

GEORGE'S QUAY

LOCAL AREA PLAN

2012



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



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LOCAL AREA PLAN

GEORGE'S QUAY



George's Quay

1

Introduction & Policy Context

- 1.1 Introduction
- 1.2 LAP Preparation Process
- 1.3 Statutory Context for LAP



Located on the quays on the south side of the Liffey, the George's Quay area is framed by the iconic river Liffey to the north and by the unique built heritage footprint of Trinity Campus to the south. The area is highly connected to other parts of Dublin and beyond with two of the busiest heavy rail stations in Dublin, Tara Street Station and Pearse Street station serving the area. Further improvements to transport infrastructure serving the area are proposed with a new Luas linking the red and green lines (BXD Luas) running along Hawkins Street with a Luas station at College Street and a new bridge connection across the Liffey at Hawkins Street across to Marlborough Street.

The City Development Plan identifies this area as a location suitable for a Local Area Plan (LAP). This area was the subject of Local Plan prepared in 2008-2009 for consideration by the Council. It was decided to defer the George's Quay Plan at the Dublin City Council meeting of June 2010 until the conclusion of the new City Development Plan 2011-2017 and to use it as the basis for preparing this document.

The George's Quay area of the City, (i) with its role as a location of headquarter and Government departments, (ii) adjoining Trinity College and its associated innovation centres and (iii) located at the bridging point between the City centre and Docklands, means that this area is of significant economic importance to both the City, the Region and the State. The LAP area has capacity to facilitate significant new employment centres as it can provide locations for high quality new office, mixed use and innovation space in the heart of the City centre, attracting new economic activity and headquarter facilities. Its location at one of the most accessible locations in the City, served by a wide range of high quality public transport, and its juxtaposition with residential uses both within the LAP and in adjoining areas in Docklands and also (amongst others) the Georgian city, Ballsbridge and Ringsend areas, makes it a highly sustainable location for economic activity.

There are excellent opportunities presented by the current vacant and under-utilised sites within the area for the LAP to create a distinctive economic and residential cluster, within the context of valued historic and riverside settings. The LAP presents the opportunity to shape new spaces, create new pedestrian links and to encourage a more active mixed use urban environment that is attractive, busy and delivers better integration across the heart of the city.



Fig:1 LAP & Context Area

There are a number of challenges within the area which the LAP aims to address. These include the current impact of the vacant and underutilised sites; the weak visual and pedestrian connectivity within the area and the lack of integration of this area with surrounding character areas to the east and west.

Extent of the LAP

The area identified for the (LAP) extends from Hawkins Street on the west side to Lombard Street to the east and from the banks of the Liffey to Pearse Street north to south, (see figure 1). Also identified is the related context area, including the Custom House, College Green and Trinity College. Each of these surrounding areas has particular significance on how the LAP is developed and shaped.

Role of the LAP

LAP are generally prepared for areas which need economic, physical or social renewal and for areas subject to large scale development during the lifetime of the plan. The identification of the George's Quay area in the City Development Plan for an LAP reflects the need to approach the future development of this area in an integrated manner. The George's Quay area includes a number of brownfield sites which suitable development will be promoted the lifetime of the plan.

The setting of a policy approach for these sites presents an opportunity for such development to contribute to the re-creation and re-enforcement of this area as a successful, sustainable and attractive quarter of the City.

The making of an LAP is the most appropriate tool to achieve this. This LAP also has an important role in providing a framework for an integrated approach between the City Council, national / local agencies, and local communities in deciding the objective of the plan.

1.2 LAP Preparation Process

Making a LAP

The process of making an LAP can be summarised in three stages:-

- (i) pre-draft stage of research and consultation;
- (ii) preparation of a draft plan and putting it on display and
- (iii) considering the draft plan, making changes and adoption of the Plan.

These Stages were followed in the preparation of the George's Quay LAP and are described below.

(I) Pre-Draft Stage/Issue Paper

Preparing the LAP began with initial research and discussion with Elected Councillors, culminating in the launch of the pre-draft public consultation process and the associated Issues Paper- a publicity document identifying key issues and posing a series of policy questions to stimulate interest and submissions. Interested people and organisations were invited to make submissions on what the LAP should address. For this LAP the consultation period ran from May 5th to 16th of June 2011.

As part of this consultation, the Issues Paper was circulated to a wide variety of organisations, and a public display in Pearse Street Library, was staffed over a number of days. In total 26 submissions were received, with the issues covering a variety of issues which can be categorised into four broad themes. These are (a) the proposed built form, scale and land uses, (b) movement, (c) public space and (d) water services and biodiversity. A Report on these submissions was presented to Dublin City Council in July 2011.

(II) Draft LAP Stage

The current stage of the LAP is the process and publication of the Draft LAP. The submissions made earlier, along with national, regional and Council policy have all been taken into account in the preparation of this Draft LAP. The text is also informed by other important processes, such as Flood Risk Assessment. The consultation stage on the Draft Plan will run for a total of 6 weeks, during which comments and observations are invited in relation to the Draft LAP. The consultation period runs from the 17th February to the 30th March 2012. Once this consultation period is closed, a report will be prepared on the submissions received and this will be presented to the Council. The Council will consider the Draft Plan, and the submissions, and can make changes to the Plan. If changes are made these changes will be placed on public display seeking comments for 4 weeks.

[This section 1.2 of the LAP will be revised in the final document to include details of the process and what issues were raised during the Draft stage of public consultation.]



Fig 2: George's Quay Area in City Context

(III) Making the Adopted Plan

Following consideration by the Council of the alterations placed on public display and the submissions that were received the Council decided on the 2nd of July 2012 to make the Georges Quay LAP.

Vital to the success of the LAP is that steps are taken to ensure the implementation of the policies and objectives contained within. In recognition of the importance in seeking delivery of the plan, the LAP includes a section dedicated to its implementation. A number of the policies and objectives contained in the plan require coordination, both between various Council departments and also with other agencies, public and private. The LAP is a policy structure for achieving an integrated approach to managing change in this area and providing clarity as to how this change is intended to be delivered.

