15.11.3 Private Open Space

Private open space for houses is usually provided by way of private gardens to the rear 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.

These standards may be relaxed on a case by case basis subject to a qualitative analysis of the development.

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.

### 15.11.4 Separation Distances (Houses)

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 first floor windows 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 which do not require the same degree of privacy as habitable rooms.

## 15.13 Other Residential Typologies

### 15.13.1 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<sup>31</sup>.

Proposals for student accommodation shall be in accordance with Policy QHSN43. 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.

<sup>31</sup> 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.

In assessing proposals, the planning authority will have regard to the pattern and distribution of student accommodation in the locality, and will resist the overconcentration 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.

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 be subject to a condition requiring a planning permission for a change of use to other types of residential accommodation.

The provisions of Part V (Social and Affordable Housing) of the Planning Acts do not apply to student accommodation in the City Council area.

In assessing applications for purpose built student accommodation the planning authority will have regard to the following key factors:

- The location is appropriate in terms of access to university and college facilities by walking, cycling or public transport.
- The proposal will not result in an excessive concentration of student accommodation (including that in the private rented sector) to an extent that would be detrimental to the maintenance of balanced communities or to the established character and residential amenity of the locality.

It is preferable in principle that student needs are met as far as possible in purpose built and managed schemes rather than the widespread conversion of family housing. In general, such provision can take place at relatively high densities. Open space and car parking provision can be tailored to reflect the nature of the proposed use. However, these considerations should not compromise design quality. Developments should be close to the universities and colleges and accessible by public transport.

In assessing the degree of concentration of student accommodation, the Council will take into account the nature of the locality in terms of mix of land use and housing types, the existing and proposed number of students in the locality. To assist in this assessment the applicant

will be requested to submit evidence of existing, proposed and under construction student accommodation developments within an area, including a map showing all such facilities within 1km of a proposal.

### 15.13.1.1 Unit Mix

Student accommodation is typically provided on a 'cluster' type model comprising of a group of bedrooms and a shared kitchen / living/ dining space. 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. shall be provided in any 'cluster' of student accommodation units.

Consideration will be given to an increase in the number of bedrooms per cluster on campus locations with a maximum of 12 bed spaces per cluster.

Bathrooms must be provided en-suite within each bedrooms unit.

The cluster model shall provide minimum bedroom sizes as follows:

**Table 15-7: Minimum Bedroom Sizes for Student Accommodation Clusters**

Bedroom Type	Bedroom Size (min)	Bedroom Size including EnSuite (min)
Single Study	8 sq. m.	12 sq. m.
Twin Study	15 sq. m.	18 sq. m.
Disabled Study	-	15 sq. m.

An alternative 'studio' model may also be considered in certain circumstances within a larger student accommodation scheme. These studio units can accommodate single or double occupancy and shall comprise of en-suite bathroom facilities and private kitchenettes/ cooking facilities. These studio units shall provide a minimum of 25 sq. m. and a maximum gross floor area of 35 sq. m.

### 15.13.1.2 Daylight and Sunlight

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). See also Appendix 16.

### 15.13.1.3 Communal Facilities

Communal facilities and services which serve the needs of students shall be provided both internally and externally within a scheme.

Adequate external open space of suitable orientation should be provided within developments for the amenity of students. Generally ground floor courtyards that achieve appropriate daylighting and sun lighting will be required. In certain circumstances, terraces and roof gardens will be considered but only in addition to appropriate ground level amenity provision.

The provision of indoor communal space can be broken down to indoor amenity spaces such as cinema rooms, study rooms, games rooms etc. and indoor services such as laundry facilities, caretaker/ security and refuse facilities 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.

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.

In addition, shared kitchen/living/dining rooms shall be provided within each student cluster, based on a minimum 4 sq. m. per bed space. This is in addition to any circulation space and communal space provided.

**Table 15-8: Communal Requirements for Student Accommodation Clusters**

Communal Requirement	Area
Indoor / Outdoor	5-7 sq. m. per bedspace
Kitchen / Living / Dining	4 sq. m. per bedspace
Total	9-13 sq. m. per bedspace

### 15.13.1.4 Car Parking / Bicycle Parking

Designated car parking will not be supported in student accommodation schemes in the city. However, car parking for persons with disabilities should be provided. See Appendix 5 for further details.

Provision can be made to provide for a car sharing service for the use of residents. All student accommodation developments should however, be accompanied by a mobility management plan – refer to transport appendix 5.

A minimum of one cycle parking space per resident should be provided within the development as well as additional visitor parking at surface level at a rate of 1 per 10 no. residents – refer to Appendix 5 for further details.

### 15.13.1.5 Temporary Use as Tourist Accommodation

The use of Student Accommodation as temporary tourist accommodation will be considered outside the normal academic year. The tourist / visitor accommodation shall only be occupied for short-term letting periods of no more than two months and shall not be used as independent and separate self-contained permanent residential units. Appropriate conditions will apply.

## 15.13.2 Shared Accommodation (Co-Living) Developments

Shared Accommodation (Co-Living) developments are purpose built professionally managed rental accommodation where individual rooms are rented within a commercial development that includes access to shared or communal facilities and amenities.

Specific Planning Policy Requirement 9 states that there shall be a presumption against granting shared accommodation (Co-Living) schemes unless the proposed development is required to meet the specific demand identified as part of a housing need and demand assessment (HNDA).

A HNDA has been carried out as part of the development plan and has not identified any requirement for shared accommodation (co-living) developments. There is, therefore, a general presumption against this form of development in the city and the City Council will not support further co-living developments in the city.

### 15.13.3 Infill /Side Garden Housing Developments

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.

The planning authority will favourably consider the development of infill housing on appropriate sites, having regard to development plan policy on infill sites and to facilitate the most sustainable use of land and existing urban infrastructure. In general, infill housing should comply with all relevant development plan standards for residential development including unit sizes, dual aspect requirements, internal amenity standards and open space requirements. 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 is developed.

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.
- Accommodation standards for occupiers.
- Development plan standards for existing and proposed dwellings.
- Impact on the residential amenities of adjoining sites.
- Open space standards and refuse standards for both existing and proposed dwellings.
- The provision of 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.
- Level of visual harmony, including external finishes and colours.

- Larger corner sites may allow more variation in design, but more compact detached proposals should more closely relate to adjacent dwellings. A modern design response may, however, be deemed more appropriate in certain areas and the Council will support innovation in design.
- Side gable walls as side boundaries facing corners in estate roads are not considered acceptable and should be avoided.
- Appropriate boundary treatments should be provided both around the site and between the existing and proposed dwellings. Existing boundary treatments should be retained/ reinstated where possible.
- Use of first floor/apex windows on gables close to boundaries overlooking footpaths, roads and open spaces for visual amenity and passive surveillance.

### 15.13.4 Backland Housing

Backland development is generally defined as development of land that lies to the rear of an existing property or building line. Dublin City Council will allow for the provision of comprehensive backland development where the opportunity exists.

Backland housing can comprise of larger scale redevelopment with an overall site access; mews dwellings with access from a rear laneway or detached habitable dwellings to the rear of existing housing with and independent vehicular access.

Developments with street presence are generally governed by clear set out rules established by the urban order of an existing streetscape. Backland development, however, requires more innovation and reinterpretation to enable comprehensive development of these spaces.

Consideration of access and servicing and the interrelationship between overlooking, privacy, aspect and daylight / sunlight are paramount to the success and acceptability of new development in backland conditions.

Where there is potential to provide backland development at more than one site/property in a particular area, the Planning Authority will seek to encourage the amalgamation of adjoining sites/properties in order to provide for a more comprehensive backland development, this should be discussed at pre-planning stage. Piecemeal backland development with multiple vehicular access points will not be encouraged. See Appendix 5 for further details on vehicular access.

Applications for backland housing should consider the following:

- Compliance with relevant residential design standards in relation to unit size, room size, private open space etc.
- Provision of adequate separation distances to ensure privacy is maintained and overlooking is minimised.
- That safe and secure access for car parking and service and maintenance vehicles is provided.
- The scale, form and massing of the existing properties and interrelationship with the proposed backland development.
- The impacts on the either the amenity of the existing properties in terms of daylight, sunlight, visual impact etc. or on the amenity obtained with the unit itself.
- The materials and finishes proposed with regard to existing character of the area.
- A proposed backland dwelling shall be located not less than 15 metres from the rear façade of the existing dwelling, and with a minimum rear garden depth of 7 metres.
- A relaxation in rear garden length, may be acceptable, once sufficient open space provided to serve the proposed dwelling and the applicant can demonstrate that the proposed backland dwelling will not impact negatively on adjoining residential amenity.

All applications for infill developments will be assessed on a case by case basis. In certain instances, Dublin City Council may permit relaxation of some standards to promote densification and urban consolidation in specific areas. The applicant must demonstrate high quality urban design and a comprehensive understanding of the site and the specific constraints to justify the proposal.

### 15.13.5 Mews

Historic mews structures mainly comprised stabling with living quarters were typically two-storey in height and had an integral carriage arch for access. During the 20th Century, many older mews structures were adapted for warehouse or garage use. Mews dwellings are an integral part of backland development across the city. Mews dwellings are typically accessed via existing laneways or roadways serving the rear of residential developments.



Many historic mews buildings remain within the curtilage of protected structures and are, therefore, also afforded statutory protection. The relationship between the historic main house and its mews structure remains a relevant consideration for architectural heritage protection. Dublin City Council recognises the increasing rarity of stone/brick coach houses and the need to retain and conserve all of the surviving examples. Proposals to demolish such buildings will generally not be accepted.

It is an objective of the City Council to protect the character and setting of mews dwellings and to ensure all new proposal are respectful and appropriate in its context; see also Policy BHA14 and Objective BHA05 in Chapter 11. Applications for mews development should consider servicing, including the impact on existing infrastructure such as waste and water systems.

#### 15.13.5.1 Design and Layout

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. Individual proposals however, will also be considered and assessed on a case by case basis.

Traditional and/ or high quality contemporary design for mews buildings will be considered. The materials proposed should respect the existing character of the area and utilise a similar colour palette to that of the main structure.

The distance between the opposing windows of mews dwellings and of the main houses shall ensure a high level of privacy is provided and potential overlooking is minimised. 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.

Private open space shall be provided to the rear of the mews building to provide for adequate amenity space for both the original and proposed dwelling and shall be landscaped so as to provide for a quality residential environment. The open space area shall not be obstructed by off-street parking.

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 the main house divided into multiple dwellings and for mews development.

With regard to Protected Structures, where new boundary walls are proposed between the principal building and the associated mews / coach house, the proposed boundary line should be located at an appropriate distance from the building line of the Protected Structure so as to provide an appropriate amenity space for the Protected Structure.

The form and layout of the new development of mews structures should:

- Acknowledge the historic building plots where possible. Where a proposal extends over more than one building plot, articulation in the design and layout should be introduced to make reference to the original plot layout. The amalgamation or subdivision of plots on mews lanes will generally not be encouraged.
- The existing building line should be maintained where possible. The rear building line of new mews developments should be consistent with the existing mews plots where possible.
- The sensitive adaptive reuse of existing and new mews buildings for residential purposes will be encouraged and promoted.

#### 15.13.5.2 Height, Scale and Massing

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 height of mews building should not negatively impact on the views from the main property. 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;
- is maintaining the established height of existing mews roof ridgelines;
- has an acceptable level of open space and where the laneway is suitable for resulting traffic conditions;
- has sufficiently sized apartment units in line with the relevant Section 28 Guidelines.

This is in line with national policy to promote increased residential densities in proximity to the city centre.

Proposals for an additional set back level may be considered on a case by case basis where the additional floor is integrated within the pitched roof element of the structure or where the design and form is contemporary. The set-back should be a minimum of 1.5 metres from the front building line.

### 15.13.5.3 Roofs

The roof profile for mews buildings should be simple and in keeping with the character of the area. The following roofs are suitable: flat green or low-pitch metal roofs and double pitched slate roofs similar to the surviving mews building. All pitched roofs should run parallel with the mews lane with no ridge lines running perpendicular to the lane. New development should not break the legibility of the form of the original coach house terrace.

### 15.13.5.4 Access

Parking provision in mews lanes, where provided, may be in off-street garages, forecourts or courtyards, subject to conservation and access criteria. Car free mews developments may be permitted in certain circumstances where there are specific site constraints and where alternative modes of transport are available. Each development will be assessed on a case by case basis.

Potential mews laneways must provide adequate accessibility in terms of private vehicular movements, emergency vehicles and refuse vehicles. Where access cannot be provided, an access and movement strategy must be provided to justify that the development can be adequately served. See Appendix 5 for further details.

All mews lanes will be considered to be shared surfaces, and footpaths need not necessarily be provided. Where historic materials exist, roof materials, stone, paving surfaces, windows, joinery, ironmongery etc. these should be retained in order to protect the special character of the original mews lanes

### 15.13.6 Living Over the Shop

Dublin City Council will actively encourage the development of residential accommodation over existing commercial premises. It is acknowledged that there is a considerable amount of vacancy and underutilised floorspace on the upper floors of commercial premises that have the capacity to contribute significantly to the housing stock of the city.

