

# DUBLIN CITY CENTRE TRANSPORT PLAN 2023

Technical Notes | Part 2: Development Trends



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council



Jacobs

## Dublin City Centre Transport Plan 2023 Technical Notes Part 2: Development Trends

<b>Client name:</b>	National Transport Authority		
<b>Client reference:</b>	N/A	<b>Project no:</b>	321130AK
<b>Document no:</b>	2	<b>Project manager:</b>	Matt Foy
<b>Revision no:</b>	Final	<b>Prepared by:</b>	Lyndsey McGonigle
<b>Date:</b>	26/10/2023	<b>File name:</b>	02 Dublin City Centre Transport Plan Development Trends.docx
<b>Doc status:</b>	Final		

### Document History and Status

Revision	Date	Description	Author	Checked	Reviewed	Approved
Final	26/10/2023	Issued	LMcG	JK	JK	SHP

### Distribution of Copies

Revision	Date	Description	Author	Checked	Reviewed	Approved
Final	07/02/2024	Issued	LMcG	JK	JK	SHP

---

#### Jacobs Engineering Ireland Limited

Merrion House  
Merrion Road  
Dublin 4, D04 R2C5  
Ireland

T +353 (0)1 269 5666  
F +353 1 269 5497  
[www.jacobs.com](http://www.jacobs.com)

---

Copyright Jacobs Engineering Ireland Limited © 2024.

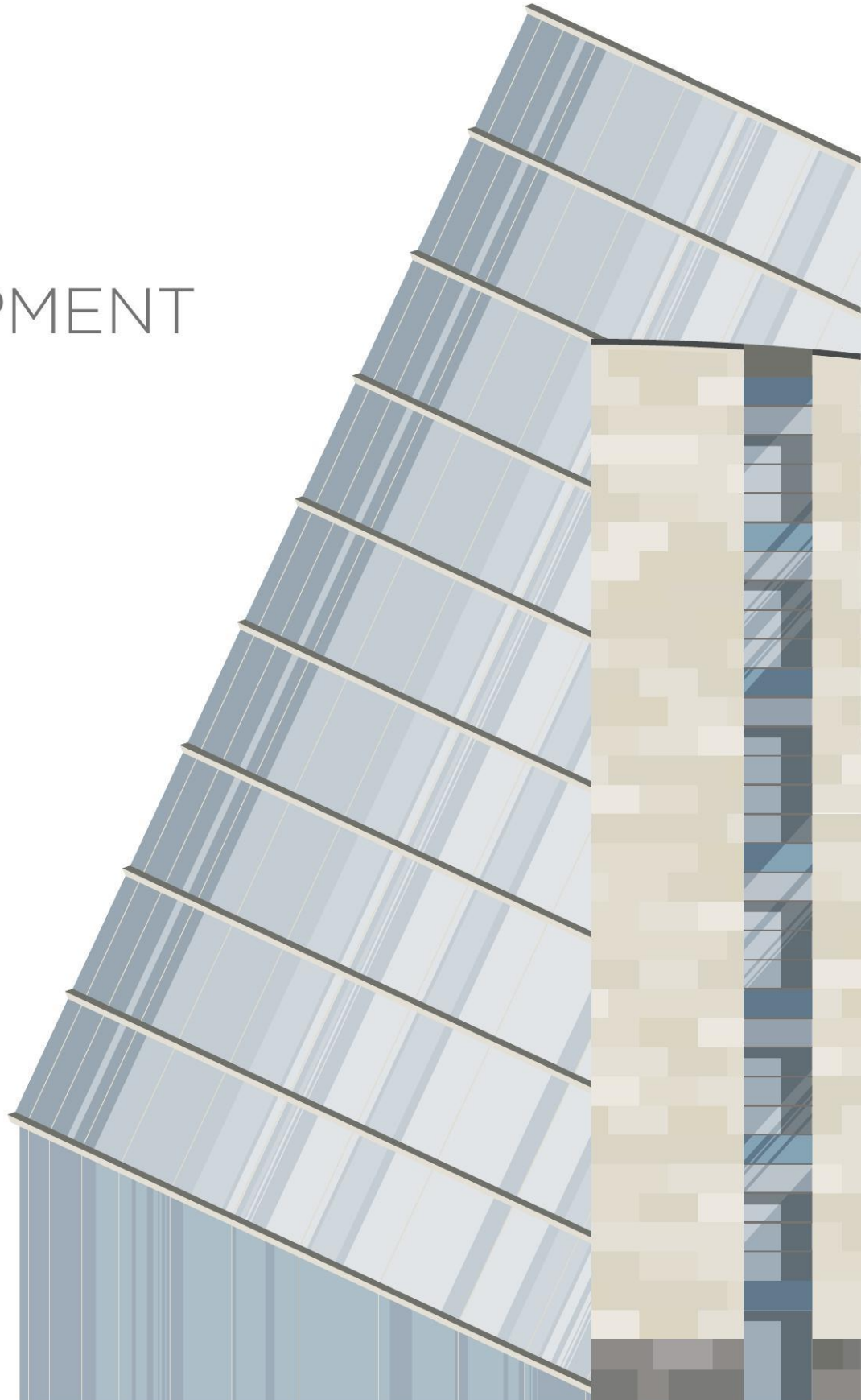
All rights reserved. The concepts and information contained in this document are the property of the Jacobs group of companies. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright. Jacobs, the Jacobs logo, and all other Jacobs trademarks are the property of Jacobs.

NOTICE: This document has been prepared exclusively for the use and benefit of Jacobs' client. Jacobs accepts no liability or responsibility for any use or reliance upon this document by any third party.

---

# 2

## DEVELOPMENT TRENDS



## Table of Contents

<b>1</b>	<b>Introduction</b>	<b>3</b>
1.1	Context	3
1.2	Methodology	3
<b>2</b>	<b>Local Planning Policy Context</b>	<b>4</b>
2.1	Dublin City Development Plan 2022-2028	4
2.1.1	15-minute City	4
2.1.2	The City Centre, Urban Villages and Retail	4
2.1.3	Strategic Development and Regeneration Areas	6
2.1.4	Strategic Development Zones (SDZs) and Local Area Plans (LAP)	8
2.1.5	Local Improvement Plans / Local Strategies	8
2.1.6	Public Realm	8
<b>3</b>	<b>Clusters of Development</b>	<b>10</b>
3.1	Introduction	10
3.2	Steps to Identification of Clusters	10
3.2.1	Information Sought	10
3.2.2	Data Collection and Review	10
3.2.2.1	Strategic Housing Developments	10
3.2.2.2	Planning Permissions	10
3.2.2.3	Planning Policy	11
3.2.3	Identification of Clusters	11
3.3	Outputs from Planning Application Search	11
3.3.1	Liberties to Dolphin’s Barn	13
3.3.2	Dublin Docklands – North	15
3.3.3	Tara Street	16
3.3.4	Harcourt Street to Fitzwilliam Place	18
3.3.5	Planning Policy and Transport Infrastructure	19
<b>4</b>	<b>Areas of Change</b>	<b>22</b>
4.1	Locations of Change	22
4.1.1	Docklands and Poolbeg	22
4.1.2	North Western Quadrant	22
4.1.3	South Western Quadrant	22
4.1.4	North Eastern Quadrant	23

4.1.5 South Eastern Quadrant .....23

**4.2 Potential Resulting Changes to Accessibility and Future Movement ..... 23**

4.2.1 Growth Areas.....23

4.2.2 Transport .....23

4.2.3 Key Movement Challenges .....24

# 1 INTRODUCTION

## 1.1 Context

The Dublin City Centre Transport Plan 2023 (the Plan) is an update of the 2016 City Centre Transport Study, as provided for in the Dublin City Development Plan (DCDP) 2022-2028<sup>1</sup>. It is intended to frame the implementation of the DCDP and the 2022-2042 National Transport Authority (NTA) Transport Strategy for the Greater Dublin Area (the Transport Strategy) in Dublin City Centre.

The Plan considers ways to optimise and enhance the transport network to meet the transport needs, challenges, and opportunities for the city centre. This is based on prevailing national, regional and local transport policy, most notably the Hierarchy of Road Users model set out in the National Sustainable Mobility Policy (NSMP), which places sustainable modes above private vehicles. The emerging proposals have been developed with the sustainable growth of the city and its economy as a key aim, as well as its social, cultural and environmental wellbeing.

A suite of technical notes has been produced which informed the development of the Plan. This note should be read in conjunction with the other technical notes.

## 1.2 Methodology

The work is based on an examination of planning permissions and a high-level review of planning policy and objectives in the study area. This comprises a high-level review which seeks to identify and outline the main growth and development within Dublin City Centre in recent years. This identifies major new commenced development, and an outline of extant granted planning permissions.