An LAP is a six year document, which can be extended to 10 years by the Council. During its life the LAP may be amended or revoked following statutory public consultation processes.

Public Consultation

Consultation is a critical part of the process of preparing a LAP. For this plan a number of special dedicated consultation events have and will take place, at pre-draft and draft stage of the process. Below is a summary of a workshop held at pre-draft stage with children attending City Quay National School. During both the pre-draft and draft public consultation stages a series of public information sessions were held locally over various times both daytime and evening. At these sessions staff working on the LAP attended to answer questions and give information on making a submission.

Workshop with Pupils of City Quay National School.

As part of the public consultation process for the George's Quay LAP, the LAP team had a session with 6th class in City Quay National School. Prior to visiting the school questionnaires and large maps were delivered to the school so the teacher could discuss the basic concepts of the LAP and the input needed from the students. A more detailed description of the event and outcomes are included in Appendix A4.

1.3 Statutory Context for the LAP

The overarching theme of national planning policy which informs this LAP is the consolidation and sustainable use of land in urban areas, particularly urban environments well served by public transport.

Urban consolidation is a key component in the achievement of sustainable development, economic competitiveness, community well-being, environmental protection and in order to achieve full economic value from investment in public infrastructure.

This LAP is informed by, and in keeping with, the policy hierarchy of national, regional and City planning policy, the key provisions of which are detailed below. The purpose of this LAP is to translate national and regional policy to the local level, in accordance with the provisions of the Dublin City Development Plan 2011-2017.

The National Spatial Strategy 2002-2020

The National Spatial Strategy 2002-2020 is the national planning framework designed to coordinate future development and planning in Ireland in a sustainable manner. The strategy recognises the critical importance of Dublin as a national and international economic driver, and promotes the continued growth and development of the Greater Dublin Area.

The National Spatial Strategy states that in order to promote sustainable development, it is essential to consolidate the physical growth of Dublin City. This should be supported by effective land-use policies for the urban area which underpin increased investment in high quality public transport infrastructure. It outlines a number of requirements that are key to creating a compact and economically vibrant city including;

- The effective integration of land use and transportation policy
- Facilitating the movement of people and goods through an effective public transport system
- Supporting the city's capacity for innovation
- Maintaining a high quality environment and providing opportunities for outdoor recreation within easy access
- Maintaining and investing in the quality-of-life attractions of the city, especially in terms of education, healthcare and cultural and entertainment facilities
- Eliminating areas of social deprivation and ensuring the integrated development of areas.

National Development Plan 2007-2013

The National Development Plan 2007-2013 sets out a regionalised development strategy supported by a multi-annual investment commitment in the key areas of education and training, infrastructural development, the productive sector and the promotion of social inclusion.

The National Development Plan supports a strong and competitive Greater Dublin Area so that it continues to drive its own development and that of the State through improved and greater public transport mobility, development of more compact and sustainable communities and high quality international transportation connections.



Regional Planning Guidelines for the Greater Dublin Area 2010-2022

The Regional Planning Guidelines for the Greater Dublin Area (GDA) 2010-2022 provide a long term planning framework for the development of the Greater Dublin Area (the four Dublin Authorities, Meath, Kildare and Wicklow) by giving regional effect to national planning policy under the National Spatial Strategy. The Regional Planning Guidelines promote the consolidation of development within the metropolitan area, and the achievement of sustainable densities in tandem with a much enhanced multi-modal transport system.

The guidelines set out a strategic vision for the GDA, emphasising the role of Dublin as a major European city region, and as the driver of economic activity in the State. The guidelines highlights the importance of the City core to economic activity and the importance of the area as a high quality urban environment with a mix of retail, housing and economic activity with potential for regeneration.

Smarter Travel

The Government launched 'Smarter Travel – A Sustainable Transport Future' in 2009. This policy document sets out how the Government's vision of sustainable travel and transport in Ireland by year 2020 can be achieved. It sets a target of reducing car based commuting from 65% to 45% nationally by 2020.

The five key goals of 'Smarter Travel – A Sustainable Transport Future' are;

1. To reduce overall travel demand.
2. To maximise the efficiency of the transport network.
3. To reduce reliance on fossil fuels.
4. To reduce transport emissions.
5. To improve accessibility to public transport.

The document promotes the use of consolidation as a planning approach to deliver these key goals by making more sustainable modes of travel viable and available.

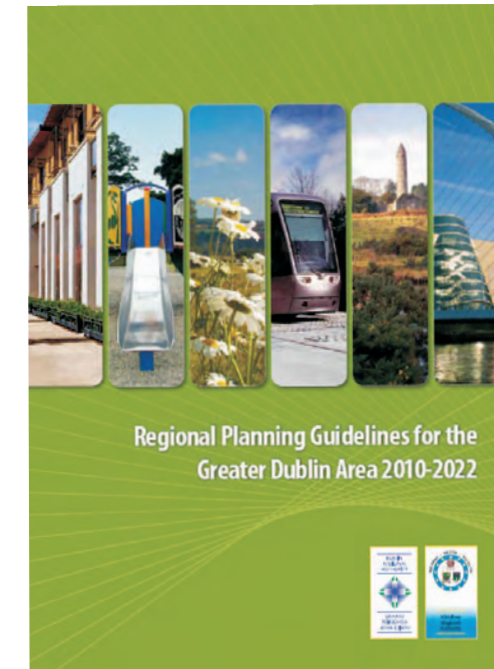
Greater Dublin Area Draft Transport Strategy 2011-2030 “2030 Vision”

The National Transport Authority has published a draft strategic transport strategy for Greater Dublin Area for the period up to 2030. The goal of the Strategy is to support the Greater Dublin Area in meeting its potential as a competitive, sustainable city region with a good quality of life for all.