Applications for the refurbishment and reuse of these buildings for residential accommodation will, therefore, be supported and actively pursued subject to suitability of location and standard of accommodation provided.

Residential accommodation should seek to comply with the relevant standards for apartments as set out in Section 28 Guidelines. However, in certain instances and where a building is a protected structure, relaxations of these standards will be considered.

Car free developments will be supported for refurbishment schemes. Access to adequate bicycle storage will be required where feasible.

Each application will be assessed on a case by case basis.

### 15.13.7 Nursing Homes/Assisted Living

There is a continuing and growing need for nursing homes and in particular, due to the aging population. Such facilities should be integrated wherever possible into the established residential areas of the city.

Such facilities should be located in established neighbourhoods / residential areas well served by community infrastructure, and amenities. Future residents should 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. 293 of 2016, Health Act 2007 (Care and Welfare of Residents in Designated Centres for Older People) Regulations 2016.
- 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.
- The design and scale of the facility proposed: the scale must be appropriate to the area.

- Proximity of high quality public transport links and provision of good footpath links

Ancillary accommodation for staff of any such facility will be considered on a case by case basis.

### 15.13.8 Care Homes

In accordance with the Planning and Development Regulations, 2001 (as amended), applications for change of use from 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. Please refer to National Quality Standards: Residential Services for People with Disabilities prepared by HIQA.

### 15.13.9 Hostels / Sheltered Accommodation / Family Hubs

Family hubs are emergency accommodation facilities for families who become homeless and who have no alternative other than commercial hotels. Family hubs are not long term facilities and will act only as temporary accommodation until housing can be provided under social housing supports, as supply becomes available.

Family hubs can comprise of either purpose built accommodation or conversion of existing residential accommodation for the use as shared living environments. Family hubs shall provide appropriate high quality play spaces for children, cooking and laundry facilities and communal recreational spaces. More details are available at: <https://www.homelessdublin.ie/solutions/family-accommodation>

An over-concentration of non-tourist hostel accommodation, homeless accommodation, social support institutions and family hubs can potentially undermine the sustainability of a neighbourhood and so there must be an appropriate balance in the further provision of such 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 such development 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 750 m radius of application site.
- A statement on catchment area, i.e. whether proposal is to serve local or regional demand and estimation of expected daily clients.
- A statement regarding security and operational management of the service/facility including hours of operation.
- Assessment of the impact on the public realm and quality environment.

Conditions may be attached to a grant of permission limiting the duration of the permission and the use on a temporary basis.

### 15.13.10 Traveller Accommodation

Dublin City Council recognises the tradition of the Traveller Community within the city and has regard to the specific requirements arising from its indigenous culture. The Council will implement measures, as required by law and national policy, in accordance with the housing strategy to provide accommodation for member of the Travelling Community.

Dublin City Council will provide for the accommodation needs of the travelling community as far as reasonable and practical using the full range of housing options available in consultation with the travelling community and a number of statutory and voluntary agencies concerned in accordance with QHSN28 and QHSN29.

### 15.13.11 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.

## 15.14 Commercial Development/ Miscellaneous

### 15.14.1 Hotels and Aparthotels

To counter balance the recent over development of hotels, there will be a general presumption to avoid an overconcentration of hotels and aparthotels pending the outcome of a hotel study. Hotels and aparthotels will be considered on a case by case basis having regard to the location of the site and existing hotel provision in the area.

In certain instances, where the planning authority deems there to be an overconcentration of such facilities in an area, the applicant will be requested to submit a report indicating all existing and proposed hotel and aparthotel developments within a 1km catchment providing a justification that the development will not undermine the principles of achieving a balanced pattern of development in the area, and demonstrating that the proposed development fully complies with the criteria set out in Policy CEE28 and in Section 15.14.1.1 and 15.14.1.2 below.

#### 15.14.1.1 Hotel Development

Hotel developments are encouraged to provide for publically accessible facilities such as café, restaurant and bar uses to generate activity at street level throughout the day and night. Hotels are also encouraged to provide a mix of publically accessible uses vertically throughout the building such as roof terrace restaurant and bars to further generate activity.

Applications for roof top uses will be assessed having regard to the impact on neighbouring properties in terms of noise levels and overlooking.

Hotel development should also be accompanied by operational management plans that demonstrate how the hotel will be serviced and traffic / drop off managed. All loading, waste collection and servicing must be provided off road in a designated loading area where feasible. Pick up and drop off services can be accommodated on street subject to adequate space being provided.

Hotel room size and layout should be designed and to ensure a high level of amenity is obtained to accommodate both short and long stay durations. Adequate provision should also be provided for the storage of laundry facilities and materials.

#### 15.14.1.2 Aparthotels

An aparthotel can provide tourists and visitors with the flexibility, space and luxury of a fully furnished apartment managed and serviced like a hotel. It is not intended that any type of visitor accommodation, including aparthotels, is used or occupied by permanent households or for the purposes of providing student accommodation.

When assessing any application for an aparthotel, Dublin City Council will apply the following considerations:

- The proposed development will include, as a minimum, a fully serviced reception desk and administration facilities, concierge, security and housekeeping facilities and may contain entertainment and uses considered to be associated with the management of the aparthotel.
- The provision of food and refreshment facilities is also desirable but regard will be had to the level of amenities accessible within the immediate area.
- Active ground floor uses will be encouraged to contribute to the activity and vitality of the street in certain locations.
- The design and layout of the aparthotel units should be such to enable the amalgamation of individual units to cater for the needs of visitors, especially families.
- In any application for an aparthotel, a range of different unit styles and sizes will be required in order to cater for the needs of visitors; the planning authority will resist the over-provision of single bed aparthotel units and shall require a mix of unit sizes and styles.
- If it is intended to convert the aparthotel units into residential units in the future, the standards for residential developments as set out in the development plan must be adhered to, including car parking standards and all private and public open space requirements. The planning authority will resist applications for change of use in cases where these standards are not reached, or in cases where the proposed development is contrary to the zoning objectives of the area.
- Permissions for aparthotels will have a condition attached requiring planning permission from change of use from commercial short-term accommodation to residential. Permissions for aparthotels will also have a condition attached stating that the maximum occupancy period for the proposed development shall be two months.

### 15.14.2 Bed and Breakfast / Guesthouses

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 tourist 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.



### 15.14.3 Short Term Tourist Rental Accommodation

There is a general presumption against the provision of dedicated short term tourist rental accommodation in the city due to the impact on the availability of housing stock.

Applications for Short Term Tourist Rental Accommodation will be considered on a case by case basis in certain locations that may not be suitable for standard residential development such as tight urban sites where normal standards or residential amenity may be difficult to achieve. Applications may also be considered in locations adjacent to high concentration of night / time noisy activity where standard residential development would be unsuitable.

### 15.14.4 Office

The provision of office accommodation will be supported in appropriate areas of the city. Regard will be had to the scale of such development depending on location. All office proposals shall be accompanied by an architectural design statement which details the internal building design and layout to ensure a high standard of amenity for future employees, in relation to noise impact, daylight and sunlight, ventilation, etc.

Applications for large scale office development should demonstrate how the proposal interacts with the public realm at street level to provide for active frontage and a high level of animation.

Large scale office schemes, in excess of 5,000 sq. m., will be required to provide for an element of high quality, public open space or contribute to the public realm of the area through landscaped features such as roof terraces, courtyard gardens and enhanced amenity at street level. Such proposals should be accompanied by a landscape design report in this regard which demonstrates how the proposals contribute to the natural and built environment.

### 15.14.5 Co-Working Spaces

Co-working spaces are e-working hubs that enable a range of users to work independently in a collective space. Co- working spaces should provide for independent pods for individual e- working as well as larger meeting rooms and communal areas including food and beverage facilities to cater for all users.

Co-working spaces should ensure a high level of interaction at street level and avoid the use of screens / glazing manifestations where possible.

Communal cycle storage and associated facilities should be provided in accordance with requirements for office developments, Appendix 5 for further details.

Co- Working spaces should be located in city centre areas, key urban villages or in urban villages/neighbourhood centres in line with the 15 minutes city objective. The use of co-working spaces for community groups is also supported for local meeting, further education etc.

### 15.14.6 Medical and Related Uses

Medical and related uses includes a wide range of services such as GP surgeries, medical centres, primary medical care facilities, dentists, beauty and aesthetic clinics, vets etc. all of which comprise of similar design standards and requirements.

Premises for medical relates uses 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 or units within a streetscape.

Dublin City Council will support the provision of medical related uses in urban villages and neighbourhood centres and within existing communities where appropriate.

Primary Care Centres usually require purpose-built structures and facilities, and these should primarily be facilitated in urban villages and neighbourhood centres.

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 supported.

Applications in these areas will be assessed on design criteria such as relationship with the street, accessibility to servicing, traffic management and shop front design criteria.

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 that a local need has been demonstrated; that it has been demonstrated and there is no adverse impacts to the residential amenities of adjacent dwellings and that adequate off street parking facilities.

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 certain circumstances, where there is a proven lack of such facilities in the local area; the property is of a sufficiently large size; the residential unit is located at an end of terrace or corner site; the proposal will be considered on its merits having regard to residential amenities of the local area. Generally converted house units for medical purposes should be located in close proximity to the entrance of the overall residential development with easy access.

### 15.14.7 Retail / Retail Services and Food and Beverage

This section sets out the development management standards for retail, food and beverage and leisure uses. The location of these services is usually within urban village centres as well the main city core.

#### 15.14.7.1 Retail and Retail Services

For guidance regarding specific forms of retail development – please refer to Appendix 2 Retail Strategy.

#### 15.14.7.2 Restaurants/Cafes

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.
- Hours of operation.
- The number/frequency of restaurants and other retail services in the area.
- The contribution to the vitality and viability of the area.

For proposals relating to outdoor dining, applicants will be required to demonstrate whether temporary or permanent outdoor dining facilities are provided. These areas should be fully contained within the site boundary. Temporary dining should ensure all fixtures and fittings are

fully removable outside operating hours and should not impede access or create undue clutter or trip hazard in the streetscape.

Permanent structures should be included in all plans and elevations submitted with the application. Details of ventilation and heating of the area will also be required.

See also Section 15.17.4 relating to outdoor seating and street furniture.

### 15.14.7.3 Fast Food/Takeaways

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 impacts and considerations including set down areas and servicing bays.
- The number/frequency of such facilities in the area within 1km of school sites. Any new outlets will not be permitted within 250m of a school site.
- That the operators come to a satisfactory arrangement with Dublin City Council in relation to litter control and that appropriate cleansing/anti-litter measurements be agreed with Dublin City Council prior to the granting of planning permission.
- The need to integrate the design of ventilation systems into the design of the building.
- That all take-aways provide and maintain a suitable waste bin outside their premises during hours of business.
- 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.

### 15.14.7.4 Noise, Odour, Ventilation for Restaurant / Café / Take – Away

Café, restaurant and take away uses should be designed having regard to the appropriate noise and ventilation guidelines. All ventilation proposals should avoid direct extracts at street level, where possible. Where extract odour and ventilation is required on main street frontages, careful design solutions should be provided to ensure that extract does not interfere with pedestrians and road users in terms of noise and odour.

Similarly, noise associated with the use of a café / restaurant / take away should be minimised as to ensure no overspill to street level occurs.

Café and restaurant proposals should include an engineering statement to address, noise, ventilation and odour as part of any planning applications.

### 15.14.8 Off Licences

In considering planning applications for off licence premises or extensions to existing off-licence premises, the following criteria shall be applied:

- 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, takeaways, 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.
- Where a part off licence is proposed as part of a convenience unit, that the floor area used for the display of alcohol products is subsidiary to the main use of the shop and that area in general 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.

### 15.14.9 Betting Shops/Adult Store

It is an objective of Dublin City Council to prevent an over concentration of betting offices / adult stores 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 / adult stores 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.

### 15.14.10 Amusement Centres / Events

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.

There will be a presumption against the development of further dog racing tracks in the city.

### 15.14.11 Leisure Centre / Gym / Fitness Studios

Dublin City Council will support the provision of leisure centres, gym and fitness studio uses within the city. These fitness uses have the ability to add activity and animation to the streets outside normal working hours.

Applications for fitness related uses should, therefore, address the street frontage and avoid full manifestations on windows and doors. It is recognised that a balance needs to be struck between providing a level of privacy to the users and activity to the street, therefore, proposals for window signage and partial manifestations will be considered on a case by case basis.

Applicants will also be required to support active travel to these facilities and, therefore, should be located in close proximity to public transport services and cycling facilities. An assessment of noise and vibration will also be required where the proposal adjoins sensitive uses such as residential developments. See also Section 15.18.9.

### 15.14.12 Night Clubs/Licenced Premises/Casinos/Private Member 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 urban villages.

Dublin City Council will encourage entertainment/cultural/music uses which help create an exciting city for residents and tourists alike.