Through a review of planning data using planning application search tools, areas where concentrations of grants of permission for major development were identified. A planning policy review identified other areas where strategic growth is supported by DCC.

When taken together with transport infrastructure plans, this information helps to shape the current and expected future patterns of development and where certain classes of development are most likely to be constructed within the study area.

This forms the basis for a city centre 'growth' map, which presents how the structure and geography of the city, particularly in terms of the changes in scale and density of existing and new development areas might change into the future, and how this might impact on future travel patterns.

---

<sup>1</sup> Published by Dublin City Council (DCC) in 2022

## 2 LOCAL PLANNING POLICY CONTEXT

### 2.1 Dublin City Development Plan 2022-2028

The DCDP governs spatial policy in the city. Its main strategic approach is to develop a city that is low carbon, sustainable and climate resilient. The DCDP's vision is

*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.*

The DCDP aims to promote compact growth and sustainable development patterns. In particular, the DCDP promotes transit oriented development by encouraging intensified density in proximity to DART and Luas lines.

#### 2.1.1 15-minute City

The Plan sets the concept of the 15-minute city at the core of its policies and objectives. The Plan defines the 15-minute city as follows:

*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 they live, that people should have the ability to access most of their daily needs. In order to realise the 15-minute city, it is envisaged that all new developments and existing neighbourhoods will require extensive investment in public transport, walking and cycling infrastructure and supporting measures, including retro-fitting and reconfiguration of established urban streets, and the Council supports measures in this regard.*

Policies and objectives consistently refer to the concept across all chapters of the Plan. The Plan sets two objectives directly related to the 15-minute city concept, as follows

##### **Policy QHSN11-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.*

##### **Policy SMT13 -Urban Villages and the 15-Minute City**

*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.*

#### 2.1.2 The City Centre, Urban Villages and Retail

The city centre is at the top of the retail hierarchy in the state, and it is the policy of the city council to affirm and maintain this primacy. The DCC Retail Strategy 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, as shown in Figure 2-1.

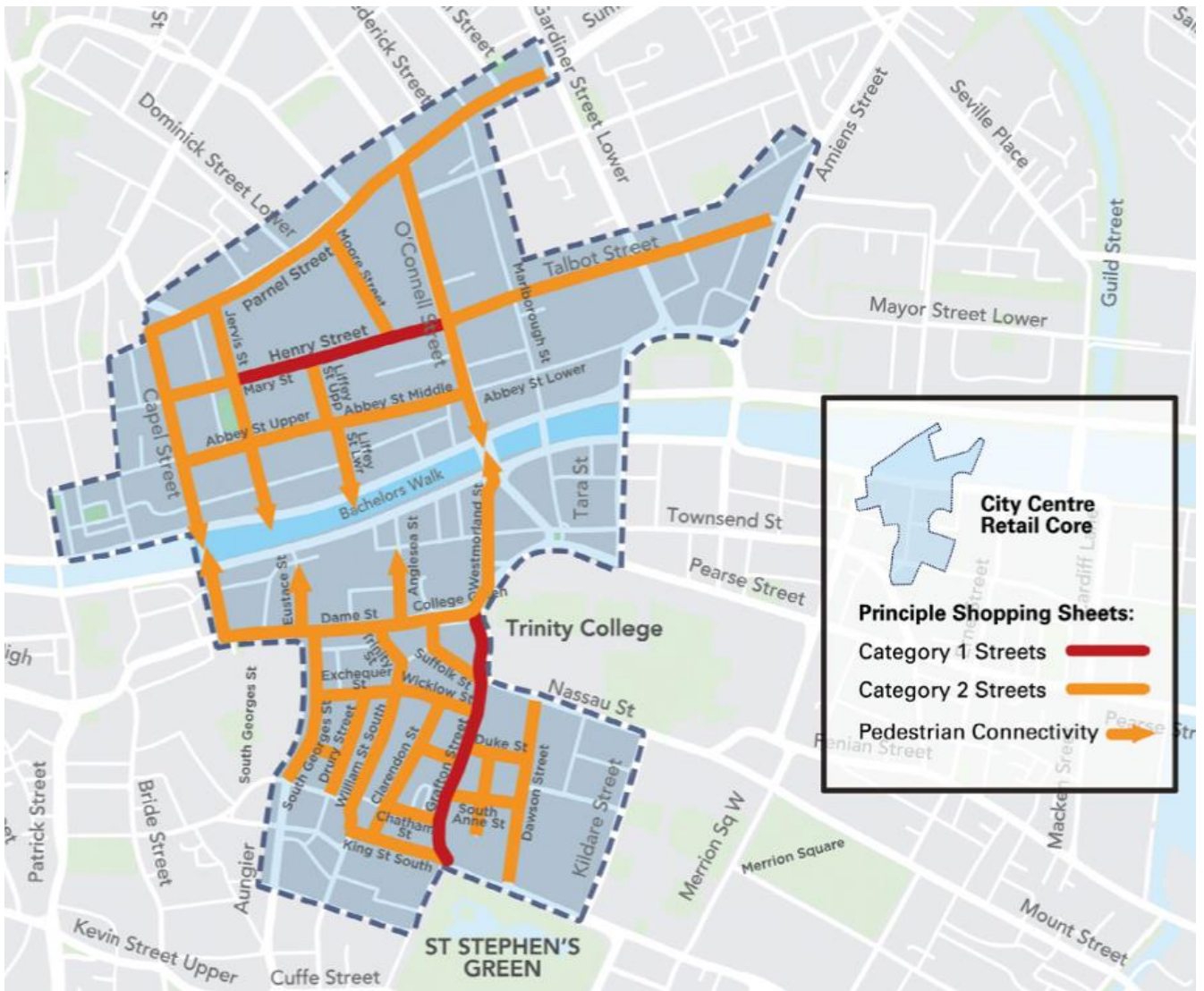


Figure 2-1: Retail Core from Dublin City Development Plan 2022-2028

The role for Key Urban Villages (shown in Figure 2-2) is to serve as top urban centres and commercial activity locations to complement the city centre. They should be based around high quality transport and can play an important role in inviting regeneration in their vicinity. Support for high density mixed used developments and residential led intensification in urban villages will enable them to strengthen the positive impact they have on their respective local areas' placemaking functions as social gathering places. They should also attain a viable and varied range of functions to serve their communities.