The strategy represents the top level of transport plans within the regional hierarchy that will include an Implementation Plan and a Strategic Traffic Management Plan. The Strategy identifies key transport principles that are important to quality of life:

- strong focus on pedestrian and cycling movement for local trips,
- exploring the ability of public transport to cater for the mass movement of people while using a fraction of the fuel and street space required for cars,
- balancing the demand for car travel with other modes so that walking and cycling are the dominant modes and public transport is dominant for longer trips,
- favouring and incentivising cleaner, quieter safer vehicles for delivering goods in urban areas,
- Provision of lively central areas which focus retail at ground floor levels and offices and residential above, so streets are vibrant,
- intensification and consolidation of towns and cities by building on brownfield and vacant land or reusing underutilised lands
- enhancing the unique culture of the GDA, and recognising local culture and natural amenity
- increasing connectivity and permeability, to make walking and cycling more appealing,
- making sure that streets and public spaces are well designed and built and can be well managed.

These principles are incorporated into the approach adopted in shaping this LAP, as it seeks to support sustainable transport and improve quality of life and the urban experience within the George's Quay area; the LAP supports the delivery of and is consistent with the Strategy.



Dublin City Development Plan 2011-2017

The Dublin City Development Plan 2011-2017 provides a clear spatial framework to guide the future growth and development of the city in a coherent, orderly and sustainable way, framed on a vision of sustainable city living and a core strategy seeking-

- A compact, quality, green connected city;
- Real economic recovery, creative networks, smart innovative city;
- To create sustainable neighbourhoods and communities.

The Development Plan seeks to promote the consolidation and enhancement of the inner city (including the George's Quay area) by linking existing and emerging clusters and communities with each other. The Plan also provides guidance in relation to development principles regarding height and density for George's Quay LAP specifically:

- To strengthen and make key public realm nodes throughout the area, including an improved concourse at Tara Street Station at the end of the new diagonal route across the "Hawkins House" site; and new civic spaces around City Quay Church and School.
- To provide for a high building at Tara Street Station, in the context of a 6-storey quayside "shoulder" line. The landmark building at this point would acknowledge the station as a key city centre transport node, while responding to the change of the character of the Liffey and views along it at this point. Any high building at Tara Street Station should not intrude on the character of the main square at Trinity College.
- To provide for 1-2 mid-rise buildings combined with a new public realm around the City Quay Church/School, which would support the residential communities of the City Quay area, well set back from the river 6-8 storey shoulder height.
- A mid-rise marker building could be incorporated in the Hawkins House redevelopment to announce the entrance to the new diagonal civic route.

The zoning objective in the Development Plan for the LAP is for the most part zoned Z5 – 'to consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity'.

On the eastern side, there are two residentially zoned areas (one zoned Z1 and the second zoned Z2, the residential conservation zoning); St. Mark's Church is zoned Z8- to protect the existing architectural and civic design character and to allow only for limited expansion consistent with the conservation objective. The surrounding church yard is zoned Z9 - 'To preserve, provide and improve recreational amenity and open space and green networks'

The Development Plan also contains a list of protected structures within the LAP area, including a small number of buildings facing the Quay, Countess Markievicz House, St. Mark's Church and a number of buildings facing Pearse Street (See Figure 2).

The Pearse Street area and the western most urban blocks of the LAP are identified as being part of the Georgian core of the City.

The river Liffey and the campshires form part of a proposed green route for the Strategic Green Network the City, linking the Phoenix Park and Islandbridge Gardens to Dublin Bay. This route also incorporates the Strategic Green Cycle Route which connects a number of cycle ways passing through the Quay area.

This LAP has an important role in delivering the Core Strategy of the Development Plan. The LAP contributes to meeting identified targets for the inner city (see Table 3.3 of the Development Plan) providing for approximately 600-1,000 new residential units and 120,000-150,000 sq m of commercial space, comprising of offices/ R & D/incubation with some retail, leisure and restaurant/café uses.