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.
- To minimise the impact and street presence of casinos / members clubs. Therefore, there will be a general presumption against inappropriate advertising for casinos / gambling/ members clubs.

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 overconcentration of these to the detriment of other uses. In cases where new uses, including uses such as casinos and private members' clubs, or extensions to the existing use 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.

### 15.14.13 Light Industrial, Warehousing and Business Park Development

Dublin City Council will seek to protect industrial and employment zoned lands (Objective Z 6 and Z7) from competing and incompatible landuses. Proposals for the development or extension of industrial, warehousing and business park developments will be required to provide for ancillary support services and facilities.

Business park developments comprising of large scale technology centres, light industrial units, warehousing units etc. will be required to incorporate 10% of open space area within the development for the use of the working population and members of the public outside working hours. The public open space should be accompanied by other ancillary services to serve the business park such as cafes, restaurants and convenience shops.

The following criteria will be considered in assessing applicants for such developments:

- 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.

- 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, 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) see Appendix 5.

### 15.14.14 Data Centres

Dublin City Council will support the provision of data centres in appropriate locations on a case by case basis.

Data centres require a large site area which can accommodate multiple configurations for large single users or multiple smaller sized data centres taking account of the projected demand for data storage in the future including expansion requirements and the economic and operational rationale for the clustering of data storage capacity on one site. The provision of phased masterplan approach to development would be appropriate on larger sites.

The following points shall be considered in accessing applications for data centres:

- The extent of significant strategic communications infrastructure required, including international cable capacity and access to local fibre connectivity.
- The extent of energy demand and proximity to multiple high voltage strategic grid connections with significant electricity supply capacity available including areas with high concentration of renewable energy electricity generators.

- Access to and proximity to multiple sources of energy and natural resources i.e. including natural gas to support backup power systems and large water supply is essential for cooling.
- The availability of appropriate infrastructure such as high voltage electricity, fibre optic cables etc. to support the use as a data centre. This should be provided as part of an engineering report on services.
- Details of high levels of energy efficiency; maximises the use on-site renewable energy; captures and reuses waste heat;
- Potential sites should be of low natural risk i.e. remote from any Seveso sites etc., geologically stable location and avoiding sites with any potential for contamination.
- Provide evidence to sign-up to the Climate Neutral Data Centre Pact.
- Inclusion of an Architectural Design Statement which sets out the design intent and materials and finishes proposed for the development. The design and materials should be in keeping with the surrounding context and should fit comfortably within the streetscape / landscape.
- Inclusion of a decommissioning report should also be included which sets out the development strategy for the site if and when the data centre is no longer in use, in order to bring the site back to a future developable state.



### 15.14.15 Petrol Stations

New petrol stations should be of quality design, considered with regard to streetscape and setting. Standard corporate design 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 relevant traffic safety standards set out in Appendix 5 should be complied with.

#### 15.14.15.1 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. A proliferation of signs, flags and bunting should also be avoided.

#### 15.14.15.2 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 2.4.3 which refers to the retail floor-space cap of 100 sq. m. (net) for petrol stations.

Where permission is sought for floor-space in excess of 100 sq. m., the scale of any retail provision proposed will be assessed having regard to the proximity to other retail outlets, the sequential approach and the retail hierarchy.

#### 15.14.16 ATM

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 principles including those specifically for the visually impaired.

Dublin City Council will encourage the provision of ATMs in retail stores in the interests of public safety and protecting building character.

#### 15.14.17 Laundromats and Parcel Motels

Facilities such as outdoor laundry/washing machines and parcel motels will be supported where it can be demonstrated that the design and location of same will have no adverse visual impacts or residential amenity of surrounding properties.

These facilities shall primarily be located in petrol station forecourts or ancillary to retail car parks.

Applicants should consider noise and traffic impacts associated with such facilities and ensure that the appropriate measures are in place to reduce any potential impact. Adequate parking and set down facilities should also be provided for these uses.

#### 15.14.18 Pigeon Lofts

Pidgeon lofts are typically located in residential areas or in community gardens.

Generally the policy guidance for pigeon lofts is that:

- Lofts should be located as far as possible from neighbouring dwellings, in general a minimum of 5m from adjoining residential buildings.
- They should be of sound construction and good quality and maintained in good condition.



- The loft should not exceed 25sq.m in area and have a max height of 3m with a pitched roof and 2.5m with a flat roof
- No allowance for an open loft i.e. where pigeons have free access at all times.

### 15.14.19 Places of Worship

Applications for places of worship will be considered on a case by case basis having regard to location of the site, proximity to other facilities and accessibility.

A traffic and transport assessment will be required as part of any planning application to demonstrate how the proposal will be accessed, the availability of public transport and a Travel Plan to manage any overflow traffic impacts, car parking and prioritise pedestrian and cycle movements – see Appendix 5.

## 15.15 Built Heritage and Archaeology

Dublin City Centre and its suburbs comprise a number of significant historic and other buildings, streetscapes and spaces which contribute to the character and heritage of the city. There are also a number of areas that fall within zones of archaeological interest. It is essential that new development in these historic and distinct areas respects the existing character, safeguards the historic setting of the streets and spaces and addresses built heritage and archaeology. In this regard, a series of development management standards are provided to guide new development in these areas and to ensure that our built heritage and archaeology are protected. The following section sets out the relevant guidelines and policies that apply to all new development and any extension or refurbishment in the historic areas or areas of significance in the city.

### 15.15.1 Archaeology

The definition of archaeological heritage includes structures, constructions, groups of buildings, developed sites, moveable objects, monuments of other kinds as well as their context, whether situated on land or under water, in accordance with the Valletta Convention, 1992. In order that the City Council's policy on archaeology is implemented, the following shall apply:

#### 15.15.1.1 Preparing Planning Applications

Applicants shall have regard to Archaeology in the Planning Process (Office of the Planning Regulator, 2021) and Archaeology and Development Guidelines Good Practices for Developers (Heritage Council, 2000).

All applications for proposed new developments at sites marked as Sites and/or Zones of Archaeological Interest identified on the development plan zoning maps shall be subject to pre application discussion/consultation with the Archaeology Office.

Where a site is located within a Zone of Archaeological Interest, an Archaeological Assessment as defined in National policy and guidelines shall be prepared in consultation with the City Archaeologist and provided as part of the planning application. The assessment will evaluate the archaeological potential of the site for and the impact of the proposed development on them.

#### 15.15.1.2 Exempted Development

Exempted development does not apply to any development that would consist of or comprise the alteration of any archaeological site, the preservation or protection of which is an objective of the relevant local authority development plan.

Where a development site is within a Zone of Archaeological Interest, is over 0.5 hectares in size, or for linear developments more than 1km in length, the applicant shall employ a suitably qualified archaeologist to carry out an archaeological assessment in consultation with the City Archaeologist at pre-planning stage and report on any necessary site investigation works prior to an application being lodged.

#### 15.15.1.3 Best Practice

All archaeological reports submitted with a planning application and/or prepared in compliance with planning permission shall be produced in accordance with Excavation Reports Guidelines for Authors, (NMS, 2006).

All development shall be carried out in accordance with the Framework and Principles for the Protection of the Archaeological Heritage, 1999 and other National policy and guidelines for the archaeological heritage.

Archaeological work shall be carried out in accordance with current archaeological best practice policy and guidance published by the

National Monuments Service, and with reference to technical guidelines issued by the Institute of Archaeologists of Ireland and Transport Infrastructure Ireland. Where National technical best practice guidelines are unavailable, internationally recognised best practice guidance may apply.

Where archaeology services are incorporated into fixed priced contracts, the contract shall be prepared with regard to Standard and Guidance Procedures for Archaeological Services in Fixed Price Contracts used in the Republic of Ireland, (IAI, 2012).

Archaeological work shall be undertaken in accordance with the Policy and Guidelines on Archaeological Excavation, (NMS, 1999). All archaeological monitoring shall be done under licence.

Archaeological excavations shall comprise a specialist-led environmental site strategy and conducted in accordance with Environmental Sampling: Guidelines for Archaeologists, (IAI, 2007).

#### **15.15.1.4 Basements**

New basement development in the medieval core and known medieval sites shall be avoided. Approved basements may be rescinded where undue damage to in situ archaeological deposits will occur as a result.

#### **15.15.1.5 Industrial Heritage**

Archaeological assessments shall have regard to the Dublin City Industrial Heritage Record and evaluate any above and below ground industrial heritage features. Where industrial remains are identified, the application may be required to engage the services of an industrial heritage expert to prepare a specialist report.

#### **15.15.1.6 Foundations**

The impact and merits/demerits of foundation type and soil hydrology shall be archaeologically assessed to determine appropriate mitigation (including avoidance, redesign, etc.).

#### **15.15.1.7 Archaeological Excavation**

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.

#### **15.15.1.8 Archaeological Mitigation**

Where a site has tested positive for archaeology, in situ remains shall be evaluated for preservation in situ.

In situ medieval structures shall be carefully evaluated with the aim of preservation and presentation in situ within the new development.

Where preservation in situ is not feasible, sites of archaeological and/or industrial heritage interest shall be subject to a full archaeological excavation and post excavation analysis according to best practice in advance of redevelopment.

Where an excavation is the agreed mitigation strategy the licenced archaeological director shall submit bi-weekly briefing notes to the City Archaeologist for the full duration of the excavation. A preliminary excavation report in digital and hard copy shall be submitted to the planning authority for the attention of the City Archaeologist within four weeks of the completion of the excavation or of each phase of the excavation and a detailed final report submitted within twelve months of the completion of the excavation.

The results of all archaeological excavations shall be evaluated for publication either as a monograph or scholarly article, within 1 year after archaeological site completion. Information about medieval sites will be disseminated to the public through the Friends of Medieval Dublin or similar free event within 1 year of site completion.

The excavation archive shall be prepared in accordance with Dublin City Archaeological Archive (DCC, 2008) and submitted to the Dublin City Archaeological Archive within 1 year of excavation completion.

#### **15.15.1.9 Preservation In Situ**

Where a proposed development is at a known Monument / Site or within an Archaeological Zone, discussions about the retention of features within / below developments (preservation in situ) and mitigation options shall take place at the outset of project planning and shall be reviewed at each stage of the project.

Before considering whether an archaeological site can be appropriately retained within a development (preserved in situ), the following shall be addressed:

- The current state of preservation of the archaeological finds and deposits and how they contribute to the site's significance.

- The likely development and how these will affect the site's significance.
- For sites containing waterlogged archaeological remains, the availability and quality of water on the site and how sensitive this hydrological regime is to changes.

Preservation assessments shall form a discrete part of desk-based assessments and site evaluation reports.

Consideration shall be given to the impact of any development proposal on waterlogged deposits that could be potentially threatened through changes to the hydrological regime, water levels and quality.

Test excavations shall be carried out to investigate and evaluate the deposits and the artefacts they contain in sufficient detail to establish their significance, their state of preservation and their susceptibility to adverse impact from proposed development.

Preservation assessments (including characterisation of the environmental conditions of the deposits) to form a regular part of the evaluation methodology for sites where retention within the development is likely to be the final mitigation outcome.

When the state of preservation of material is poor, and further burial following development is likely to cause additional damage to that material, excavation of the archaeological remains to recover their remaining significance and evidential value is the most appropriate strategy.

Where sites contain waterlogged archaeological remains, water environment studies to determine water availability and water stresses may be required.

If the condition of surviving material and deposits is good and development risks are not going to cause a change to below ground environments (including site hydrology), then harm to significance may be limited. In these instances, the retention of the site and its future management as part of the development may be achievable. For such sites, monitoring will not normally be necessary.

Where there is concern about potential impacts of development on well preserved archaeological remains, it is good practice for monitoring to only be considered appropriate if a mitigation scheme is in place to manipulate water levels or provide access for future excavation if environmental conditions deteriorate.

#### 15.15.1.10 Piling and Archaeology

Where piling is being considered as part of a foundation design on a site containing archaeological remains, a range of site-specific information will be needed to enable sound decision taking with regard to the particular technical issues raised by the use of piled foundations.

- The applicant shall provide sufficient information demonstrating an adequate understanding of the significance of the archaeological site and assessment of potential harm to that significance arising from the development.
- The planning application shall include an appropriate desk-based assessment and where necessary the site will be evaluated by way of archaeological testing in advance of the grant of permission.
- Sufficient geotechnical site investigation shall be undertaken in accordance with Eurocode 7, early in the design process to ensure that appropriate engineering information is available to allow for a flexible foundation design and reduce the impact on archaeological remains.
- The developer shall consider foundation options and inform the piling contractors that archaeological remains are present on site before they tender.

Technical aspects associated with piled foundations will be appropriately assessed. These include but are not necessarily limited to:

- The potential for the particular pile type utilised to damage archaeological deposits.
- The cumulative impact of successive piling on a site resulting in damage to so much of a site that future re-examination would not be worthwhile.
- The potential for piling to change the site hydrology, draining waterlogged deposits.