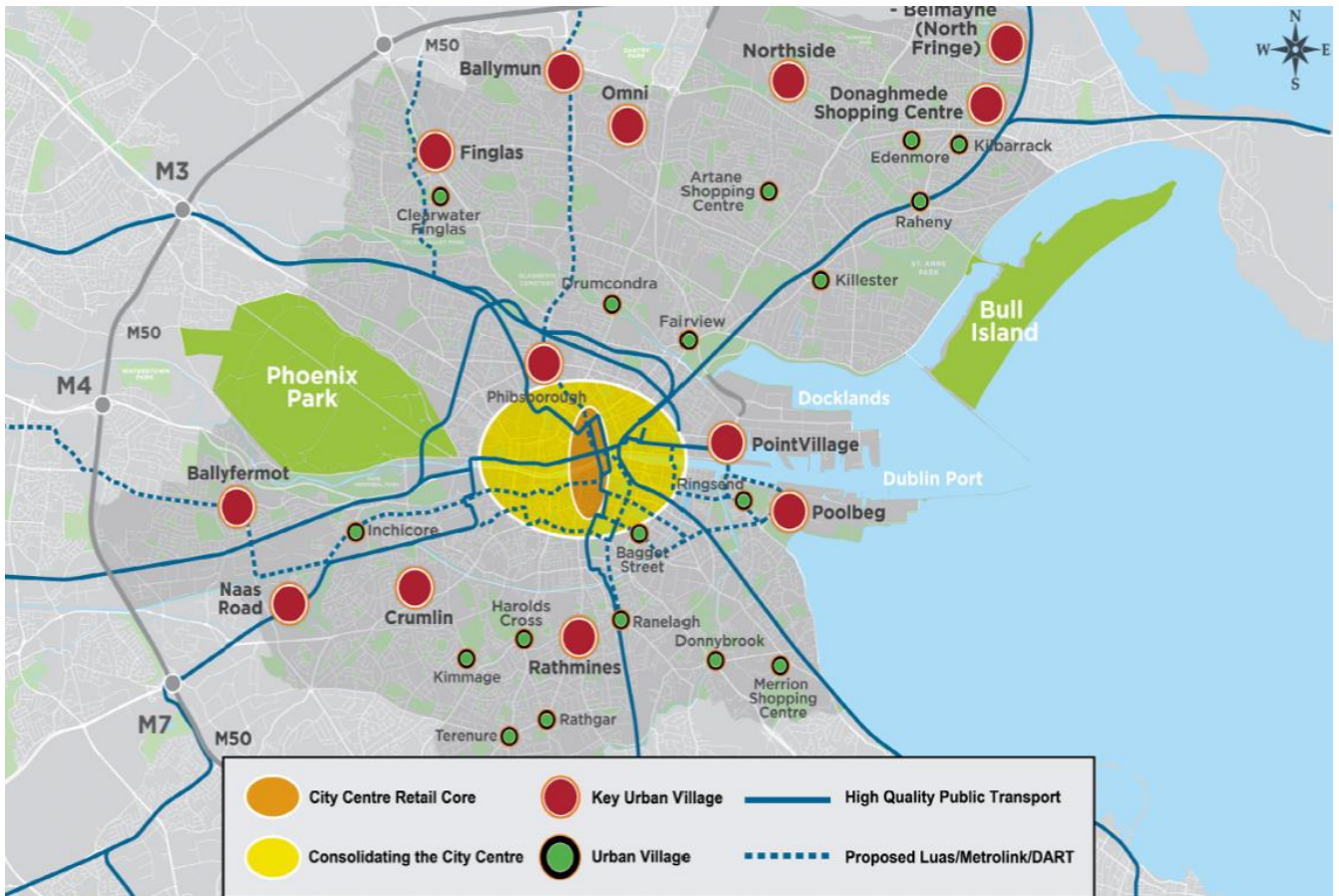


Figure 2-2: Urban Villages and Retail Locations from Dublin City Development Plan 2022-2028

A high-quality public realm should be promoted throughout the city and enabled by the development of Urban Villages and the City Centre Retail core. Public realm quality affects the city experience, its attractiveness as a place to live work and visit, and influences a range of health, well-being, and social factors. Public Realm quality is vital to the liveability and health of the city and to its economic success.

### 2.1.3 Strategic Development and Regeneration Areas

The settlement hierarchy of the Plan specifically targets Strategic Development and Regeneration Areas (SDRA) where there is capacity to absorb a greater intensification of development due to the proximity to public transport corridors and supporting infrastructure. Each of the SRDAs are accompanied by guiding principles in Chapter 13 of the Plan. The SDRA lands are identified as being critical to the Core Strategy and its successful implementation providing future housing growth and have therefore also been mapped to identify potential significant areas of change within the study area.

In addition to the SDRA lands, Z6 (Enterprise and Employment) and Z7 (Employment (Heavy)) zoned lands across the city were reviewed and identified two significant areas that had potential for regeneration as new mixed-use communities. These being the Kylemore Road / Naas Road, part of the City Edge Project, and the Dublin Industrial Estate and surrounding lands.

Figure 2-3 identifies the location and extent of the SDRAs within the study area.

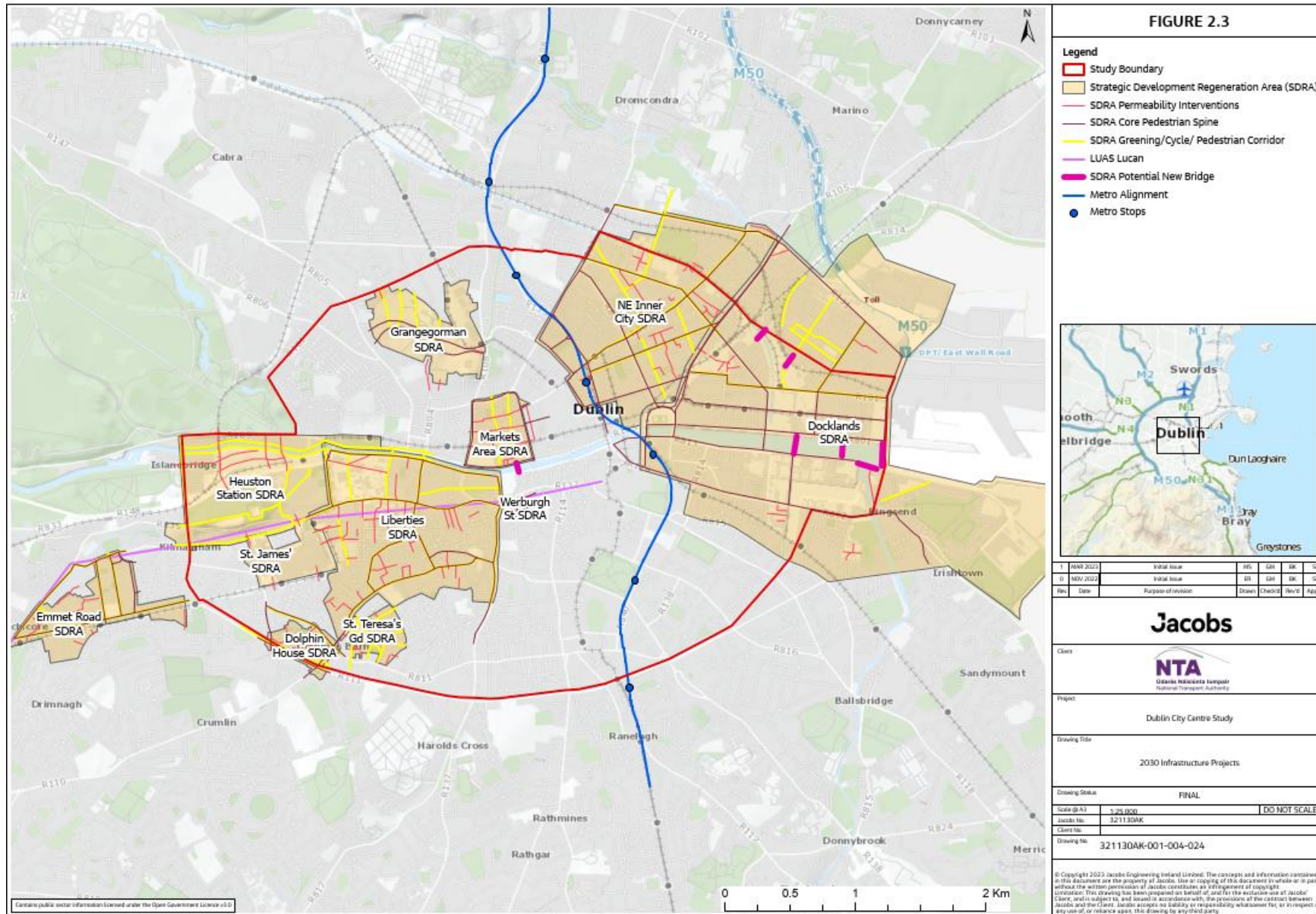


Figure 2-3: SDRA locations within the city centre (Dublin City Development Plan 2022-2028)

#### 2.1.4 Strategic Development Zones (SDZs) and Local Area Plans (LAP)

Strategic Development Zone Planning Schemes have been prepared by DCC and approved by An Bord Pleanála for Grangegorman SDZ, the Docklands SDZ and Poolbeg West SDZ Docklands SDZ.

It is also an objective of the Plan to prepare a Local Area Plan for the North East Inner City (NEIC).

In addition, Objective CS04 Programme for the Preparation of Local Area Plans/Village Improvement Plans of the Core Strategy is to be progressed based on the following prioritised selection procedure:

- 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.

The SDZs and LAPs will all provide significant new development that in many cases is designed to regenerate parts of the city.

#### 2.1.5 Local Improvement Plans / Local Strategies

The Core Strategy also has an objective (CS05 - Programme for the preparation of Local Environmental Improvement Plans) for potential smaller scale plans / strategies to inform policy / investment and actions at a local scale. These non-statutory plans and strategies would address '*key issues such as movement, public realm, open space, community facilities, education, greening etc*' (p 63) at sites including Dolphin's Barn, Glasnevin and the East Wall Area.

#### 2.1.6 Public Realm

Your City, Your Space – Dublin City Public Realm Strategy 2012 identifies the challenges to be addressed which it aims to achieve through detailing the importance, character and current issues affecting Dublin's public realm and to develop an agreed vision.

The Heart of Dublin City Centre Public Realm Masterplan builds on the public realm strategy focussing on well-used public spaces and the needs for pedestrians and cyclists setting out guidance and defined priorities for Dublin City for the next 20 years. It outlines 21 projects, and three public realm plans to be delivered.

Figure 2-4 identifies the spaces and streets identified in the Public Realm Strategy.