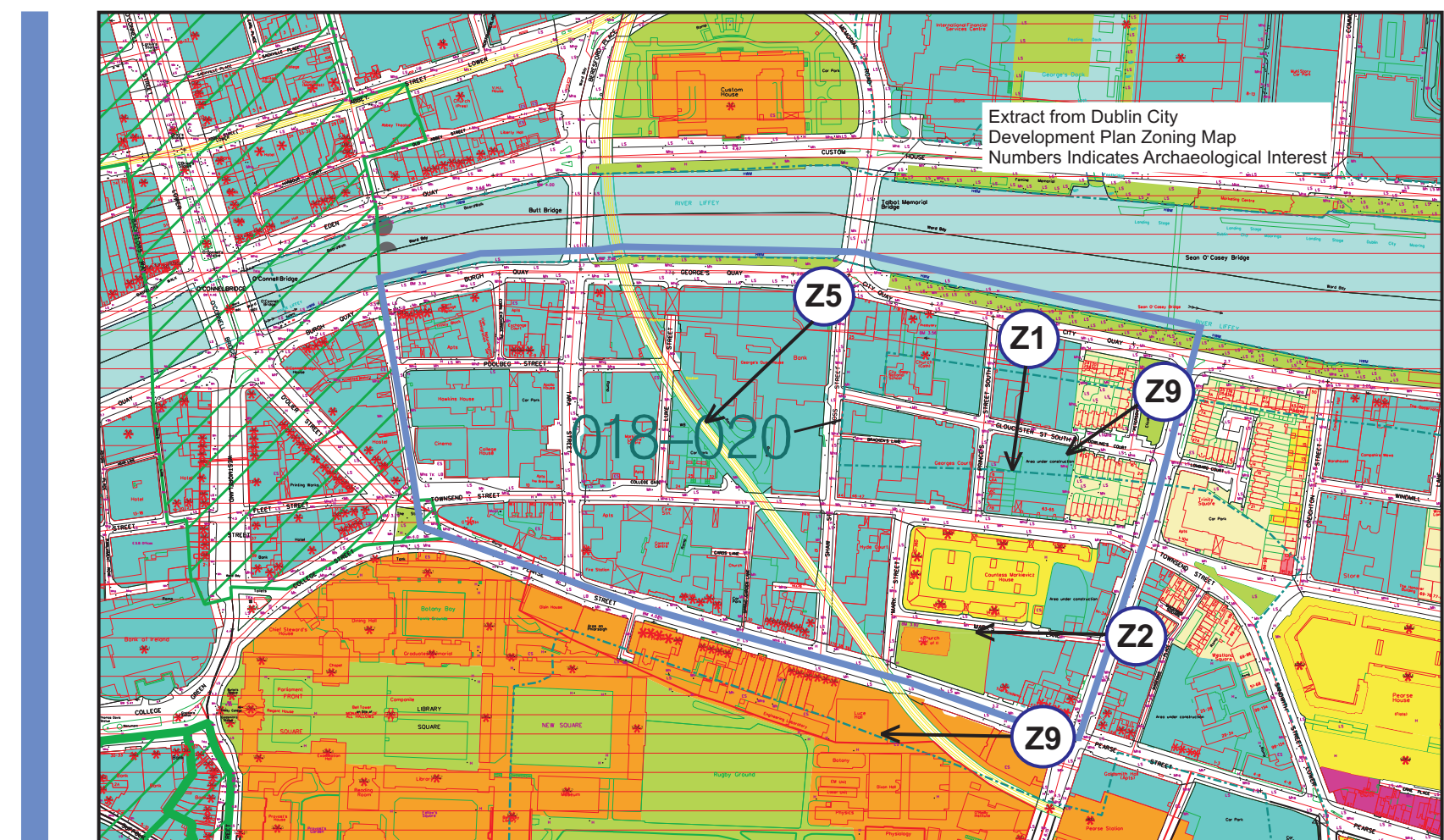


Fig 3: George's Quay Zoning Objectives

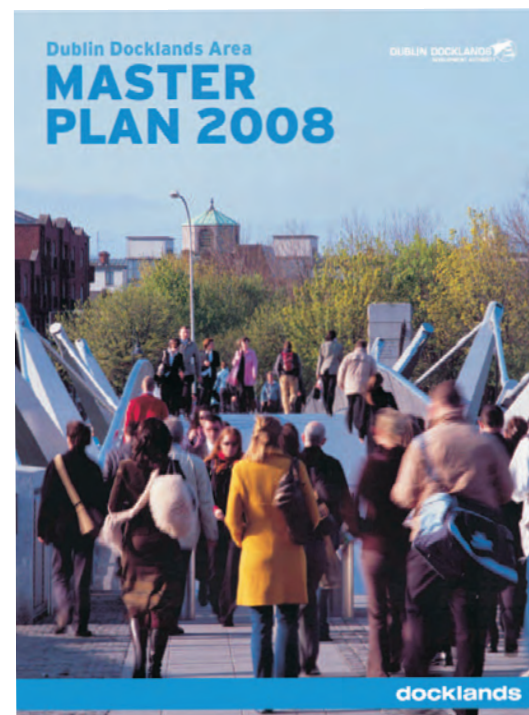
The Development Plan identifies six over-arching themes which it are integral to the sustainable growth and development of the city. The application of the themes at all levels, from plan-making to urban projects and development management will help to deliver a better quality of life for all. The six themes constitute inter-related and essential elements of a sustainable approach to the future development of the city and have been utilised in the formulation of this local area plan.

The city's six over-arching themes for the future development of Dublin are as follows:

1. Economic – Developing Dublin City as the heart of the Dublin region and the engine of the Irish economy with a network of thriving spatial and sectoral clusters, a focus for creative talent and creative assets.
2. Social – Developing Dublin City as a compact city with a network of sustainable neighbourhoods which have a range of facilities and a choice of tenure and house types, promoting social inclusion and integration of all ethnic communities.
3. Cultural – Making provision for cultural facilities and protection of our built heritage throughout the city and increasing our awareness of our cultural heritage and built heritage promoting safe and active streets through design of buildings and the public realm.
4. Urban Form and Spatial – Creating a connected and legible city based on active streets and quality public spaces with a distinctive sense of place.
5. Movement – Helping to build an integrated transport network and encouraging the provision of greater choice of transport. Planning and zoning objectives will be brought together to increase the opportunities to live and work close to transport hubs and corridors.
6. Environmental – Providing for an overall framework involving key principles, strategies and objectives to drive a vision of 'Sustainable Dublin' over the next 25 to 30 years, making sure that buildings can adapt to changing needs and encouraging better waste management strategies.

Dublin Docklands Development Authority Master Plan 2008

The Dublin Docklands Development Authority was established under the Dublin Docklands Development Authority Act, 1997 and has responsibility for the preparation and implementation of a master plan to promote regeneration, and guide the social, economic and physical development of the Docklands area. The majority of this LAP is located within the boundary of the Dublin Docklands area. This LAP is consistent with the 2008 Docklands Master Plan.



LOCAL AREA PLAN

GEORGE'S QUAY



George's Quay

2

Site & Context Analysis

- 2.1 Current Environment
- 2.2 Character Appraisal
- 2.3 Opportunities Analysis
- 2.4 Conclusion



Description of the Area

The George's Quay area occupies a city-centre location on the south bank of the River Liffey directly opposite the Custom House. The area is strategically located between O'Connell Street, College Green and Dublin Docklands. It is well connected, in close proximity to a number of transportation hubs providing mainline rail, suburban and commuter train services at Tara Street and Connolly Stations, and to the proposed Dart Underground service. The Red Luas Line runs nearby with stops at Busaras and Connolly and the planned extension of the Luas Green Line is proposed to cross the Liffey on a new bridge aligned with Hawkins Street. It is part of the city which has undergone significant change and redevelopment in the past and contains a number of taller buildings e.g Hawkins House, Apollo House and the George's Quay Development. In terms of use, the area has a strong commercial office component. In addition, the area retains a residential population and a number of community activities.