### 15.15.1.11 Recording of Historic Buildings

Buildings on the first edition OS that are not protected structures shall be recorded as part of the archaeological assessment that accompanies the planning application. Appropriate specifications for the recording of historic buildings will be determined in consultation with the City Archaeologist. Records of historic buildings will inform decisions relating to the approval or implementation of a scheme of development as part of the planning process or to document buildings, or parts of buildings, which will be lost as a result of demolition or alteration.

## 15.15.2 Built Heritage

### 15.15.2.1 Architectural Conservation Areas

There are currently 24 Architectural Conservation Areas (ACA's) within the city as identified in Chapter 11 and as indicated as a green hatch on the zoning maps. Development in these zones must respect the existing character of the area and protect and enhance the setting and appearance of the streetscape and / or protected features. Details on the requirements for development within ACA's are set out in Policy BHA 07 and BHA 08 as set out in Chapter 11 as well as in the specific Framework for each ACA accessed in the link below: <https://www.dublincity.ie/residential/planning/archaeology-conservation-heritage/conservation-built-environment/architectural-conservation-areas>.

Many Architectural Conservation Areas (ACA's) contain significant groupings of protected structures, streetscapes and views and vistas of significance as well as buildings that individually may be of local significance, but collectively would have a greater significance as a group.

Larger scale applications within or immediately adjacent to an ACA will need to provide an assessment, carried out by a suitably qualified conservation professional, of the impact of the development on the ACA the streetscape and the buildings in the immediate vicinity and demonstrate that there will be no material, adverse impact arising. Such an assessment should be accompanied by appropriate drawings, imagery and photomontages of the site and the surrounding context to assist the planning authority in assessing the impacts of the development.

### 15.15.2.2 Conservation Areas

Conservation Areas include Z8 (Georgian Conservation Area) and Z2 (Residential Conservation Area) zones, as well as areas identified in a red hatching on the zoning maps which form part of the development plan. These red-hatch areas do not have a specific statutory protection but contain areas of extensive groupings of buildings, streetscapes, features such as rivers and canals and associated open spaces of historic merit which all add to the special historic character of the city.

All planning applications for development in Conservation Areas shall:

- Respect the existing setting and character of the surrounding area.
- Be cognisant and/ or complementary to the existing scale, building height and massing of the surrounding context.
- Protect the amenities of the surrounding properties and spaces.
- Provide for an assessment of the visual impact of the development in the surrounding context.
- Ensure materials and finishes are in keeping with the existing built environment.
- Positively contribute to the existing streetscape Retain historic trees also as these all add to the special character of an ACA, where they exist.

Further guidance on Conservation Areas is set out in Chapter 11 Section 11.5.3

### 15.15.2.3 Protected Structures

There are almost 8,500 protected structures in the city, as identified on the Record of Protected Structures, Volume 2 of the plan. The inclusion of a structure in the Record of Protected Structures does not prevent a change of use of the structure, and/or development of, and/or extension to the structure, provided that the impact of any proposed development does not adversely affect the character of the Protected Structure and its setting. Conservation is the careful and sensitive management of change and DCC would support new proposals to conserve, repair and adapt Protected Structures to ensure they stay in long term sustainable use.

Any works which materially affect the character of a Protected Structure require planning permission. Some works may be considered exempted development where they do not materially affect the character of the

building or those elements of the structure that contribute to its special interest.

A Section 57 Declaration may be requested from the Planning Authority in relation to the type of works that it considers would or would not materially affect the character of the structure or of any element of special interest of the structure. Separately, a Section 5 Declaration can be sought from the Planning Authority to establish if specific works (such as repairs and other modest works) proposed would be considered exempted development (i.e. would not materially affect the character of the structure or any element of special interest of the structure).

A Protected Structure, unless otherwise stated, includes the interior of the structure, the land lying within the curtilage of the structure, any other structures (and their interiors) lying within that curtilage. The protection also extends to any features specified as being within the attendant grounds including boundary treatments.

Works to a protected structure should be carried out in accordance with the Architectural Heritage Protection Guidelines for Planning Authorities (2011) and the Conservation Advice Series published by the Department of Housing, Local Government and Heritage

All planning applications for development/works to Protected Structures must provide the appropriate level of documentation, including an Architectural Heritage Impact Assessment, in accordance with Article 23 (2) of the Planning and Development Regulations, 2001 (as amended) and chapter 6 and appendix B of the 'Architectural Heritage Protection Guidelines for Planning Authorities' (2011), to assist in the assessment of proposals.

This report should be prepared by an accredited conservation architect or equivalent conservation professional/expert (a useful list of suitably qualified professionals is available on the Irish Georgian Society <https://www.igs.ie/> and RIAI <https://www.riai.ie/> websites). The report should:

- Outline the significance of the building(s) or structure(s) and their settings and an assessment of how the proposed works would impact on that significance.
- Include a detailed drawn survey of the building/structure identifying all surviving original/early and later features that may contribute to its significance and associated photographic survey.
- Include a conservation focused method statement and specification of works.

- Details of proposed works should be clearly identified on the accompanying survey drawings by way of colour coding and/or annotated notes to distinguish clearly between the existing structure, the proposed works including demolition of existing fabric and/or features. The colour coding should also show the provenance of the historic building, including identification of the various stages of its development, identifying original, historic and later intervention.

The detail required to be submitted will be dependent on the significance of the building and the nature and extent of works proposed. It may be of benefit to discuss specific requirements, with an Architectural Conservation Officer, prior to making a planning application; through the pre-planning consultation process.

In assessing proposed development works (inclusive of extensions, alterations, change of use. etc.) to a Protected Structure, the Planning Authority will ensure compliance with the policies, objectives and provisions of Chapter 11, Section 11.5.1 of this plan.

#### **15.15.2.4 Retention and Re-use of Older Buildings of Significance which are not Protected**

Our built heritage is rich and varied. Much of our built heritage is not protected nor located within an ACA.

The re-use of buildings/structures 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 buildings/structures of significance that are not protected, the planning authority will actively seek the retention and re-use of buildings and other structures of architectural, historical, archaeological, artistic, cultural, scientific, technical, social and/or local interest or those that make a positive contribution to the character and identity of streetscapes and the sustainable development of the city; also having regard to Policies BHA 05: Demolition of Regional Rated Buildings on NIAH and BHA 06: Buildings on Historic Maps. Where the planning authority accepts the principle of demolition, a detailed written and photographic inventory of the building may be required for record purposes.

### 15.15.2.5 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 its 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.

### 15.15.2.6 Barrier Free Access and Protected Structures

The creation of barrier free access to protected structures can be difficult to reconcile. Where access devices are proposed, the following information should be submitted:

- An assessment of the building's access requirements, including details on the circulation and user requirements of the building.
- An assessment of the impact of access devices on the special character and setting of the protected structure, particularly where architectural details such as plinths, thresholds, steps, staircases and railings, which contribute to the special interest of the building, are involved.
- An assessment of alternative design options considered to ensure the proposal would represent the most sensitive access solution available.
- Details of the materials and specifications of both permanent and temporary devices which should be appropriate to the location so as to reduce the visual impact of the mechanism.

Creative architectural responses which represent the most sensitive access solution will be actively encouraged. Proposals should be so designed to ensure the device can be removed without damage to the fabric of the building, where possible i.e. reversible. In certain cases, it may be necessary to locate such devices on/in less significant parts of the building. All works should retain the maximum amount of historic fabric in situ and should be designed to cause minimum interference to the historic building fabric and reduce the visual impact of the mechanism.

### 15.15.2.7 Fire Safety Works and Protected Structures

Fire protection works to protected structures relate directly to the use and requirements of a building and can have a significant impact on the character of a protected structure and require planning permission, if they give rise to significant impacts and/or alter the character of the protected structure.

When considering proposals for fire safety measures, a strategic approach to fire protection works to the building will be encouraged. Uses which may diminish the special interest of a protected structure through inappropriate alterations will generally not be encouraged. Applications for fire protection works shall be guided by the principles of minimum intervention to the historic fabric and the reversibility of alterations, where achievable.



### 15.15.2.8 Lighting of Protected Structures and Buildings in Conservation Areas

Well-designed exterior lighting of landmark buildings, structures and spaces can play an important role in defining the character of the built heritage. A successful lighting scheme will relate to the architectural form of the building and will sensitively utilise the detailing and features of such buildings with low wattage and/or dimmable light sources in an appropriate colour, and discreet light fixtures. It will also minimise the spillage of potential obtrusive light to adjacent areas and will avoid unnecessary over lighting, which can alter the appearance of a building or area.

In considering applications for lighting schemes, the need for such schemes should be clearly established. Proposals for lighting schemes should include details of the size, type, siting, and number of fixtures and fixing methods, as well as wattage, colour of light source, light pattern and potential impact on the building material and features, and include visualisations to demonstrate the intended effects.

To avoid conflict, proposals should demonstrate how lighting schemes would enhance and protect the character of an area or group of protected structures and/ or co-ordinate with any adjacent lighting schemes. Powerful wide-angled over-lighting which can diminish the architectural features of a building, its setting or surrounding area will be discouraged. Lighting schemes may not be appropriate in certain residential areas, as the spillage of light from lighting schemes can impact on the amenities of such areas.

## 15.16 Sustainable Movement and Transport

Sustainable and efficient movement of people and goods is crucial for the success and vitality of the city. The Plan seeks to promote ease of movement within and around the city as well as playing a key role in safeguarding the environment and adapting to the impacts of climate change. This policy approach promotes the integration of land use and transportation, improved public transport and active travel infrastructure, an increased shift towards sustainable modes of travel and an increased focus on public realm and healthy place-making. This Plan also looks to the future of mobility in the city including the increasing role of shared mobility schemes, micro mobility options, electric vehicles and the application of technology in the mobility sector.

Within this framework, a number of development standards are set out which are applicable to all developments. Details of these standards are set out in Appendix 5 in relation to:

- Access and Design Standards;
- Traffic and Transport Assessments;
- Mobility Management and Travel Planning;
- Service Delivery and Access Strategy;
- Design and Construction Standards and Processes for Roads and Footpaths;
- Cycle and Car Parking Standards and Management.

## 15.17 Public Realm

### 15.17.1 Public Facilities

Dublin City Council will support the provision of public facilities (e.g. public toilets and water fountains) within the public realm of the city. Large scale developments that seek to create new urban quarters and will be subject to taking in charge, will be encouraged to provide publically accessible facilities to support the functionality of these spaces.

The City Council will also encourage the provision of public facilities in the upgrade and improvement of existing public facilities, streets and spaces.

The design of public toilets should:

- Be located in a busy and visible position to deter anti-social behaviour.
- Have a level threshold or be accessible by ramp.
- Include facilities for cleaning.
- Consider the security and management of the facility with an attendant's room strongly recommended as the best protection against antisocial behaviour. CCTV coverage can also be used but it should also be ensured that the privacy of users is not compromised.

- Ensure all construction and fittings are secure, robust and vandal and graffiti resistant.
- Avoid the provision of turnstiles that impede access.
- Consider the provision of showers in some locations e.g. close to a beach.
- Clearly signed with adequate direction signage in the surrounding area.
- Provide a minimum of one wheelchair accessible unit and one unisex unit.
- Provide baby changing facilities.

### 15.17.2 Public Lighting

Public lighting assists in providing a safe and secure environment. The Council will ensure that public lighting is appropriately and sensitively designed in order to balance the requirement for adequate lighting with amenity and environmental considerations (see Section 9.5.9 of the development plan). Where significant lighting proposals are proposed, the applicant must demonstrate that the quality environment in the surrounding area is not impacted and set out details of light levels and mitigation measures as necessary.

The provision of public lighting, including on public roads, shall be provided in accordance with the requirements of with the latest Public Lighting Standards IS EN13201 and further updates and should be designed to minimise the impact on protected species, such as light sensitive bat species in accordance with best practice, the National Parks and Wildlife Service (NPWS) Bat Mitigation Guidelines for Ireland (2006) and Institution of Lighting Professionals (ILP) Guidance Note 08/18 on Bats and artificial lighting in the UK (2018).

Applications for new roads and / or public spaces should ensure that the area is appropriately lit for accessibility and safety. Development proposals for public lighting shall include:

- Details of the column height, siting and location of the lighting.
- Details of the specific lantern type and design.
- Details of lighting specification including lighting class, lux levels and energy efficiencies.

- Site lighting report to assess the impact of light overspill to the surrounding area. Site lighting should also be considered throughout construction period and the impact on the surrounding properties. Details of such should be included in the construction management plan.

### 15.17.3 Public Art

Public art can make a positive contribution to the cultural identity and visual appearance of an area and can be utilised to identify historic events and features adding to the quality and engagement of the public realm. The provision of artwork on hoarding will also be supported in accordance with the requirements as set out below. New public artwork should integrate with its immediate location and the context of the surrounding environment.

Proposals for public artwork should:

- Consider scale, form and impact on the public realm, pedestrians and road users.
- Illustrate a comprehensive understanding of site considerations, and the physical, social, historical, topographical and architectural context.
- Provide for the highest aesthetic quality in terms of materials and finishes with low maintenance value.
- Engage with the local community to enhance social relevance and significance.