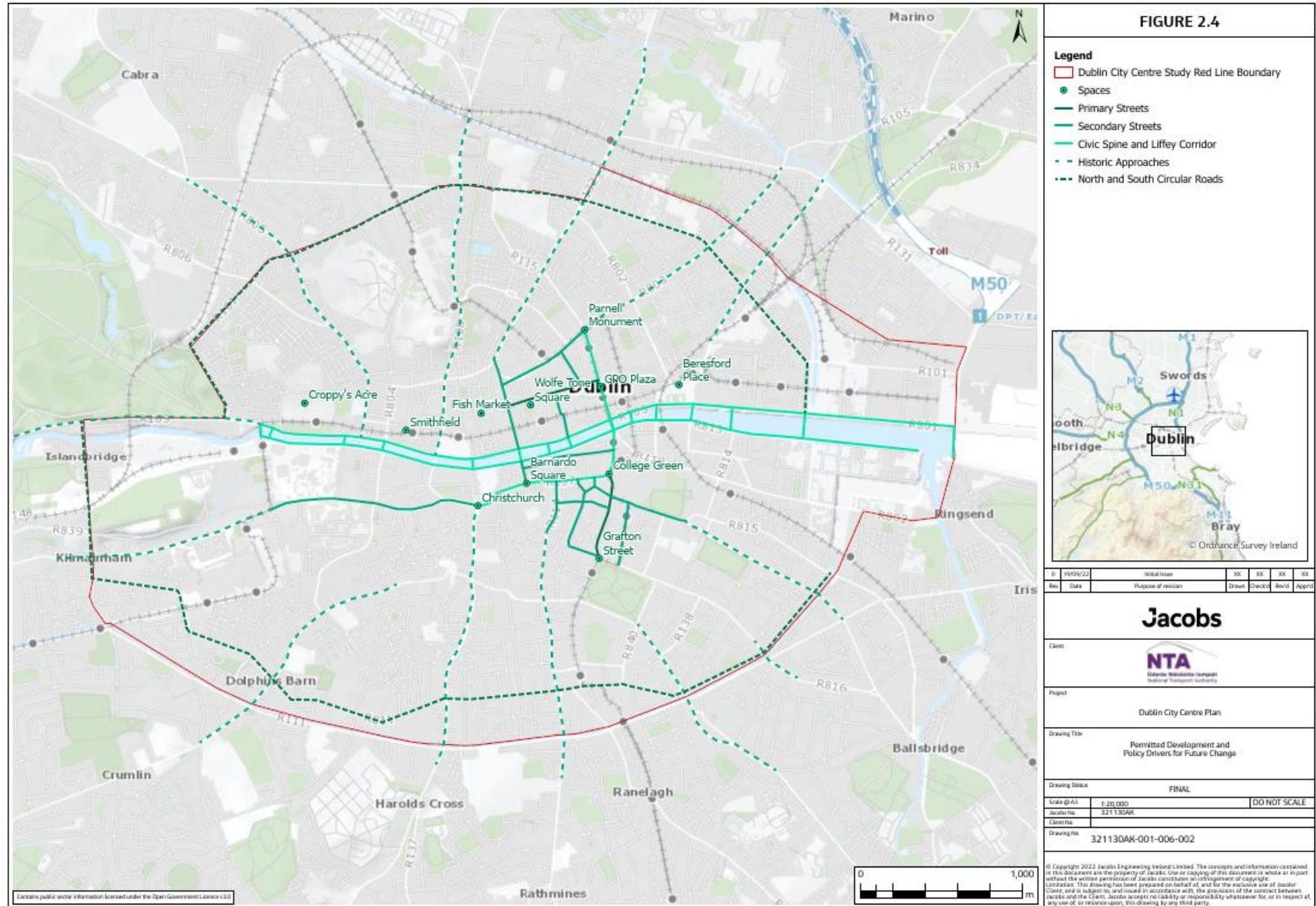


Figure 2-4: Urban Villages and Retail Locations from Dublin City Development Plan 2022-2028

# 3 CLUSTERS OF DEVELOPMENT

## 3.1 Introduction

The pattern of planning permissions and the planning policies set out in the DCDP can allow identification of the trends for the spatial balance of future development within the city centre area. Clusters of planning permissions granted has been noted that will, if constructed, influence the pattern of future transport movements to and within the city centre. The following section sets out the process of how the strategic pattern of future growth has been derived.

## 3.2 Steps to Identification of Clusters

### 3.2.1 Information Sought

A planning search was carried out for the study area of the DCDP in October 2022.

This search sought to identify the patterns for large-scale development residential and office development. It is recognised that infill, intensification or smaller development proposals have also occurred across in the study area. However, the pattern of planning permission locations across the study area shows no clear pattern of concentration in particular areas. Concentration on the larger developments allows the areas of most significant change to be drawn out.

The following classes of development were considered:

- Strategic Housing Developments (SHDs);
- Planning applications with 50 or more housing units;
- Planning applications of 5,000sqm or more of office floor space;
- Planning applications of mixed use including both 50 or more housing units & 5,000sqm or more of office floor space.

The search included only those which have been granted planning permission by DCC or An Bord Pleanála following an appeal, or direct application in the case of an SHDs. The search examined those applications from 2015 to 2022 which is a reasonable timeframe given the lifetime of planning permissions.

### 3.2.2 Data Collection and Review

#### 3.2.2.1 Strategic Housing Developments

The An Bord Pleanála website was searched to identify all SHD planning permissions located within the study area. This was a manual exercise. Only those applications that have received planning permission have been included. Each planning permission was examined for residential numbers, residential mix, whether the housing is Build to Rent and whether the application comprises student accommodation.

Each of the permissions was geolocated by the GIS team and mapped.

#### 3.2.2.2 Planning Permissions

These planning applications are sourced from the National Planning Applications Database located on myplan.ie. These permissions included office developments, mixed-use developments and any housing developments with 50+ units not considered a Strategic Housing Development. A GIS query extracted the information for planning permissions granted from 2015 onwards within the study area.

The following information was extracted for each planning permission:

- Planning authority to be DCC;
- Application Number;
- Development description;

- Development Address;
- Application Status;
- Application Type;
- Number of residential units to be 50 or more;
- Include office development with floor area to be 5,000sqm or more;
- Dates to include applications made between 2015 and 2022;
- Decision of planning application;
- Appeal information including date and decision.

For each planning application all of the spatial data was downloaded into excel form for further interrogation, together with GIS mapped output to identify their locations.

The downloaded information was spot checked against the DCC and An Bord Pleanála planning databases.

### 3.2.2.3 Planning Policy

In parallel, the policies of the DCDP were examined for the strategic locations of future growth within the study area. In particular, the location of Local Area Plans, Strategic Development Zones and Strategic Development and Regeneration Areas were identified.

### 3.2.3 Identification of Clusters

Jacobs Geographic Information System (GIS) Analysts mapped the planning history information to visually illustrate where the identified planning permissions are located.

Clusters were identified taking into account concentrations of planning permissions in terms of total output and numbers of permitted schemes. Planning policy helped to coordinate the clusters with future development potential.

The results are outlined in Section 3.3 below.

## 3.3 Outputs from Planning Application Search

Using the search methodology outlined above the following number of planning permissions were gathered for the full study area:

Table 3-1 Number of Planning permissions identified

Type of Development	Number of Permissions
SHDs	20
50+ housing units	53
5,000sqm+ of office floor space	44
Large-scale mixed use	9

This corresponds to following extent of permitted residential development in large developments from planning applications in the study area between 2015 to 2022.

Figure 3-1 illustrates the outputs spatially across the study area.