Land Use

Land use in the George's Quay LAP comprises of a range of commercial, retail, transport, leisure, residential, hotel, media, community, schools and religious uses. Generally the largest use within the area is employment, weighted more to the western end of the LAP with the eastern area largely residential, forming part of the City Quay/ Pearse Street community.

Figure 4 -George's Quay Land Use; sets out the ground floor land uses for each block area. It is evident that a number of blocks in the LAP are characterised by large office buildings with inactive ground floor frontages, including the 'Hawkins House' site and other sites extending to Moss Street. East of Moss Street, the scale and character of these recent developments are more akin to similar developments further east in the south Docklands. The height of these developments is of the order of five to six floors, with almost 100 percent site coverage interspersed with recently developed apartment blocks. The Ulster Bank office complex on George's Quay forms the largest single corporate office complex in the immediate vicinity with structures rising from six to thirteen storeys in a series of eleven buildings. On the east side of Tara Street, the Irish Times headquarters is an example of a more recent office development.

The eastern end of the LAP area is predominantly residential. The City Quay scheme located on both sides of Lombard Street East form part of the established Pearse Street residential community.

There have been some recently developed private residential apartment schemes adjacent to the City Quay scheme at Hyde Court and at Gloucester Street South.

The traditional narrow grained street frontage has survived in part to provide the animation associated with mixed use development along Burgh/ George's Quay and Pearse Street. These mixed-use activities include a variety of uses such as retail, licensed premises, small scale offices, residential, niche retail uses, convenience stores, shoe repair, a language school and cafés.

These traditional mixed use street areas also accommodate the majority of licensed premises.

Arts, recreation and culture and community uses are also identifiable land uses within the area. The Screen Cinema is located at Hawkins Street while the Markievicz Leisure facility, operated by Dublin City Council, provides one of the most modern sports facilities in the City. The Gloucester Street Community Centre is also located in the area. City Quay primary school and two churches contribute to the local community infrastructure.