### 15.17.4 Outdoor Seating and 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 etc. 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 street 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. Street furniture should be designed to be accessible to disabled persons where possible.

In considering applications for outdoor furniture, 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.

### 15.17.5 Shopfront and Façade Design

Shopfront design plays a key part in contribution to the quality of the public realm. Attractive facades and shopfronts have the ability to rejuvenate the streetscape and create an attractive public realm environment.

Shopfront signage should:

- Be located at fascia level.
- In the case of shop blinds, comprise traditional retractable canvas awning 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 elevation 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)

For further information on advertising and signage, please refer to Appendix 17.

## 15.18 Environmental Management

### 15.18.1 Construction Management

All developments comprising 30 or more housing units and commercial developments (as well as institutional, educational, health and other public facilities) in excess of 1,000 sq. m. should be accompanied by a preliminary construction management plan. In the event of a grant of permission, and on appointment of a contractor, a final construction management plan will be required to be agreed with the Planning Authority.

Demolition/renovation/refurbishment projects generating in excess of 100 cubic metres in volume of Construction and Demolition (C&D) waste; and Civil engineering projects which generate in excess of 500 cubic metres of waste materials used for development works on the site should also be accompanied by Construction Management Plans.

The construction management plan shall set out the details of the on-site operations including traffic management (site access, deliveries and maintenance and staff parking), waste management, environmental impacts such as noise, air quality, vibrations and any other relevant

detail associated with the development. Where appropriate, excavated material from development sites is to be reused on the subject site.

The construction management plan should set out a clear timeline for the development, and details of the relevant on site contact for liaison with surrounding residents and businesses. For large construction projects (30 or more residential units of 1,000 sq. m. of commercial development), details of the site contact should be circulated to the local community, and where appropriate resident monitoring committees established for the duration of the project in order to promote best construction management and considered construction practices to protect the amenities of adjacent properties. The plan should consider the potential cumulative impacts of any adjacent development project under construction or planned for construction within the timeframe of the project, and set out appropriate mitigation measures to manage such cumulative impacts.

In reviewing construction management plans, the planning authority will have regard to the following:

- Hours of operation.
- Construction/phasing programme.
- Community Liaison Strategy
- Traffic Management Plan including employee parking and movements.
- Noise, Vibration, Air Quality and Dust Monitoring and Mitigation Measures.
- Cumulative impacts.
- Details of any construction lighting including appropriate mitigation measures for lighting specifically designed to minimise impacts to biodiversity, including bats.
- The management of construction and demolition waste included as part of a Construction and Demolition Waste Management Plan
- Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained (such bunds shall be roofed to exclude rainwater).
- A water and sediment management plan, providing for means to ensure that surface water runoff is controlled such that no silt or other pollutants enter local water courses or drains.

- Details of a water quality monitoring and sampling plan.
- Measures adopted during construction to prevent the spread of invasive species (such as Japanese Knotweed).

### 15.18.1.1 Construction Traffic Management Plan

A Construction Traffic Management Plan (CTMP) is a key document that aims to reduce possible impacts which may occur during the construction period of a proposed development. An applicant/developer is responsible for ensuring construction activities are managed in accordance with the CTMP.

Objectives and measures should be included for the management, design and construction of the proposed development to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.

Where demolition is taking place on site prior to the commencement of construction, a separate demolition construction traffic management plan is required.

A Preliminary Construction Traffic Management Plan may be required during the Development Management process to ensure the feasibility of construction on constrained or restricted sites. Cumulative impacts with adjacent development sites should also be considered.

A CTMP is subject to ongoing reviews of construction traffic management and liaison by the contractor/developer with Dublin City Council's Roadworks Control Section throughout the period of construction. Where multiple sites are within close proximity of each other and residential housing, developers may be required to coordinate and update their CTMP in consultation with DCC and with adjoining landowners; and also participate in a traffic and construction management group coordinated by DCC. The contractor/developer shall apply for all necessary licenses and permits where required.

### 15.18.1.2 Considered Construction

Considered Construction seeks to improve the image of the construction industry which requires registered contractors to commit to care about appearance, respect the community, protect the environment, secure everyone's safety and value their workforce.

Dublin City Council will support the provision of considered construction in all planning applications. Commitment to the scheme

should be identified as part of the Construction Management Plan submitted with planning applications.

### 15.18.1.3 Phasing

Dublin City Council may also require developers to submit a phasing and implementation programme for large developments including commercial development in excess of 5,000 sq. m. and residential schemes in excess of 100 units, to ensure a co-ordinated approach to the construction of the development.

A phasing proposal should be included within the construction management plan submitted with applications for agreement with the planning authority.

### 15.18.1.4 Hours of Operation

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.

## 15.18.2 Waste Management

All planning applications in excess of 30 or more residential units and / or 1,000 sq. m. of commercial development shall be accompanied by both a Construction and Operational Waste Management Plan.

The construction waste management plan may form part of the overall construction management plan and shall detail the strategy in relation to on site waste storage, segregation and disposal. Development proposals shall recycle demolition material and re-use existing building materials where possible. In all developments of 30 or more housing units or commercial developments in excess of 1,000 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.

The operational waste management plan shall set out the strategy for waste collection, storage and recycling. All applications shall clearly identify the waste storage and collection points and detail the

anticipated waste collection schedule having regard to the impact on road users both within the development and the surrounding area. See also Appendix 7 for further details.

## 15.18.3 Recycling Facilities

Public recycling facilities (textile & glass bottles) etc. should be provided in all large scale retail developments, such as supermarkets, discount foodstores over 1,000 sq. m. Please also refer to Policy SI31 'Provision of Public Recycling Facilities in Large Retail Developments'.

Recycling facilities with the potential to create significant impact on amenity to adjoining properties/sites must demonstrate to the satisfaction of the planning authority that such impact will be controlled to an acceptable level.

In some cases, measures such as site redesign, 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.

## 15.18.4 Basements

In recent years, there has been a significant growth in new basement development and extensions to existing basements. Basements can provide valuable additional space for purposed uses such as leisure and storage. However, basements can affect the environment and nearby structures in a number of ways e.g. geological, hydrological and hydrogeological impacts.

It is the policy of Dublin City Council to generally discourage any significant underground or basement development or excavations below ground level of, or adjacent to, residential properties in Conservation Areas or to protected structures. Development of basements for residential use below the estimated flood levels for flood zone areas 'Zone A' or 'Zone B' will not be permitted (Policy SI20).

It is the policy of the City Council that a Basement Impact Assessment (BIA) shall accompany all planning applications that include a basement. A basement or underground development is considered as being an accessible area positioned below the existing street level or ground level and would include any works that will remain permanently in the ground, such as embedded wall construction below the base of the accessible area.

Detailed guidance is set out in Appendix 9 regarding the content and scope to be considered in the preparation of a Basement Impact Assessment.

### 15.18.5 Telecommunications and Digital Connectivity

All new developments will be required to provide for open access connectivity arrangements directly to individual premises to enable service provider competition and consumer choice in line with Policy SI45 of the development plan.

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.

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.

Where existing support structures are not unduly obtrusive, the City Council will encourage co-location or sharing of digital connectivity infrastructure such as antennae on existing support structures, masts and tall buildings (see Policy SI47). Applicants must satisfy the City Council that they have made every reasonable effort to share with other operators.

### 15.18.6 Plant Machinery

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. Where plant rooms are highly visible, and occupy the majority of roof space, the impact of such will be assessed similar to an additional floor.

### 15.18.7 Renewable Energy

Development proposals will be encouraged to utilise renewable energy sources such as wind energy where feasible. Applicant should assess the feasibility of alternative energy sources as part of the energy statement submitted with the application.

In accordance with policy CA10 and CA11, the provision of on-site and micro energy production wind energy sources in industrial area and business parks will be assessed on a case by case basis where it can be demonstrated that:

- The amenity obtained by surrounding properties shall not be affected.
- The visual impact of the provision of such facilities should also be assessed in the context of the surrounding environment as to ensure the visual amenity of the area is protected.

### 15.18.8 Solar Energy

Solar or PV panels allow solar energy to be utilised in the ongoing operation of a building. In line with NZEB requirements, Dublin City Council will require all new developments to provide for solar panelling / PV panels to contribute to the energy generation in a building where feasible.

For individual dwelling units, homeowners can utilise solar thermal panels that produce hot water and photovoltaic panels that produce electricity. Solar systems can be installed in the roof space of a dwelling similar to roof lights. Any solar thermal panels that are installed on or in roofs should not unduly dominate the roof and should be sensitive to the character, colour and style of the existing roof. The Planning and Development Regulations 2007 (S.I No. 83 of 2007) set out planning exemptions for micro-renewable energy technologies for domestic houses including solar panels, heating systems and wind turbines.

Please refer to the Sustainable Energy Authority of Ireland Best Practice Guide to Photovoltaics (PV) for full details on the design and requirements for PV. [https://www.seai.ie/publications/Best\\_Practice\\_Guide\\_for\\_PV.pdf](https://www.seai.ie/publications/Best_Practice_Guide_for_PV.pdf)

Large scale proposals for solar panels or any development in the vicinity of the airport will be required to submit a Glint and Glare Assessment. Domestic applications will be assessed on a case by case basis. All large scale proposals involving solar panels shall be sent to Irish Aviation Authority as part of the statutory consultee process.

### 15.18.9 Noise

Dublin City Council will have regard to the Dublin Agglomeration Noise Action Plan 2018–2023 when assessing planning applications (see also Section 9.5.8: Noise Pollution). 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.

Development proposals for residential development within designated noise zones, such as Dublin Airport Aircraft Noise Zones or which may generate noise sensitive activities should be accompanied by a noise impact assessment to analyse the potential noise impact on the development proposal. The applicant is required to demonstrate good acoustic design has been followed to mitigate against any potential noise impacts. Airport Noise Zone C is partially located within the Dublin City Council administrative boundary. For further details and map based information, see Fingal County Development Plan 2017-2023 Variation 1. <https://www.fingal.ie/fingal-development-plan-2017-2023>.

Construction noise assessment should form part of the construction management plan and set out clear mitigation measures in place throughout the entire construction phase.

Operational noise should be assessed as part of the planning application to determine whether the proposed use of the development will impact on the ambient noise levels of the surrounding environment. Appropriate sound proofing and noise mitigation measure should be provided where necessary.

### 15.18.10 Air Quality

All developments during construction and operational stage shall ensure that the air quality of the surrounding area is not effected (see also Section 9.5.7). Details of the air quality controls in place throughout construction shall be identified in the construction management plan.

As part of the operational management of a proposal, applicants are required to facilitate air extraction / ventilation units and other associated plant and services through the use of internal ducting. Details of such proposals shall be set out in planning applications as part of Mechanical and Electrical Engineering details.

### 15.18.11 Ground Investigation

Any development containing significant excavation including the construction of a basement or any development on brownfield lands should include a ground investigation report to be submitted with an application. This will determine the best practice design based on the soil composition. Where lands are considered unstable or infilled, a strategy for the support and or removal of underground lands shall be provided as part of a planning application.

### 15.18.12 Ground Contamination

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.

Any contaminated land will require appropriate remediation prior to redevelopment, 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 (see Section 9.5.6). 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.

### 15.18.13 Seveso

Appendix 8 contains the list of COMAH Establishments (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 (see also Section 9.5.10).

### 15.18.14 Flood Risk Management

All applications for developments in flood risk areas shall have regard to the Strategic Flood Risk Assessment of this plan. All applications within flood zones A and B will be required to submit a Site-Specific Flood Risk Assessment to an appropriate level of detail (see Policy SI15 and SI16).

Potential applicants should ensure consideration of residual risk without regard to any existing flood protection structures. Dublin City Council will assess planning applications with regard to the vulnerability classes of land-use and development types in accordance with the national guidelines. Potential applicants should refer to these and demonstrate adherence to them.

In relation to rivers, potential applicants should give consideration to potential river channel impacts, adhere to the Inland Fisheries Ireland guidance and ensure access for wildlife to the river where possible.

### 15.18.15 Airport Safety Zones

Airport safety zones are indicated on the zoning maps associated with the development plan written statement. Dublin City Council will continue to take account of the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof. Planning applications for any proposals that may be developed in the environs of the airport to the Irish Aviation Authority and DAA in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139 / 2014 (EASA Certification Specifications), previously required under ICAO Annex 14, and which are depicted on the aerodrome operator's map as indicated as part of Fingal County Development Plan 2017-2023 Variation 1. <https://www.fingal.ie/fingal-development-plan-2017-2023>.

Development proposals located within Airport Public Safety Zones shall reflect the guidance set out in the ERM Report "Public Safety Zones, 2005" (or any update thereof).





An aerial, high-angle photograph of a city, likely London, showing a dense urban environment. A prominent feature is a monorail system with tracks and overhead power lines running through the center. The buildings are a mix of modern glass-fronted structures and older brick buildings. The entire image has a warm, reddish-orange color cast. The text 'CHAPTER 16' is overlaid in the upper right quadrant in a large, white, sans-serif font.