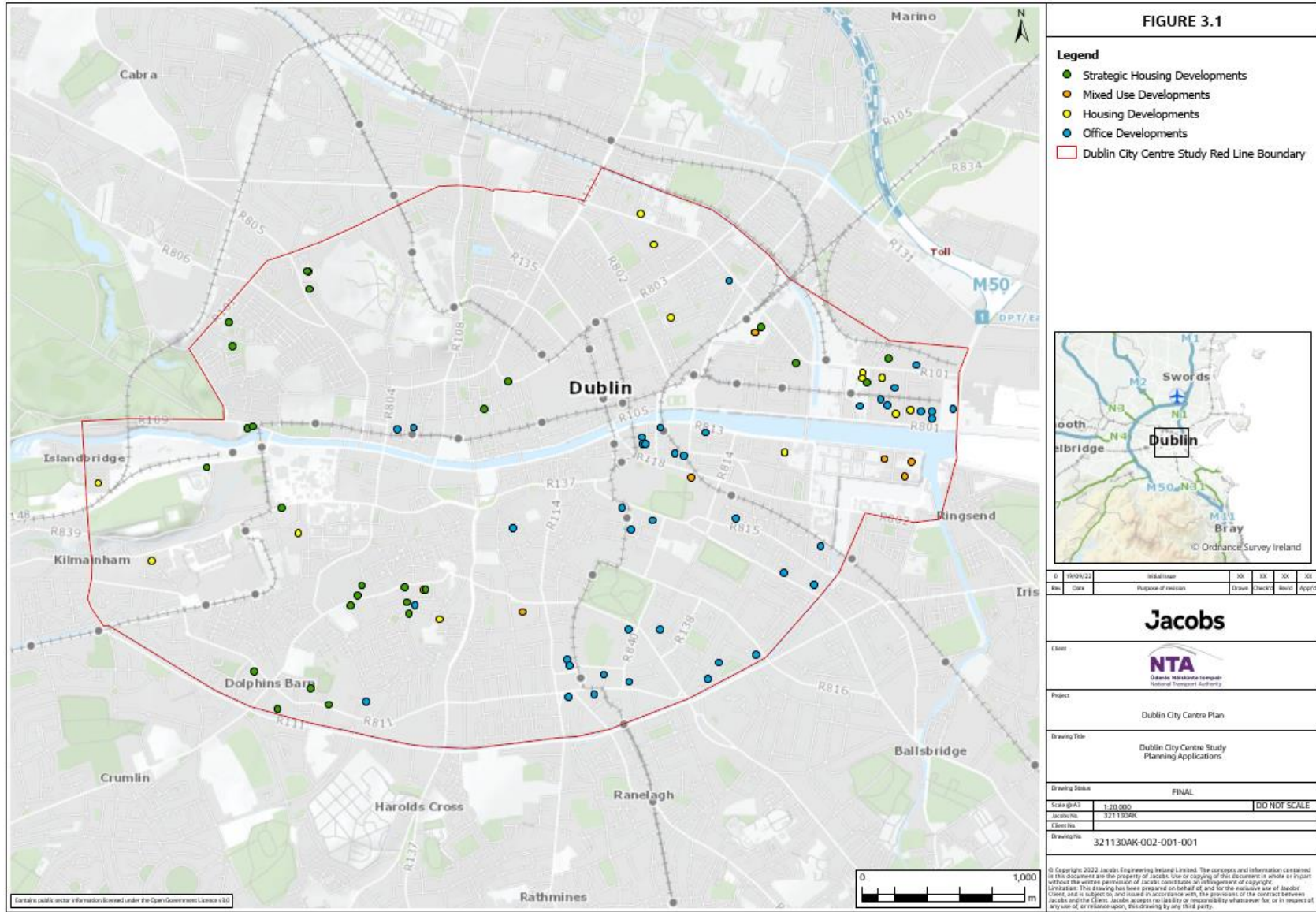


Figure 3-1 : Location of Large-Scale planning permissions 2015-2022

Within the study area, the developments are heavily weighted to the south and east.

A number of clusters emerge where residential has been a significant element, as follows:

- Liberties to Dolphin’s Barn (Section 3.3.1).
- Dublin Docklands – North (Section 3.3.2).

A number of clusters emerge where office development has been a significant element, as follows:

- Tara Street and vicinity (Section 3.3.3).
- Harcourt Street to Fitzwilliam Place (Section 3.3.4)

**3.3.1 Liberties to Dolphin’s Barn**

A number of planning permissions are located in the area of the Liberties from Cork Street to Dolphins Barn as per Figure 3-2 below.

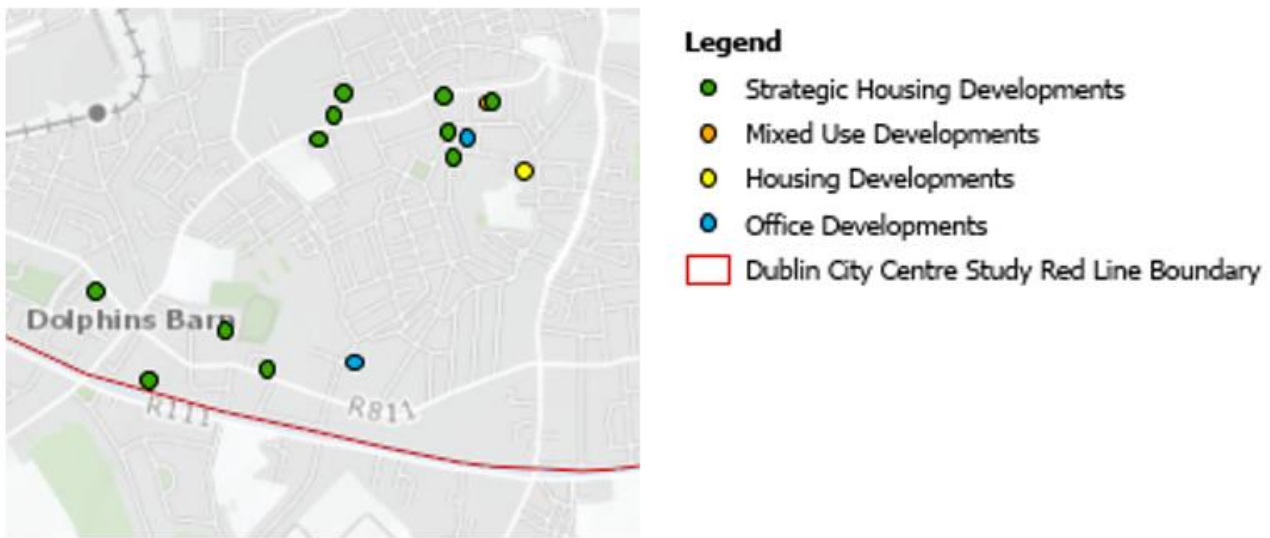


Figure 3-2 Liberties to Dolphin’s Barn Planning Permissions

Table 3-2 includes the major planning applications for housing, including SHDs, and also the planning applications for major office developments and mixed-use developments as illustrated above in the Liberties to Dolphin’s Barn area. Table 3-2 also outlines an estimate of the increase in units or office floorspace resulting from each planning application, taking into account the demolition of existing floorspace.

Table 3-2 Schedule of Applications in the Liberties to Dolphin’s Barn area

Planning Application Reference Number	Location	Number of Housing Units/Office Floorspace	Proposed Demolition of Existing Housing Units or Office Floorspace	Net Increase
2182/16	Site partly bound by Warrenmount Lane to the west at the junction of Mill Street and Blackpitts	303 student accommodation units and 9,634 sq.m of office floorspace	N/A	303 student accommodation units and 9,634 sq.m of office floorspace



Planning Application Reference Number	Location	Number of Housing Units/Office Floorspace	Proposed Demolition of Existing Housing Units or Office Floorspace	Net Increase
SHD0001/17	The Donnelly Centre, Cork Street	399 student accommodation units	N/A	399 student accommodation units
2027/17	69D Donore Avenue	6,962 sqm of office floor space	N/A	6,962 sqm of office floor space
3321/17	No. 8, Newmarket and No. 18 Mill Street (bound by Mill Street to the south, Mill Lane to the east and Newmarket to the north)	9,401 sq.m of office floor space	2,293 sq.m	7,108 sq.m of office floor space
3323/17	Site bound by the Grand Canal Dock Basin to the West, Barrow Street to the East, to the North and CIE Site to South	92 residential units and 7,346 sq.m of office floorspace	N/A	92 residential units and 7,346 sq.m of office floorspace
SHD0003/19	Mill Street, Sweeney's Terrace and Clarence Mangan Road	272 student accommodation and build to rent units	N/A	272 student accommodation units
SHD0018/19	Bewery Block, bound by Newmarket, St. Luke's Avenue, Brabazon Place/Brabazon Row and Ardee Street	368 student accommodation units	N/A	368 student accommodation units
SHD0013/19	355 South Circular Road	317 student accommodation units	N/A	317 student accommodation units
SHD0020/20	Old Glass Factory, Cork Street	397 build to rent units	N/A	397 build to rent units
SHD0009/20	Former 'Bailey Gibson' site, South Circular Road	416 build to rent units	N/A	416 build to rent units
SHD0031/20	Former 'Player Wills' site and adjoining lands	492 build to rent units	N/A	492 build to rent units
SHD0007/20	IDA Small Business Centre / Newmarket Industrial Estate	413 build to rent units	N/A	413 build to rent units
SHD0028/21	Site bound by Newmarket Square to the north, Ardee Street to the west and Mill Street to the south.	134 build to rent units	N/A	134 build to rent units

In total, this comprises approximately:

- 3,603 proposed housing units, a net increase of 3,603 units; and

- 33,343 sqm of proposed office floor space, with a net increase of 31,050 sqm.

### 3.3.2 Dublin Docklands – North

Towards Dublin Port Area north of the River Liffey there are a number of planning permissions as per Figure 3-3 below.