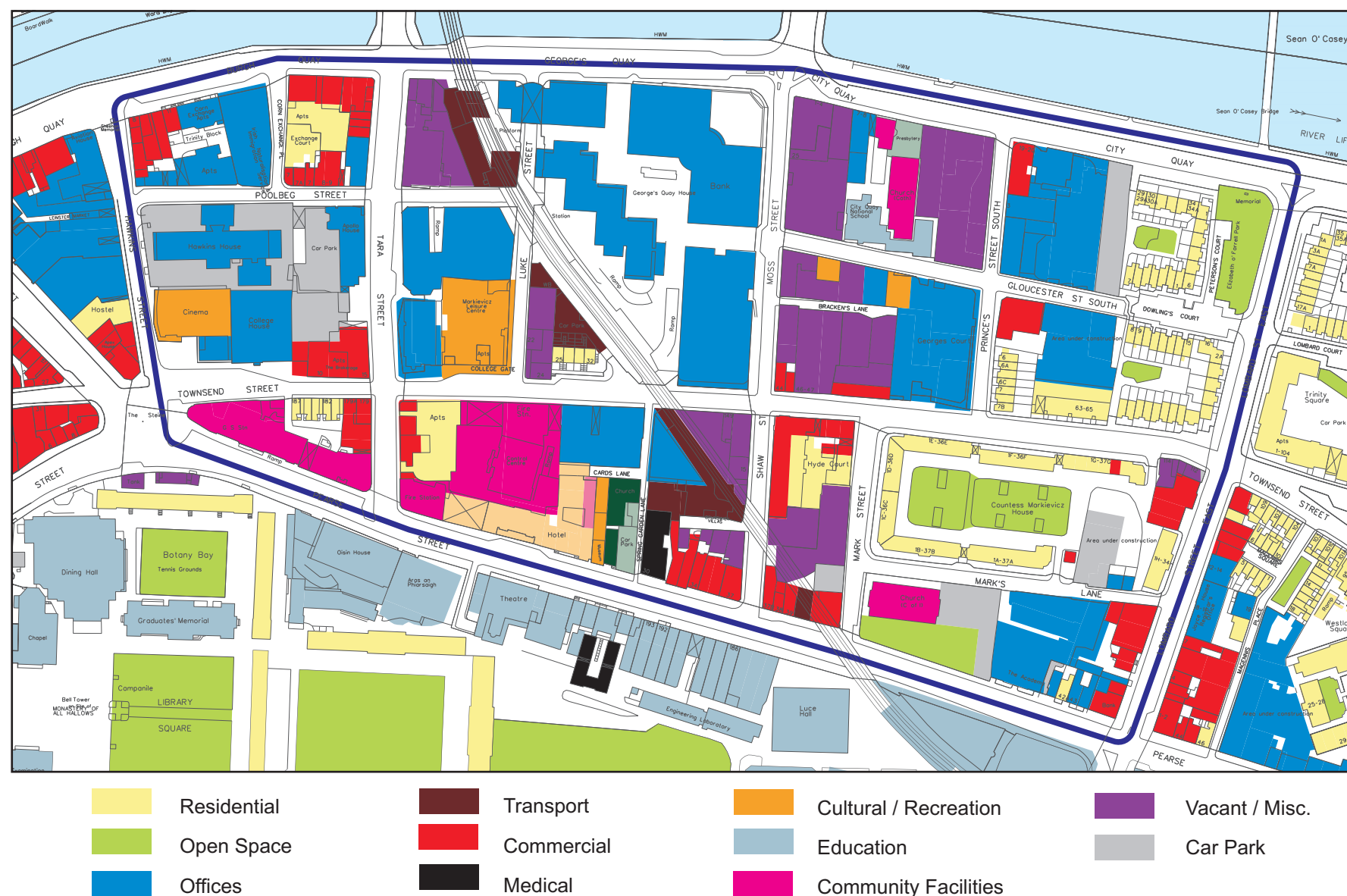


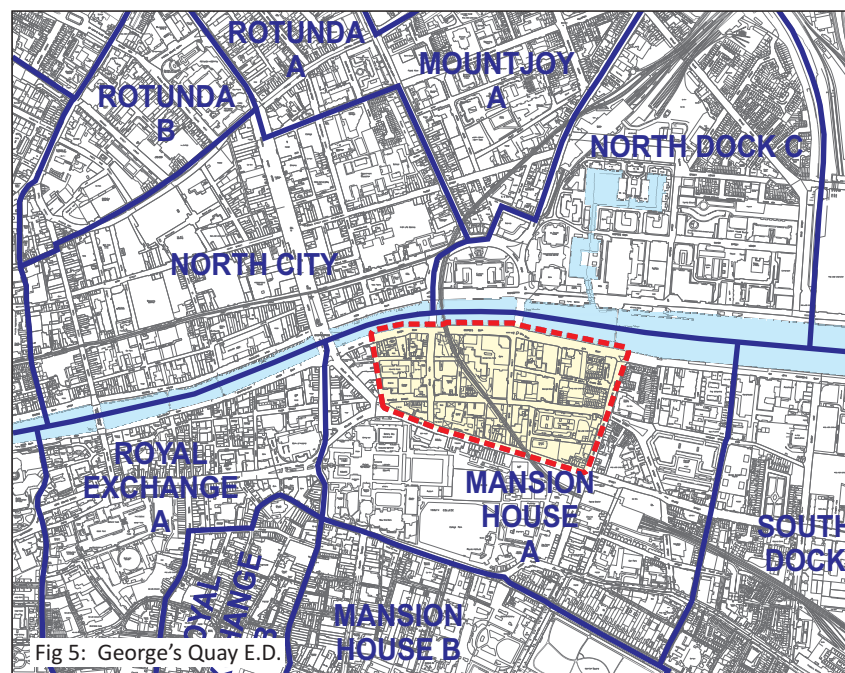
Fig 4: George's Quay Land Use

Population / Demographics

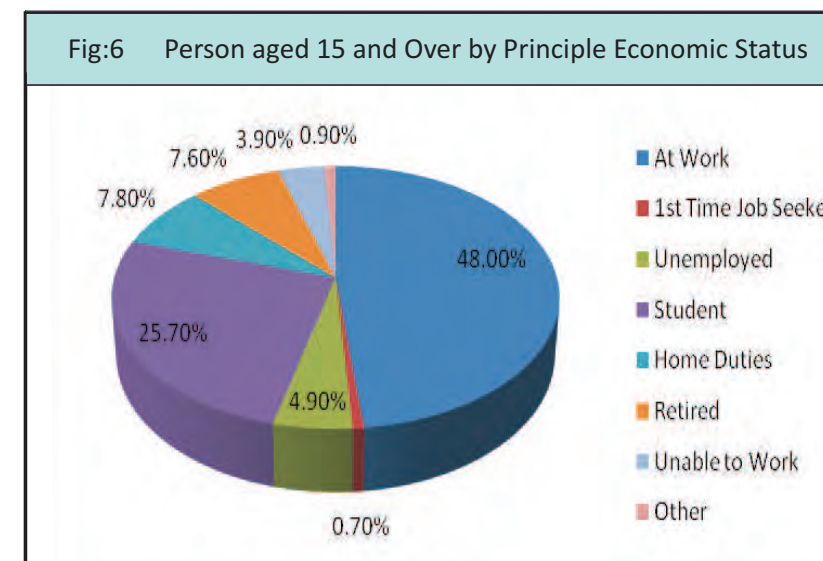
Between 1996-2011 the population of the LAP area and adjoining areas has increased significantly.

The LAP area (Figure: 5) is situated within the Mansion House A Electoral Division (ED). The preliminary figures for the Census 2011 indicate that Mansion House A ED has a population of 4,148 persons; an increase of 32% on the 2006 Census.

The LAP area is estimated as having 667 permanent private households and an approximate population of 1,500 persons. The population of Mansion House A ED North Dock C ED increased by 83% and North City ED increased by 119%.

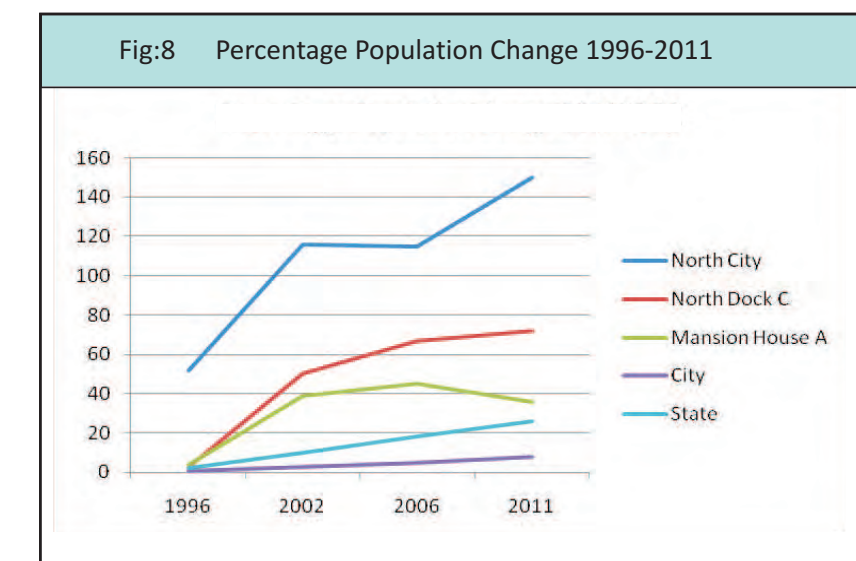


An examination of available population figures shows that this area is characterised by a relatively young population. According to figures from the Census 2006, 65% of the population is between 15 and 44. This is a much higher figure than that age group in the rest of Dublin City and the State. Just 10.6% of the population is under 15 as compared to the national average of 20%. These figures reveal that the population of the LAP area is dominated by established families, young workers and students with a very low proportion of young families, children, or people over the age of 65. (Figure 6,7 & 8)