# CHAPTER 16

**Monitoring and  
Implementation**

## 16.1 Introduction

Under the Planning and Development Act 2000 (as amended), Dublin City Council has a statutory obligation to secure the implementation of the policies and objectives of the city development plan and to take such steps within its powers as may be necessary to achieve them. It is acknowledged however, that the implementation of policies and objectives may take a number of plan cycles to be fully realised.

The success of the development plan will be measured not only by the degree of implementation that is achieved over the lifetime of the Plan in the next six years, but by 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.

Dublin City Council is fully committed to securing the successful implementation of the policies and objectives of this city development plan and the following sections set out how this will be achieved. The City Council will utilise its wide range of statutory powers and responsibilities to achieve and implement the objectives of the plan.

## 16.2 Collaboration and Engagement

The City Council will actively undertake a leadership role to progress and secure the development plan policies and objectives to achieve the proper planning and sustainable development of the city. However, Dublin City Council cannot solely realise the vision in progressing towards a resilient, low-carbon city that offers a high quality of life for its citizens. In this regard, the successful implementation of a significant number of the objectives of the Plan will necessitate on-going collaboration and engagement with citizens, stakeholders, sectoral interests, city partners and adjoining authorities.

The skills, awareness and competencies of the city's residents and users, in addition to agencies and stakeholders at city, regional 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 implementation of the development plan.

The City Council will also during the life of this development plan, use appropriate social media platforms to engage with the city's stakeholders and citizens in order to develop online dialogue about the progress of the Plan. It is envisaged that this will be particularly effective in reaching younger audiences as well as minority groups. It is also recognised however, that it is important that older people, who may not be as familiar with the internet/social media are kept informed and in this regard, more conventional forms of consultation will be also be utilised to ensure effective engagement with all sectors of society.

## 16.3 Monitoring, Implementation and Phasing

### 16.2.1 Monitoring

The development plan will be reviewed and a two-year progress report will be prepared on achievements in securing the objectives of the plan. The two year review will include a full schedule of all the objectives in the development plan and will comment on the progress being made in implementing each objective.

As far as practicable, every effort has been made to ensure that the objectives of the plan follow 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. It is acknowledged however, that not all policies and objectives may be measured by easily identified quantitative values and implementation may be subject to external factors, economic circumstances and availability of resources.

Dublin City Council will continue to engage with the Regional Assembly, and will regularly report to the Assembly setting out progress made in supporting the objectives of the RSES and the MASP in accordance with Section 25A(1) of the 2000 Planning and Development Act (as amended).

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 emission reductions in the city.

Article 10 of the SEA Directive requires monitoring of the significant environmental effects of the implementation of the City Development Plan in order to identify, at an early stage, unforeseen adverse effects and to enable appropriate remedial action to be undertaken.

The plan (and any future variations) will 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.

Dublin City Council plays an important role on the Dublin Housing Supply Coordination 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, Local Government and Heritage, and a number of other bodies. Dublin City Council compiles regular updates on residential developments completed, 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.

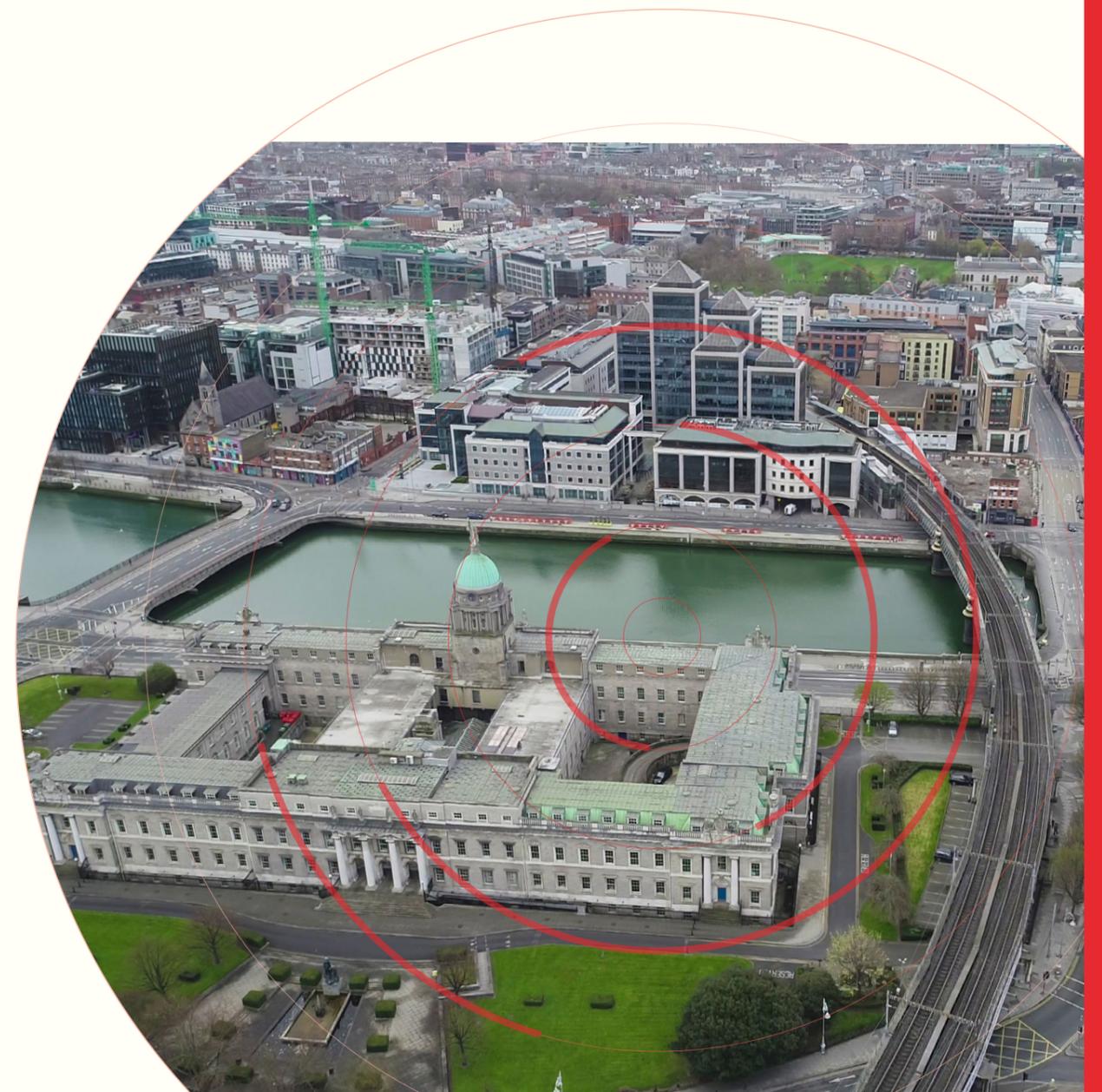
The City Council will also actively monitor development patterns occurring in the city and the nature of new development that is being delivered.

### 16.2.2 Implementation and Phasing

During the implementation phase, proactive measures will be taken to enable the delivery of the housing targets outlined in the core strategy. The policies and objectives of the plan are aligned with the principles of compact growth. 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. It is also an objective of the plan (CSO6) to establish a database of strategic brownfield and infill sites and promote their development over the plan period. Chapter 2: Core Strategy, sets out a further range of mechanisms to secure active land management including funding, plan making and collaboration with the Land Development Agency. The City Council will also liaise with other state agencies and infrastructure providers to ensure the timely delivery on infrastructural programmes.

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 developments are appropriately phased and that essential facilities, (such as roads infrastructure, water, sewerage) are secured and provided in conjunction with proposed developments.

To ensure that the implementation of the plan is sustainable and contributes towards the long-term vision of the city, Chapter 13 sets out development principles for each of the SDRAs (Strategic Development Regeneration Areas). This chapter will assist in development management and in the preparation of any future LAPs and masterplans. In Strategic Development and Regeneration Areas, Dublin City Council will



work towards developing a protocol that would encourage and promote official local monitoring committees anchored by DCC where residents, planners and developers can interact and communicate on large scale development projects.

### 16.2.3 City Performance Indicators

In addition to the preparation of the two-year progress report, a Development Plan Core Strategy Monitoring Report on the City Performance Indicators, which will measure the city's performance and progress, will be prepared. The indicators are a key mechanism in assessing the delivery of the housing and population targets set out in the core strategy and will help inform the report which will be presented to the City Council on an annual basis.

City Performance Indicators are a means by which the city's progress can be measured in accordance with stated goals by providing benchmarks. The indicators are broad-ranging, from planning statistics and environmental data, to transport and economic data. Sources of data from other organisations which are readily available will also be used, where appropriate. Indicators can prompt action, and are a means by which to communicate to the public the progress made towards the development plan vision.

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.



Table 16-1: City Performance Indicators

City Performance Indicators	Sources of Data
<b>1. Planning Statistics (Key Performance Indicators)</b>	<ul style="list-style-type: none"> <li>a) Total number of valid planning applications received.</li> <li>b) Number of applications received online (e-planning).</li> <li>c) Development contributions - total payments received</li> <li>d) Vacant land study update.</li> <li>e) Funding (URDF etc.) received.</li> </ul>
<b>2. Housing-Related</b>	<ul style="list-style-type: none"> <li>a) Planning permissions granted for residential development with: Breakdown of 1, 2, 3 and 4 bed units.</li> <li>b) Total new dwellings commenced and completed with breakdown of unit type (a KPI).</li> <li>c) Housing land availability (from Housing Land Availability Study).</li> <li>d) Residential rents (Private Residential Tenancies Board data).</li> <li>e) Residential property price index – Dublin (available from Central Statistics Office).</li> </ul>
<b>3. SDRA</b>	<ul style="list-style-type: none"> <li>a) Total number of valid planning applications received.</li> <li>b) Planning permissions granted for:                             <ul style="list-style-type: none"> <li>(i) residential development</li> <li>(ii) office/retail/commercial development (sq. m.)</li> </ul> </li> <li>c) No. of residential units constructed.</li> <li>d) Office/retail/commercial development constructed (sq. m.).</li> <li>e) Enabling infrastructure delivery.</li> </ul>
<b>4. Commercial / Employment-Related</b>	<ul style="list-style-type: none"> <li>a) Office floorspace quantum.</li> <li>b) Retail floorspace quantum.</li> <li>c) Dublin city centre office rents.</li> <li>d) Dublin office vacancy rate.</li> <li>e) Unemployment rate (census).</li> </ul>
<b>5. Movement and Transport</b>	<ul style="list-style-type: none"> <li>a) Canal cordon counts; cycle and pedestrian.</li> <li>b) City centre footfall figures (via DUBLINKED site).</li> <li>c) Shared Public Mobility Schemes; annual number of trips.</li> </ul>
<b>6. Tourism and Visitors</b>	<ul style="list-style-type: none"> <li>a) Overseas visitors figures.</li> <li>b) Hotel room occupancy levels.</li> </ul>

City Performance Indicators	Sources of Data
<b>7. Economic</b>	<ul style="list-style-type: none"> <li>a) Seaport cargo figures.</li> <li>b) KBC/ESRI Dublin overall consumer sentiment.</li> <li>c) MARKIT Dublin purchasing managers' index (PMI).</li> <li>d) Dublin's latest international rankings.</li> </ul>
<b>8. Environmental</b>	<ul style="list-style-type: none"> <li>a) Air quality data (Environmental Protection Authority).</li> <li>b) Environmental noise levels.</li> <li>c) Bathing water quality (measured at Dollymount, Sandymount, Merrion Strand and Shelley Banks).</li> <li>d) Carbon reduction.</li> <li>e) Energy performance.</li> </ul>

## 16.4 Development Management

A key mechanism in securing the delivery of the policies and objectives of the plan is through the Development Management process. 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 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.

### 16.4.1 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.

In addition, all developments must ensure compliance with Building Control Regulations 1997 (as amended).

### 16.4.2 Water Infrastructure

Since the 1st of 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.



# CHAPTER 17

## Glossary and Acronyms



# Glossary

**25<sup>th</sup>/75<sup>th</sup> percentile:** in a data set ranked by value, these represent the value at which 25%/75% of data points lie below that value.

**5G:** 5G is the fifth generation technology standard for broadband cellular networks, which cellular phone companies began deploying worldwide in 2019, and is the planned successor to the 4G networks which provide connectivity to most current mobile phones.

**15 Minute City Concept:** The 15 minute city concept envisages that within 15 minutes on foot or bike from where they live that people should have the ability to access most of their daily needs.

**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:** An area of land comprising approximately 100 square meters or less that is let annually to or available for annual letting to and cultivation by one or more than one person who is a member of the local community and lives adjacent or near to the allotment, for the purposes of the production of vegetables, fruit or flowers for non-commercial purposes.

**Ancillary Use:** A use which is incidental to the principle use of premises. For example, shops often have floorspace not accessible to customers which is used for storing goods for sale.