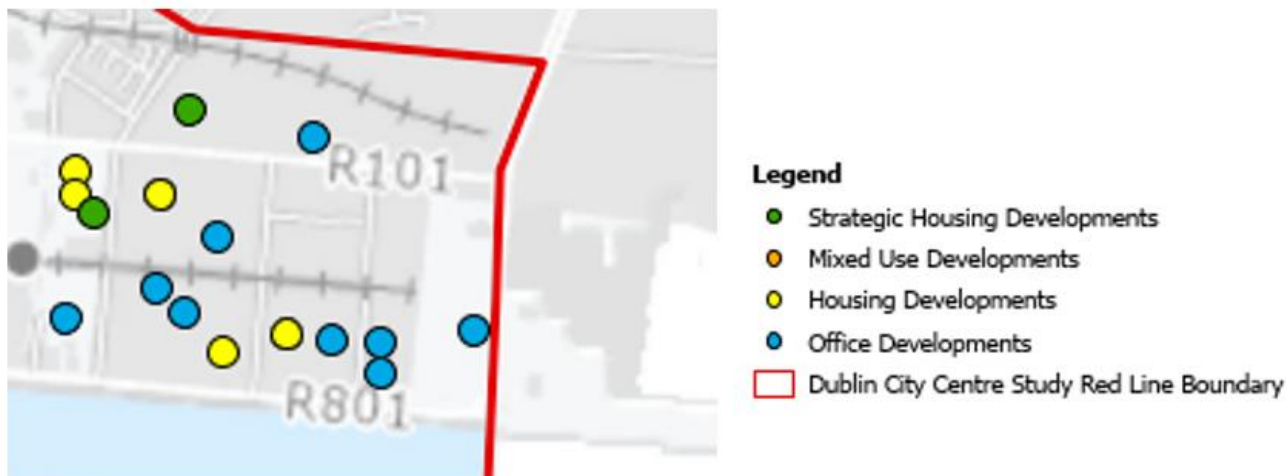


Figure 3-3 Dublin Docklands North Planning Permissions

Table 3-3 includes the major planning applications for housing, including SHDs, and also the planning applications for major office developments and mixed-use developments as illustrated above in the Dublin Docklands - North area. Table 3-3 also outlines an estimate of the gain in units or office floorspace resulting from each planning application, taking into account the demolition of existing floorspace.

Table 3-3 Schedule of Applications in the Dublin Docklands – North area

Planning Application Reference Number	Location	Proposed Number of Housing Units/Office Floorspace	Proposed Demolition of Existing Housing Units or Office Floorspace	Net Increase
DSDZ2896/18	City Block 2, Spencer Dock	325 housing units	N/A	325 housing units
DSDZ3410/15	76, Sir John Rogerson's Quay;	61 housing units	N/A	61 housing units
DSDZ3367/15	Junction of, Sheriff Street Upper, and New Wapping Street, Spencer Dock; and	165 housing units	N/A	165 housing units
DSDZ3632/15	Exo Building, Point Village District Centre, North Wall Quay & East Wall Road	19,782 sq.m of office floor space	N/A	19,782 sq.m of office floor space
DSDZ3350/15	Site bounded by North Wall Quay, New Wapping Street, Mayor Street Upper and Castleforbes Road	58,562 sq.m of office floor space	N/A	58,562 sq.m of office floor space
DSDZ2750/16	Site bounded by North Wall Quay, New Wapping Street, Mayor Street Upper and Castleforbes Road	36,420 sq.m of office floor space	N/A	36,420 sq.m of office floor space
DSDZ3552/16	Site bound by North Wall Quay, New Wapping	124 housing units	N/A	124 housing units

Planning Application Reference Number	Location	Proposed Number of Housing Units/Office Floorspace	Proposed Demolition of Existing Housing Units or Office Floorspace	Net Increase
	Street, Mayor Street Upper and Castleforbes Road;			
DSDZ3779/17	North Wall Quay and Mayor Street Upper;	420 housing units	N/A	420 housing units
DSDZ3357/17	Site bound by Sheriff Street Upper to the north, New Wapping Street to the west, Mayor Street Upper to the south and Northbank House and undeveloped land to east, Block 3, North Lotts	350 housing units	Demolition of single storey cottage	349 housing units
DSDZ3805/17	Site formerly known as the "Tedcastles Site"	18,679 sq.m of office floor space	Demolition of existing 2-storey office building at 380sq.m	18,299 sq.m
DSDZ3780/17	North Wall Quay and Mayor Street Upper	35,883 sq.m of office floor space	N/A	35,883 sq.m of office floor space
DSDZ2661/17	Site located at the junction of North Wall Quay and New Wapping Street	46,184 sq.m of office floor space	N/A	46,184 sq.m of office floor space
DSDZ2464/19	City Block 3 and Northbank House, Sheriff Street Upper	449 housing units	N/A	449 housing units
SHD0014/19	City Block 2, Spencer Dock	548 housing units	N/A	548 housing units
DSDZ4087/19	Coopers Cross, City Block 3	44,654 sq.m of office floor space	N/A	44,654 sq.m of office floor space
3433/19	Site which forms part of the Castleforbes Business Park, Sheriff Street Upper.	10,265sq.m of office floor space	Demolition and part demolition of existing warehouses at 1,475 sq.m in total.	8,790 sq.m of office floor space
SHD0026/20	Castleforbes Business Park, Sheriff Street Upper and East Road	702 housing units	N/A	702 housing units

In total, this comprises approximately:

- 3,144 proposed housing units, with a net increase of 3,143 units; and
- 270,429 sqm of proposed office floor space with a net increase of 268,954 sqm.

### 3.3.3 Tara Street

Within the Tara Street area there are a number of planning permissions, mainly office developments as per Figure 3-4 below.

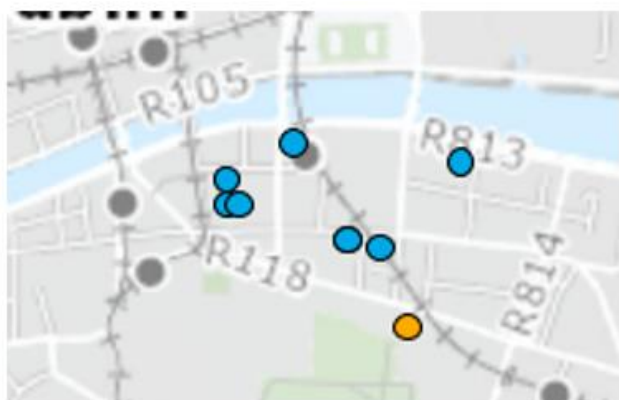


Figure 3-4 Cluster of office development around Tara Street

Table 3-4 includes the major planning applications for office developments and mixed-use developments as illustrated above in the Tara Street area. Table 3-4 also outlines an estimate of the gain in units or office floorspace for each planning application.

Table 3-4 Schedule of Applications in the Tara Street area

Planning Application Reference Number	Location	Proposed Number of Housing Units/Office Floorspace	Proposed Demolition of Existing Housing Units or Office Floorspace	Net Increase
2407/15	13-18, City Quay, Dublin 2	9,909 sqm of office floor space	N/A	9,909 sqm of office floor space
3037/16	Hawkins House, Hawkins Street, Dublin 2	16,000 sqm of office floor space	Demolition of 14,441 sqm of office floor space	1,559 sqm of office floor space
4485/17	157-164, Townsend Street, Dublin 2	8,813 sqm of office floor space	Demolition of 5,087 sqm of office floor space	3,726 sqm of office floor space
3637/17	College House, Nos. 2-3 Townsend Street, Dublin 2, D02 F990 & the former Screen Cinema, Nos. 16-19 Hawkins Street, Dublin 2, D02 DP65	18,705 sqm of office floor space	Demolition of 8,501 sqm of office floor space	10, 204 sqm of office floor space
4054/19	Site bound by Georges Quay to the north, Tara Street to the west, Poolbeg Street to the south and Tara Street Station to the east. The site includes lands of the former Tara House, 2-16 Tara Street, Dublin 2, D02 W597 and existing Tara Street Street	9,670 sqm of office floor space	N/A	9,670 sqm of office floor space
4778/19	Brunswick Villas, Shaw Street, Townsend Street and Spring Garden Lane, Dublin 2	13,768 sqm of office floor space and 41 bed units	Demolition of 2,842 sqm of floor space	10,926 sqm of office floor space

In total, this comprises approximately:

- 76,865 sqm of proposed office floor space, a net increase of 30,871 sqm.

### 3.3.4 Harcourt Street to Fitzwilliam Place

Within this area there are a number of office development planning permissions, as per Figure 3-5 below.