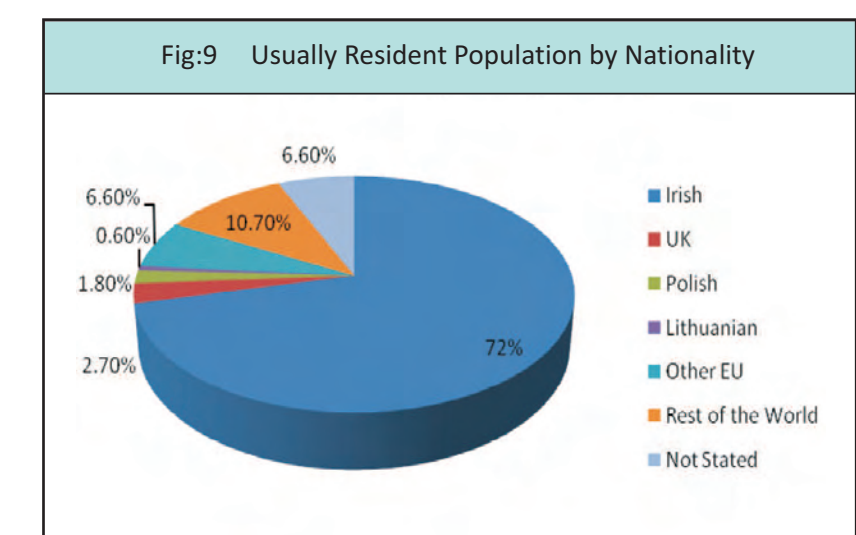
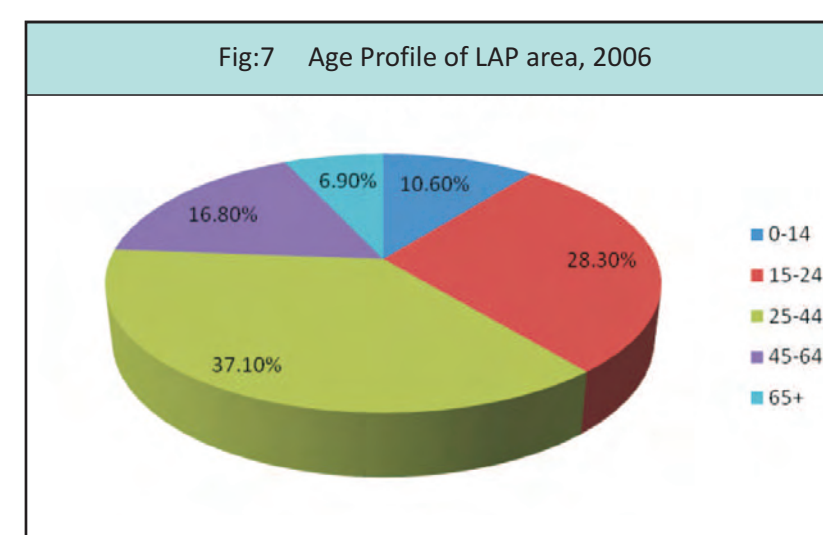


More than 80% of the people in the area live in flats or apartments, reflecting the highly urbanised character of this area of the City. The population of Mansion House A ED predominately reside in rented accommodation (75%), which includes those renting from the Local Authority, from other voluntary bodies and from the private sector. This percentage is again significantly higher than both the percentage in Dublin City (35%) and the State (20%). (Figure: 9)

The Census 2006 reveals that just over 72% of the population of the LAP area are Irish and 22% are foreign nationals.(Table 1)



Accommodation type	Study Area	Related Area	Dublin City	The State
House/Bungalow	13.2	28.2	65.6	87.2
Flat/Apartment	80.4	61.7	28.4	9.5
Bed sit	1.4	1.48	2.5	0.5
Caravan/Mobile	0	0.3	0.1	0.4
Not Stated	4.8	8.1	3.2	2.1



Community Facilities

Community, leisure and recreation infrastructure play a vital role that in the life of any area. To inform the LAP a community audit was undertaken to find out how many community facilities were serving the area of the LAP by looking at all facilities within 500m (5mins walking distance) and between 500-800m (10mins walking distance) of the LAP area.

The facilities were split into four categories and are indicated on Figure: 10. The first category, shown as green squares on the map, contains all playgrounds, parks and sporting facilities in the area. The second category, shown as purple circles on the map, contains all the education facilities in the area, including primary, secondary and third level institutions. The third category, shown as pink stars on the map, contains all the arts, cultural and entertainment facilities in the area, including cinemas, galleries, theatres and museums. The final category, shown as blue triangles on the map, contains all the community service facilities in the area, including crèche/pre-school facilities, churches, fire stations, Garda stations, libraries, medical facilities, post offices and youth clubs.

There are 46 community facilities within 500m (or 5mins walking distance) of the plan area comprising - 11 Playgrounds, Parks or Sporting facilities, 19 Community Services facilities, 9 Educational facilities and 7 Arts, Cultural and Entertainment facilities. A further 38 facilities are located between 500m and 800m from the area (up to 10mins walking distance), comprising 8 Playgrounds, Parks or Sporting facilities, 16 Community Services facilities, 8 Educational facilities and 6 Arts, Culture or Entertainment facilities. Social, community and cultural development plays a vital role in contributing to the quality of life for all.