**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.

**Architectural Conservation Area (ACA):** A place, area, group of structures or townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific, interest, or that contributes to the appreciation of a Protected Structure, and whose character it is an objective of the Development Plan to preserve.

**Architectural Heritage Impact Assessment:** A procedure to identify and analyse the potential impacts of proposed development/works on architectural heritage including Protected Structures, to support better their conservation and management.

**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.

**Biodiversity Impact Assessment:** An assessment of the potential implications of a plan, programme or project for biodiversity undertaken to ensure that it conserves biodiversity, results in sustainable use of biodiversity resources, and is legally compliant. (See also 'Ecological Impact Assessment').

**Brownfield:** Any land which has been subjected to building, engineering or other operations, excluding temporary uses or urban green spaces, generally comprise of redundant industrial lands or docks but may also include former barracks, hospitals or even occasionally, obsolete housing areas.

**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.

**Build to Rent Residential Accommodation:** Purpose-built residential accommodation and associated amenities built specifically for long-term rental that is managed and serviced in an institutional manner by an institutional landlord. (see also Section 5.2 of the DHPLG Section 28 Guidelines, "Sustainable Urban Housing: Design Standards for new Apartment's" (2018).

**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.

**CARO:** A Climate Action Regional Office (CARO) covering the four Dublin Local Authorities was established in 2018. CARO's role includes assisting local authorities in preparing Climate Change Action Plans and developing education and awareness initiatives for the public.

**Casual Trading:** Refers to on-street trading from pitches designated by the city council.

**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.

**City of Dublin Energy Management Agency (Codema):** A not-for-profit organisation working to improve the energy efficiency of Dublin's public buildings.

**Click and Collect:** A shopping facility whereby a customer can buy or order goods from a store's website and collect them from a local branch.

**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.

**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.

**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.

**Compact Growth:** Compact growth promotes the efficient use of land through consolidation, active land management and effective densities, in order to minimise sprawl of urban development.

**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.

**Consultation Distance:** Means a distance or area relating to an establishment, within which there are potentially significant consequences for human health or the environment from a major accident at the establishment, including potentially significant consequences for developments such as residential areas, buildings and areas of public use, recreational areas and major transport routes.

**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 Planning Framework and Regional Spatial and Economic Strategies. The core strategy shows the location, quantum, and phasing of new development.

**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 including 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.

**Curtilage (Protected Structures):** A protected structure includes the land lying within the curtilage of the protected structure along with other structures within that curtilage and the interiors of those structures. The notion of curtilage can be taken to be the parcel of land immediately associated with that structure and which is (or was) in use for the purposes of the structure. It should be noted that the meaning of 'curtilage' is influenced by legal considerations other than simply architectural heritage protection.

**Data Centre:** A data centre is a physical facility composed of networked computers and storage that businesses and other organisations use to organise, process, store and disseminate large amounts of data.

**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.

**Dublin City Industrial Heritage Record (DCIHR):** The DCHIR (2006-2009) investigated and mapped 1,219 industrial heritage sites throughout the city and is published on <https://heritagemaps.ie/>.

**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 organisation that places an emphasis on the digitisation of business processes and services through sophisticated technology and information systems.

**Digital Fibre Connections:** Systems of digital fibre connections such as wireless 2G, 3G, 4G and 5G mobile technology.

**Digital Infrastructure:** The components which support broadband, computing and communications.

**District Centre (also referred to as Key Urban Village [KUV]):**

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. The term is also used in retail planning policy.

**District Heating:** District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements such as space heating and water heating.

**Dublin Regional Homeless Executive:** The shared body for providing statutory homelessness services in the four Dublin Local Authorities.

**Fintech:** Computer programs and other technology used to support or enable banking and financial services.

**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.

**Ecological Impact Assessment:** Process of identifying, quantifying and evaluating the potential impacts of defined actions on ecosystems or their components. It can be carried out as part of a formal Strategic Environmental Assessment (SEA)/Environmental Impact Assessment (EIA) or to support other forms of environmental assessment or appraisal. (See also 'Biodiversity Impact Assessment').

**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 utilises 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.

**Embodied Carbon:** Embodied carbon refers to the emissions associated with all the activities of procuring, mining, harvesting raw materials, transforming these materials into construction products, transporting them to site and incorporating them into a building, and subsequently maintaining, replacing and removing and disposing at the end of their life.

**Environmental Impact Assessment (EIA):** An EIA is a process of assessment of the effects of a project or development proposal on the environment. In the planning area, it is undertaken by a planning authority or An Bord Pleanála during the consideration of applications for planning permission, taking account of an Environmental Impact Assessment Report (EIAR). The projects which require EIA are listed in Annex I and Annex II of the EIA Directive, as amended.

**Environmental Impact Assessment Report:** An Environmental Impact Assessment Report (EIAR) is a report or statement of the effects, if any, which the proposed project, if carried out, would have on the environment. It is prepared by the developer to inform the EIA process.

**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 headquarters, supermarkets etc. could be described 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.

**Glare:** Excessive brightness that causes visual discomfort.

**Goods Convenience:** Examples of such goods are food, alcoholic and non-alcoholic beverages, tobacco and non-durable household goods.

**Goods Comparison:** Examples of such goods are clothing and footwear, furniture, furnishings and household equipment (excluding non-durable foods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories, books, newspapers and magazines, goods for personal care and goods not elsewhere classified.

**Greenway:** A Greenway is a recreational or pedestrian corridor for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area. These routes should meet satisfactory standards of width, gradient and surface condition to ensure that they are both user-friendly and low-risk for users of all abilities. Greenways are for everyone.

**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 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.

**Heritage:** Under the Heritage Act 1995, heritage is defined in a comprehensive manner as including monuments, archaeological objects, heritage objects such as art and industrial works, documents and genealogical records, architectural heritage, flora, fauna, wildlife habitats, landscapes, seascapes, wrecks, geology, heritage parks and gardens and inland waterways.

**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 Need and Demand Assessment (HNDA):** An assessment of existing and forecast housing need in a local authority as required by the National Planning Framework.

**Housing Supply Target:** A calculation of housing need for a local authority for a six-year development plan period, following a methodology set out in Section 28 Guidelines in December 2020.

**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.

**Hydromorphology:** A consideration of the physical character and water content of water bodies.

**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).

**Industrial Heritage:** The physical remains of the history of technology and industry, such as manufacturing and mining sites, as well as power and transportation infrastructure.

**Industrial Process:** Means any process which is carried on in the course of trade or business other than agriculture and which is for or incidental to the making of any article or part of an article (including a vehicle, aircraft, ship or vessel, or a film, video or sound recording), or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article, including the getting, dressing, or treatment of minerals.

**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.

**Internet of Things:** The Internet of things (IoT) describes the network of physical objects—a.k.a. “things”—that are embedded with sensors, software, and other technologies for the purpose of connecting and exchanging data with other devices and systems over the Internet.

**Integrated Surface Water Management Strategy:** A scheme that incorporates new and existing drainage features to control and treat surface water runoff in a sustainable way, ensuring there is no unacceptable residual risk of flooding, ensuring no increased flood risk up or downstream and the provision of adequate levels of treatment of the surface water as it is proposed to discharge directly to existing watercourses integrating nature based water retention measures where appropriate.

**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).

**Key Urban Villages:** See also District Centres. Localised hubs of commercial, retail, employment and community facilities with a distinctive local identity – 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.

**Land Development Agency (LDA):** LDA is a commercial, State-sponsored body that has been created to coordinate land within State control for more optimal uses where appropriate, with a focus on the provision of housing.

**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 (LCI):** 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.

**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.

**Mean:** The average or central value of a set of numbers.

**Median:** In a data set ranked by value, the value separating the upper half from the lower half of the data set (the midpoint or middle value).

**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.

**Mews:** Historically comprising stabling with living accommodation above. Usually built at the rear of larger Georgian and early Victorian terraces (often Protected Structures).

**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.

**National Inventory of Architectural Heritage:** The NIAH is a statutory, state initiative under the administration of the Department of Housing, Local Government and Heritage. The purpose of the NIAH is to identify, record, and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage. NIAH surveys provide the basis for the recommendations of the Minister for Housing, Local Government and Heritage to planning authorities for the inclusion of particular structures in their Record of Protected Structures (RPS).

**Natura Impact Statement (NIS):** A statement, for the purposes of Article 4 of the Habitats Directive, of the implications of a proposed development, on its own or in combination with other plans or projects, for one or more than one European site, in view of the conservation objectives of the site or sites. This is prepared by the applicant.

**Natura Impact Report (NIR):** A statement for the purposes of Article 6 of the Habitats Directive, of the implications of a land use plan, on its own or in combination with other plans or projects, for one or more than one European Site, in view of the conservation objectives of the site or sites. This is prepared by the competent authority.

**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.

**Neighbourhood:** A recognised geographic area typically characterised by residential development and social community and civic infrastructure such as schools and healthcare facilities. Many neighbourhoods have a focal point such as an urban village that have a range of local shops and services serving the immediate area.

**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 maximise visibility and foster positive social interaction.



**Placemaking:** Is a multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalises on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.

**Planning and Development Act 2000:** The main legislative basis of the Irish planning system, including subsequent amendments.

**Policies and Objectives:** Policies 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 generally 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.

**Protected Structure:** A 'protected structure' is defined as any structure or specified part of a structure, which is included in the Record of Protected Structures (RPS) on merit of its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. There are no categories or grades of protected structures. Protection extends to the exterior and interior of the structure, and its fixtures and features. Structures located within the curtilage of a protected structure are also protected along with their respective interiors.

**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 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.

**Retail: Higher Order:** 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 to get them. 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.

**Retail Warehouse:** A large single-level store specialising in the sale of bulky household goods, such as carpets, furniture and electrical goods, bulky DIY items, vehicles, caravans, boats, building materials and gardening products.

**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-organisation, 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.

**River Restoration:** River restoration refers to a large variety of ecological, physical, spatial and management measures and practices. These are aimed at restoring the natural state and functioning of the river system in support of biodiversity, recreation, flood management and landscape development.

**Shop: Class 1:** Means a structure used for any or all of the following purposes, where the sale, display or service is principally to visiting members of the public:

- a) For the retail sale of goods.
- b) As a post office.
- c) For the sale of tickets or as a travel agency.
- d) For the sale of sandwiches or other food or of wine for consumption off the premises, where the sale of such food or wine is subsidiary to the main retail use, and 'wine' is defined as any intoxicating liquor which may be sold under a wine retailer's off-licence (within the meaning of the Finance (1909–1910) Act, 1910), 10 Edw. 7. & 1 Geo. 5, c.8.
- e) For hairdressing.
- f) For the display of goods for sale.
- g) For the hiring out of domestic or personal goods or articles.
- h) As a launderette or dry cleaners.
- i) For the reception of goods to be washed, cleaned or repaired.

It does not include any use associated with the provision of funeral services or as a funeral home, or as a hotel, a restaurant or a public house, or for the sale of hot food for consumption

off the premises, except under paragraph (d) above, or any use to which class 2 or 3 of Part 4 of Schedule 2 of the Planning and Development Regulations, 2001 (as amended) applies.

**Salmonid:** Any of various fishes of the family salmonidae, which includes the salmon, trout, grayling, and whitefish.

**Section 28 Guidelines:** Guidelines for Local Authorities on planning policy issued by the Minister for Housing under Section 28 of the Planning and Development Act 2000 (as amended), which Local Authorities must have regard to in carrying out their planning functions.

**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.

**Shared Accommodation/Co-living Developments:**

Professionally managed rental accommodation, where individual rooms are rented within an overall development that includes access to shared or communal facilities and amenities. (see also Section 5.13 of the DHPLG Section 28 Guidelines, "Sustainable Urban Housing: Design Standards for new Apartment's" (2018))

**Specific Planning Policy Requirement (SPPR):** A policy set out in Section 28 Guidelines which local authorities also must have regard to in carrying out their planning functions.

**Sky Glow:** Brightening of the night sky over inhabited areas.

**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 Enterprise:** Social enterprises are businesses whose core objective is to achieve a social, societal, or environmental impact. They frequently work to support disadvantaged groups



such as the long-term unemployed, people with disabilities, travellers, etc., or to address issues such as food poverty, social housing, or environmental matters. Like other businesses, social enterprises pursue their objectives by trading in goods and services on an ongoing basis. However, any surpluses generated by social enterprises are re-invested into achieving social objectives, rather than maximising profit for their owners.

**Social Inclusion:** Social inclusion is a process which ensures that those at risk of poverty and social exclusion gain the opportunities and resources necessary to participate fully in economic, social, political and cultural life and to enjoy a standard of living that is considered normal in the society in which they live. It ensures that they have greater participation in decision making which affects their lives and access to their fundamental rights<sup>32</sup>.

**Social Infrastructure:** Social infrastructure includes all community infrastructure. The physical infrastructure necessary for successful communities, i.e. community infrastructure such as 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.

<sup>32</sup> Commission of the European Communities, 2003, p. 9

**Specification:** A written description of work to be undertaken, including the materials to be used, the method of work and the finishing technique.