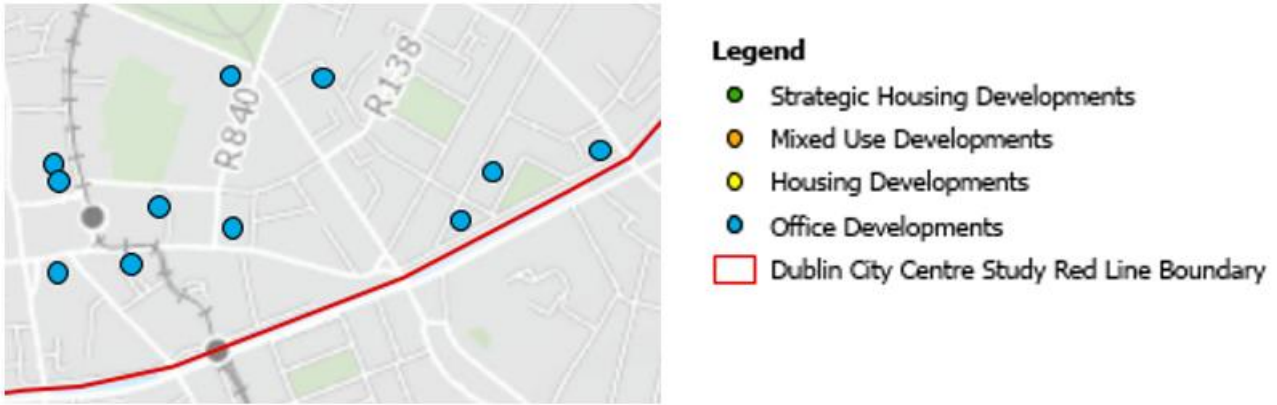


Figure 3-5 Cluster of office development between Harcourt Street and Fitzwilliam Place

Table 3-5 includes the major planning applications for office developments and mixed-use developments as illustrated above in the Harcourt Street and Fitzwilliam Street area. Table 3-5 also outlines an estimate of the gain in units or office floorspace for each planning application.

Table 3-5 Schedule of Applications in the Harcourt Street and Fitzwilliam Street area

Planning Application Reference Number	Location	Proposed Number of Housing Units/Office Floorspace	Proposed Demolition of Existing Housing Units or Office Floorspace	Net Increase
2527/15	Harcourt Square, Harcourt Street & Charlotte Way, Dublin 2 & including 40 Harcourt Street	15,274 sqm of office floor space	Demolition of 8,860 sqm of office floor space	6,414 sqm of office floor space
3987/15	Harcourt Square, Harcourt Street/Charlotte Way, Dublin 2	15,515 sqm of office floor space	Demolition of 4,230 sqm of office floor space	11,285 sqm of office floor space
3258/15	4-5, Harcourt Road, Dublin 2. The application site is bound by Harcourt Road to the north (adjacent to Adelaide Road), Harcourt Lane to the west and Albert Terrace to the south.	7,456 sqm of office floor space	Demolition of 4,069 sqm of office floor space	3,387 sqm of office floor space
2756/15	Site located at, Hatch Street Upper, Adelaide Road, and	14,084 sqm of office floor space	Demolition of 1,996 sqm of office floor space	12,088 sqm of office floor space

Planning Application Reference Number	Location	Proposed Number of Housing Units/Office Floorspace	Proposed Demolition of Existing Housing Units or Office Floorspace	Net Increase
	Adelaide Court, (including existing units 1-14 Adelaide Court), Dublin 2			
3068/15	Hainault House, 69-71, St Stephen's Green South, Dublin 2	6,887 sqm of office floor space	Demolition of 3,686 sqm of office floor space	3,201 sqm of office floor space
3893/16	Site circa 0.176 hectares at the corner of Leeson Lane and Quinns Lane, Dublin 2	7,075sqm of office floor space	N/A	7,075 sqm of office floor space
2051/16	Site of c0.385 ha at 1-6 Wilton Terrace (formerly Fitzwilton House), bounded by Wilton Terrace, Cumberland Road and Lad Lane Upper, Dublin 2	17,405 sqm of office floor space	Demolition of 8,513 sqm of office floor space	8,892 sqm of office floor space
4166/16	74-75, Baggot Street Lower, Dublin 2	7,024 sqm of office floor space	Demolition of 2,290 sqm of office floor space	4,734 sqm of office floor space
3040/17	Seagrave House, (19-20 Earlsfort Terrace) and Davitt House (65A Adelaide Road), Dublin 2	12,958 sqm of office floor space	Demolition of 6,897 sqm of office floor space	6,061 sqm of office floor space
4628/18	Site bounded by, Harcourt Road, Charlemont Street & Richmond Street South (including 2,3, 4,5,6,7&8 Charlemont Street, Dublin 2	26,350 sqm of office floor space	Demolition of 5,195 sqm of office floor space	21,155 sqm of office floor space
4421/18	Wilton Park House, Gardner House, Cumberland Road, Dublin 2	48,879sqm of mixed-use office development	Demolition of 24,476sqm of office floor space	24,403 sqm of mixed use office development

In total, this comprises approximately:

- 178,907 sqm of proposed office floor space, a net increase of 108,695 sqm.

### 3.3.5 Planning Policy and Transport Infrastructure

The locations of Local Area Plans (LAP), Strategic Development Zones (SDZ) and Strategic Development and Regeneration Areas (SDRA) show strategic locations of future growth within the study area. These SDRAs within the study area are plotted on Figure 3-6 as the implementation of these policy areas will be one of the drivers for significant change in terms of growth and demands on transport, including more 'active' modes (walking and cycling).

The Transport Strategy sets out the twenty-year strategy to meet the strategic transport needs for the region. The strategy includes for strategic public transport upgrades within the city centre, including BusConnects, Metrolink, Dart + and Luas extensions to Lucan, Finglas and Poolbeg.

When combined with the clusters of previous permitted development, this gives a good indication of where development is likely to emerge over the life of the Plan. Figure 3-6 summarises these key locations.

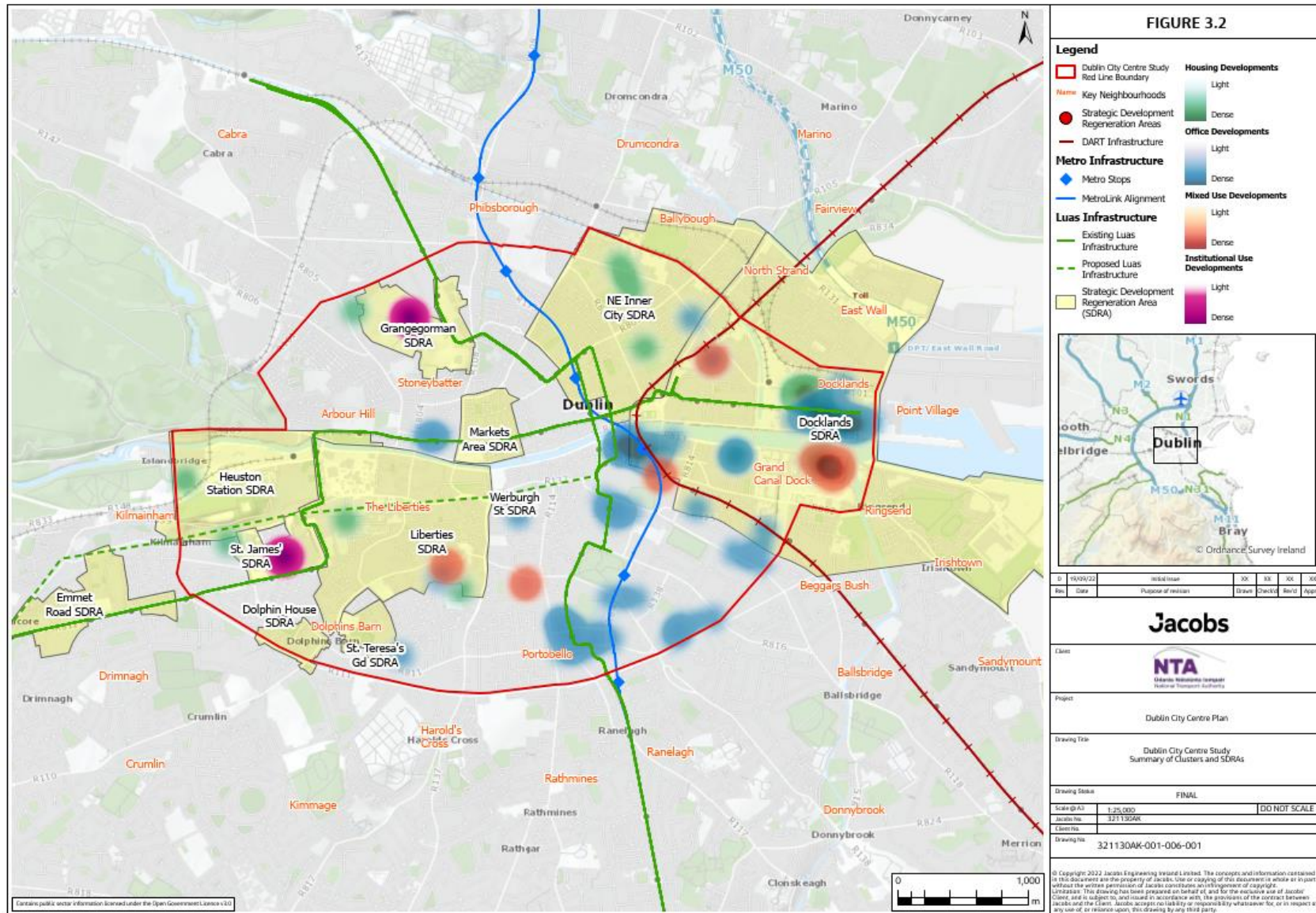


Figure 3-6 Summary of Clusters and Strategic Development and Regeneration Areas



## 4 AREAS OF CHANGE

The analysis above identifies areas where recent planning permissions have been granted. When combined with strategic planning policies such as SDRAs, public transport proposals and proposed social and infrastructure development, this begins to bring forward a spatial identification of the areas that are most likely to see significant development over the life of the next DCDP and beyond. These are summarised below.