**Stakeholder:** Denoting a type of organisation or system in which all the members or participants are seen as having an interest in its success.

**Strategic Special Regeneration Area:** Relates to the geographic areas to which the Living City Initiative applies – see <https://mapzone.dublincity.ie/MapZoneLCI/MapZone.aspx?map=LCI>

**Student Accommodation:** A building, or part thereof, used or to be used to accommodate students whether or not provided by a relevant provider (within the meaning of Qualifications and Quality Assurance (Education and Training) Act 2012), and that is not for use (i) as permanent residential accommodation, or (ii) subject to (b), as a hotel, hostel, apart-hotel or similar type accommodation, and (b) includes residential accommodation that is used as tourist or visitor accommodation but only if it is so used outside of academic term times (see also Planning and Development (Housing) and Residential Tenancies Act 2016).

**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.

**Stone Sett:** A broadly rectangular quarried stone used for paving purposes.

**Sustainable Development:** The definition of sustainable development comes from the Brundtland Commission (1983) which states it is development ‘that meets the needs of the present without compromising the ability of future generations to meet their own needs’.

**Sustainable Drainage Systems (SuDS):** Sustainable Drainage Systems are a way of managing rainfall that minimises the negative impacts on the quantity and quality of runoff whilst maximising the benefits of amenity and biodiversity for people and the environment. This form of drainage 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.

**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.

**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.

**Third Places:** The third place is the social surroundings separate from the two usual social environments of home (“first place”) and the workplace (“second place”). Examples of third places include churches, cafes, clubs, public libraries, bookstores or 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:** Uncoordinated 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.

**Urban Village:** An urban village typically comprises neighbourhood centres or clusters of shops and services that support and serves the daily needs of the surrounding residential catchment.

**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.

**Village Improvement Plans (VIP):** This is a non-statutory plan or strategy for an urban area centred on an urban village, prepared through consultation with the local community subject to available resources.

**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 2027.

## List of Acronyms

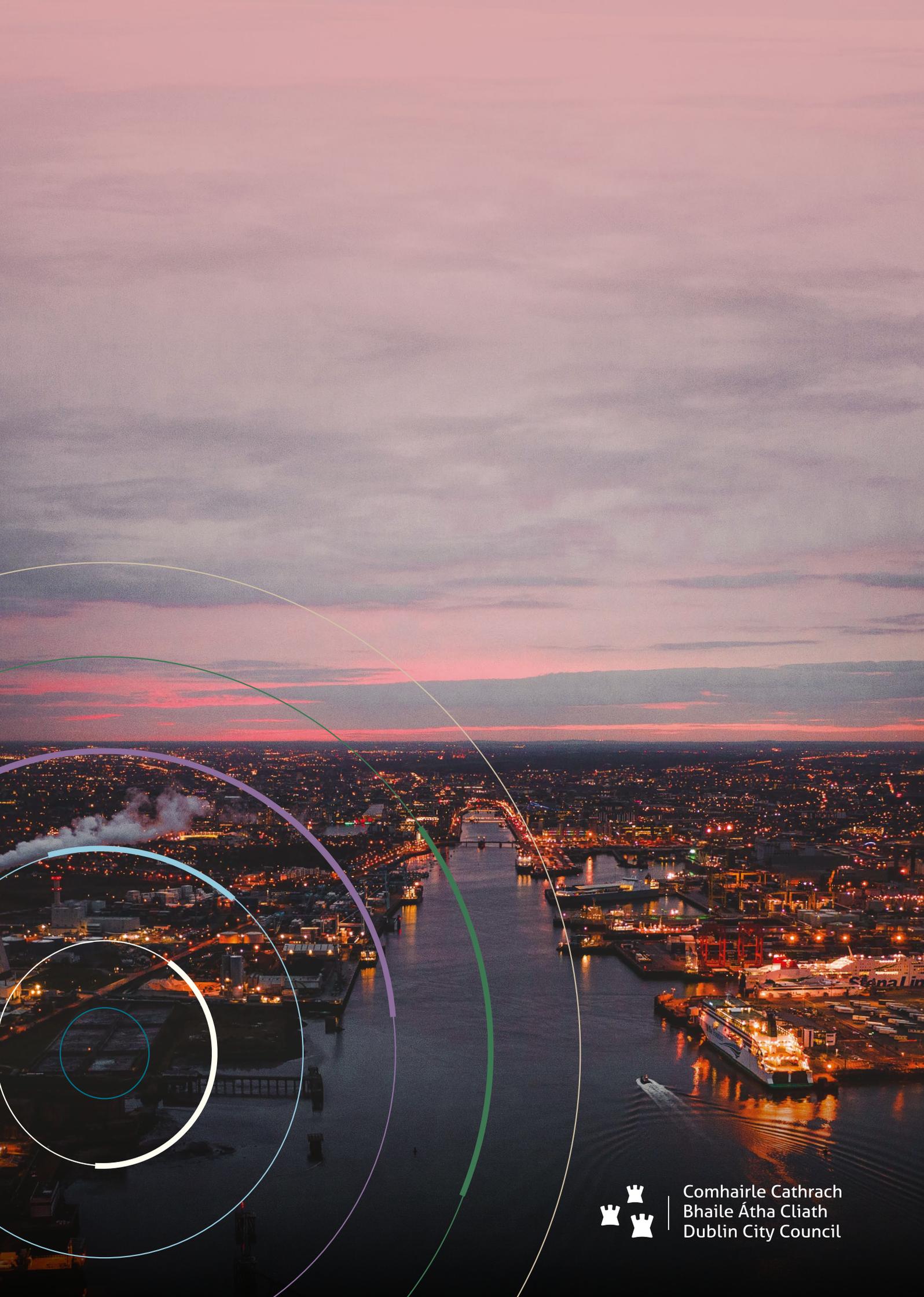
<b>AA:</b>	Appropriate Assessment
<b>ABP:</b>	An Bord Pleanála
<b>ABTA:</b>	Area Based Transport Assessment
<b>ABT:</b>	Account Based Ticketing
<b>ACA:</b>	Architectural Conservation Area
<b>AFA:</b>	Area for Further Assessment (Flooding)
<b>AHB:</b>	Approved Housing Body
<b>BER:</b>	Building Energy Rating
<b>BID:</b>	Business Improvement District
<b>BREEAM:</b>	Building Research Establishment Environmental Assessment Method
<b>BRT:</b>	Bus Rapid Transit
<b>CARO:</b>	Climate Action Regional Office
<b>CCAP:</b>	Climate Change Action Plan
<b>CCT:</b>	Correlated Colour temperature
<b>CDP:</b>	City Development Plan
<b>CEUD:</b>	Centre for Excellence in Universal Design
<b>CFRAM:</b>	Catchment Flood Risk Assessment and Management
<b>CLCD:</b>	Community Led Local Development
<b>CMP:</b>	Construction Management Plan
<b>CNG:</b>	Compressed Natural Gas
<b>CO<sub>2</sub>:</b>	Carbon Dioxide
<b>CPO:</b>	Compulsory Purchase Order
<b>CSO:</b>	Central Statistics Office
<b>CWB:</b>	Community Wealth Building
<b>DAA:</b>	Dublin Airport Authority
<b>DAP:</b>	Drainage Area Plan
<b>DCHG:</b>	Department of Culture, Heritage and the Gaeltacht
<b>DART:</b>	Dublin Area Rapid Transit
<b>DC:</b>	District Centre
<b>DCC:</b>	Dublin City Council
<b>DCU:</b>	Dublin City University
<b>DES:</b>	Department of Education and Skills
<b>DHLGH</b>	Department of Housing, Local Government and Heritage (previously DHPLG, DHPCLG, DECLG, DEHLCG)
<b>DLR:</b>	Dún Laoghaire-Rathdown County Council
<b>DMA:</b>	Dublin Metropolitan Area

<b>DMURS:</b>	Design Manual for Urban Roads and Streets
<b>DTTas:</b>	Department of Transport, Tourism and Sport
<b>ECFRAM:</b>	Eastern Catchment Flood Risk Assessment and Management Plan
<b>EclA:</b>	Ecological Impact Assessment
<b>EIA:</b>	Environmental Impact Assessment
<b>EIAR:</b>	Environmental Impact Assessment Report
<b>EMRA:</b>	Eastern and Midlands Regional Assembly
<b>ENR:</b>	Equality and Human Rights Duty
<b>EPA:</b>	Environmental Protection Agency
<b>ESB:</b>	Electricity Supply Board
<b>ESPON:</b>	European Spatial Planning Observation Network
<b>EU:</b>	European Union
<b>EV:</b>	Electric Vehicle
<b>FCC:</b>	Fingal County Council
<b>GAA:</b>	Gaelic Athletic Association
<b>GDA:</b>	Greater Dublin Area
<b>GHG:</b>	Greenhouse gas
<b>GI:</b>	Green Infrastructure
<b>GNI:</b>	Gas Networks Ireland
<b>GSI:</b>	Geological Survey Ireland
<b>GE:</b>	Gigawatt
<b>HGV:</b>	Heavy Good Vehicle
<b>HNDA:</b>	Housing Need and Demand Assessment
<b>HSE:</b>	Health Service Executive
<b>IAA:</b>	Irish Aviation Authority
<b>ICT:</b>	Information and Communications technology
<b>IDA:</b>	Industrial Development Authority
<b>IW:</b>	Irish Water
<b>IWA:</b>	Irish Wheelchair Associations
<b>IWEA:</b>	Irish Wind Energy Association
<b>KDC:</b>	Key District Centres
<b>LAP:</b>	Local Area Plan
<b>LARES:</b>	Local Authority Renewable Energy Strategies
<b>LCDC:</b>	Local Community Development Committees
<b>LDA:</b>	Land Development Agency
<b>LEAD:</b>	Leadership in Energy and Environmental Design
<b>LECP:</b>	Local Economic and Community Plan
<b>LED:</b>	Light Emitting Diode
<b>LEO:</b>	Local Enterprise Office
<b>LIHAF:</b>	Local Infrastructure Housing Activation Fund
<b>LPG:</b>	Liquefied Petroleum Gas

**LSSIF:** Large Scale Sport Infrastructure Fund  
**MASP:** Metropolitan Area Strategic Plan  
**NC:** Neighbourhood Centre  
**NDA:** National Disability Authority  
**MUD:** Multi-Unit Developments  
**MUGA:** Multi Use Games Area  
**NDP:** National Development Plan  
**NESC:** National Economic and Social Council  
**NHA:** Natural Heritage Area  
**NIR:** Natura Impact Report  
**NMPF:** National Marine Planning Framework  
**NPF:** National Planning Framework  
**NPO:** National Planning Objective  
**NPWS:** National Parks and Wildlife Service  
**NSO:** National Strategic Outcome  
**NTA:** National Transport Authority  
**NZEB:** Nearly Zero Energy Building  
**OMC:** Operating management Company  
**OPR:** Office of the Planning Regulator  
**OPW:** Office of Public Works  
**PCMSP:** Pilot Coastal Monitoring Survey Programme  
**PDA:** Planning and Development Act, 2000 (as amended)  
**PFRA:** Preliminary Flood Risk Assessment  
**PPN:** Public Participation Network  
**PV:** Photovoltaic  
**QBC:** Quality Bus Corridor  
**QGasSP:** Quantitative Greenhouse Gas Impact Assessment Method for Spatial Planning Policy  
**RMP:** Record of Monuments and Places  
**ROW:** Right of Way  
**RPO:** Regional Policy Objective  
**RSES:** Regional Spatial and Economic Strategy  
**RSO:** Regional Strategic Outcome  
**RPS:** Record of Protected Structures  
**RTB:** Residential Tenancies Board  
**SAC:** Special Area of Conservation  
**SAAO:** Special Area Amenity order  
**SDCC:** South Dublin County Council  
**SDGs:** Sustainable Development Goals  
**SDZ:** Strategic Development Zone  
**SEA:** Strategic Environmental Assessment

**SEAI:** Sustainable Energy Authority of Ireland  
**SEC:** Sustainable Energy Community  
**SFRA:** Strategic Flood Risk Assessment  
**SHD:** Strategic Housing Development  
**SPA:** Special Protection Area  
**SPC:** Strategic Policy Committee  
**SPPR:** Specific Planning Policy Requirement  
**S2S:** Sutton to Sandycove Cycleway  
**SSF:** Serviced Sites Fund  
**SuDS:** Sustainable Drainage Systems  
**TEN-T:** Trans European Transport Network  
**TCD:** Trinity College Dublin  
**The Act:** The Planning and Development Act, 2000 as amended  
**TII:** Transport Infrastructure Ireland  
**TUD:** Technological University Dublin  
**UCD:** University College Dublin  
**UD:** Universal Design  
**UN:** United Nations  
**UNESCO:** UN Educational, Scientific and Cultural Organisation  
**URDF:** Urban Regeneration and Development Fund  
**WFD:** Water Framework Directive  
**WWTW:** Wastewater Treatment Works





Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council