### 4.1 Locations of Change

#### 4.1.1 Docklands and Poolbeg

The DCDP designates two Strategic Development and Regeneration Areas at Point Village and Docklands, together with one outside the study area at Poolbeg. The Docklands is identified as having potential for 7,900 residential units.

The north and south Docklands has seen significant additional planning permissions, building out the majority of the remaining sites in the Strategic Development Zone with mixed use, residential and office use. The area will be served by upgraded Dart + services and ultimately by the extension of the Luas to Poolbeg. The integration of the area will be further facilitated by bridge connectivity across the Liffey and across railway infrastructure and the Royal Canal.

#### 4.1.2 North Western Quadrant

The north west of the city centre will see significant new development, driven by the growth of the Technological University Dublin site at Grangegorman, which will ultimately accommodate over 20,000 students. The pattern of development shows that student accommodation development is clustering in the vicinity of TUD. In addition, the build out of office and residential development at Smithfield has continued. Overall, Grangegorman is identified as having the potential for an additional 1,200 residential units.

In transport investment, the Luas extension to Finglas will increase the accessibility of the quadrant. In the longer term, the delivery of Metro will significantly increase the accessibility of the wider area, noting that the interchange station at Glasnevin will lie outside the area.

To the south of Grangegorman is the Markets Area SDRA centred around the Victorian Fruit and Vegetable Markets building. The SDRA promotes an appropriate mix and diversity of residential accommodation, support for community facilities serving the area and provision of appropriate located public civic space and has potential for 400 new residential units.

#### 4.1.3 South Western Quadrant

The area of the Liberties from Cork Street to Dolphins Barn and Dolphin House has a cluster of new planning permissions, predominantly for mixed use, in the area of Newmarket and residential at the Players Wills site as well as the strategic residential growth areas of Liberties SDRA, St Teresa's Gardens SDRA and Dolphin House SDRA, including potential sites such as at Guinness, Digital Hub, Newmarket and St. James's Harbour. There is likely therefore to be a significant intensification in this area with potential for over 3,800 additional residential units.

The area around Heuston and Kilmainham is already seeing substantial redevelopment, particularly new housing developments at Kilmainham and Islandbridge. There are a number of SDRAs located in the area between Heuston to the north, St James's Medical Campus to the south and Emmet Road further west outside the study area. The Heuston Station SDRA is identified as having the potential for an additional 1,250 units.

The delivery of the National Children's Hospital will draw significant additional movement to the area, together with likely additional demand for intensification in the area for supporting residential, commercial and medical uses.

Hotel development is bringing additional accommodation to the area, which has historically not been the core of the hotel and tourism sector of the city.

The Dart + programme will extend services to the area and provide an additional station at Islandbridge (Heuston West).

#### 4.1.4 North Eastern Quadrant

Pressure for development in this area has been less intensive than the other quadrants of the city centre. Large planning permissions largely relate to housing and student housing at Sean McDermott Street and the North Circular Road. Closer to the Docklands significant mixed-use development has been permitted to the rear of Connolly Station.

The North East Inner City SDRA provides a focus for a series of development sites in the area and will be supplemented by a statutory Local Area Plan. This area is identified as having the potential for an additional 850 units.

Metrolink will increase connectivity to the area, particularly at the Mater stop. Dart + will increase connectivity at Connolly.

#### 4.1.5 South Eastern Quadrant

This quadrant comprises a number of distinct sub areas.

The vicinity of Tara Street has seen significant concentration of office development and of mixed-use development, linking to Docklands and back to the city centre. This area will benefit further with the delivery of Metrolink.

Further south, the area from Portobello to Mount Street has seen intensification of brownfield lands with a strong concentration of office use, building on the area's existing role as part of the core of the office market in the city. The Metrolink station at Charlemont will increase connectivity to the area.

## 4.2 Potential Resulting Changes to Accessibility and Future Movement

### 4.2.1 Growth Areas

The growth of the city centre's living, working and visiting communities as described above comes from a range of new sources. Residential growth will bring additional population to the city centre and will lead to movement through the areas for accessing jobs, accessing services and connecting to recreational and other assets. Office development will draw workers from a catchment that extends to the wider region. The location of transport infrastructure influences the movement patterns of those who use it and can open access to new areas and new patterns of movement through existing areas. Key national infrastructure, such as the Technological University Dublin or the National Children's Hospital will have a significant impact in attracting people to their respective areas and influencing the long-term future of surrounding land uses and interactions.

The south west quadrant of the city has seen substantial change notably in areas such as Newmarket Square and Cork Street. The roll-out of further development on the large number of SDRA sites will increase movement within the area between development plots and more widely across the city centre to jobs and other facilities, particularly to the city core. In addition, development west of the city centre, such as at Emmett Road will further increase the activity in the area. The National Children's Hospital will be a significant attractor.

The strategic growth of the north west quadrant is connected to the expansion of the Grangegorman campus and to a lesser extent on development in the Markets area. Grangegorman has a regional attraction and is likely to be the focus of the area.

Development in the Docklands and the south east of the city is largely a concentration and intensification of current trends, with stronger movement to and from the city centre and to and from transport infrastructure likely. The build out of Poolbeg will increase movement through the study area. Growth of the north eastern quadrant will be structured around the strategic development of opportunity sites identified in the DCDP.

### 4.2.2 Transport

Delivery of strategic transport infrastructure will impact on how people move around the city centre. Connection between stations and areas of demand will be key. Metrolink, in particular will have a transformative role in bringing people in greater numbers across the city and to the areas served by the stations. Each of the stations in the study area will have a significant effect. Mater Station will open up the north inner city, including connectivity to TUD, Croke Park, the Mater Hospital and local residential communities. O'Connell Station will serve the northern city centre. Tara Street will serve the south city centre and provide the opportunity of pedestrian connection to Docklands, Trinity College and College Green for a wider catchment population. St Stephen's Green will serve the south city. Charlemont will lead to interchange with the Green Line as well acting as a focus for movement from the southern suburbs. Metrolink is also likely to have an influence on the intensity and demand for future development, including residential and office.

Luas extensions to Lucan and Poolbeg will introduce high-capacity public transport options to Dublin 8 and to Poolbeg peninsula which will contribute to higher demand for intensive development.

#### **4.2.3 Key Movement Challenges**

As described above, strategic locations of future growth in the study area are expected to intensify. The impact of the intensification will increase demand for services and movement. For some areas, such as Docklands, the change is taking place in the context of well-established principles of intensive development with clear infrastructural plans for integration into the city. In areas such as the south east of the city, intensification is more incremental. Within the south west and north west change is taking place as part of large-scale regeneration which will change the patterns of development, intensity and movement. This brings new demands for public realm investment, transport infrastructure and travel options.

New development areas and newly intensified areas have been planned through the SDRA and SDZ processes to deliver connectivity within their areas. An important challenge will be to ensure that these areas are accessible to each other, particularly for pedestrians and cyclists.

The south west quadrant will experience significant growth and is likely to generate significant movement to the established office nodes in the city centre, Dublin 2 and 4, and Docklands. This quadrant of the city is also likely to generate demand for access to recreational assets such as the Phoenix Park.

Grangegorman's strategic educational role will lead to travel demand from all directions of the city. Within the city centre, pedestrian and cycling movement to the city core and in particular to major public transport nodes will increase.

The pattern of primary and secondary streets in the city is focussed on the main routes to the quays and connection to the city core. With the extent of development proposed in both quadrants, movement between the north west (notably Grangegorman) and the south west (Heuston and the Liberties) is likely to be a more intensive demand in the city centre than it has to date.

The broadening of the locations for tourism accommodation will bring additional walking and cycling from those areas to the key tourism assets of the city and bring opportunities for additional services.

New or expanded transport stops and interchanges will bring additional numbers to the surrounding streets and public spaces. This will create demands for a better-quality environment to meet these demands, such as wider footpaths, more attractive pedestrian environments and demands for supporting services. Changes to transport routing may offer opportunities to reimagine certain streets and public spaces to serve this greater demand for more high-quality public space.