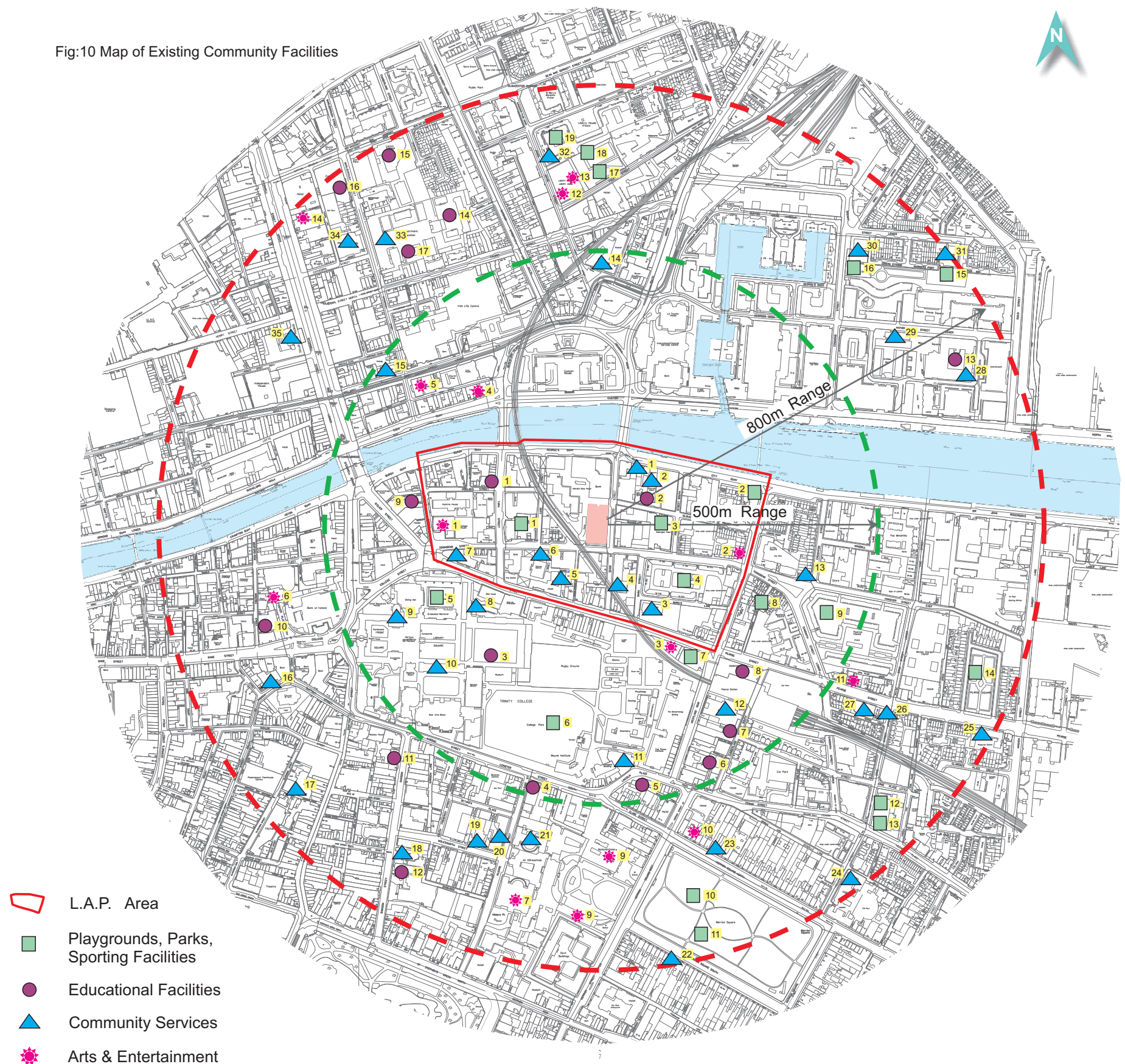
City Quay National School, a co-educational primary school for over 150 children, is the only primary school located within the LAP area. Third level institutions are represented by DIT and Trinity College.

There are a number of public and private childcare facilities (crèche, nursery, Montessori) within 800m of the LAP area providing approximately 450 childcare places at present. It has been noted that several facilities are at capacity and have waiting lists for future admissions.

The Townsend Street Health Centre and Dublin Dental Hospital are located within 500m of the LAP area. The National Maternity Hospital, Holles Street is within 800m of George's Quay.

The Markievicz Leisure Centre, Gloucester Street Sport Centre and Elizabeth O' Farrell Park are all located within the LAP area. There are 6 other playgrounds, parks or sporting facilities within 500, of the LAP area and a further 10 facilities within 800m.

Fig:10 Map of Existing Community Facilities



500m Range	800m Range	500m Range	800m Range
■ Playgrounds, Parks, Sporting Facilities 1. Markievicz Leisure Centre 2. Elizabeth O'Farrell Park 3. Gloucester Street Sport Centre 4. Markievicz House Playground 5. Dublin University Lawn Tennis Club 6. Dublin University Cricket Club 7. Trinity College Sports Centre 8. Housing Playground Magennis Place 9. Housing Playground Pearse House	10. Merrion Square Park 11. Merrion Square Playground 12. Housing Playground Leo Fitzgerald House 13. Leo Fitzgerald House Multi Sport 14. Pearse Square Park 15. Housing Playground Sheriff Street Lower 16. Sheriff Street Pitch 17. Liberty Park 18. Liberty Park Playground 19. Housing Playground Liberty House	▲ Community Services Facilities 1. St. Mary's Creche & Pre School 2. Immaculate Heart of Mary, City Quay Church 3. St. Marks Pentecostal Church 4. Hyde & Seek Creche & Montessori 5. Grace Bible Fellowship (Evangelical) 6. Tara Street Fire Station 7. Pearse Street Garda Station 8. Trinity College Day Nursery 9. Chapel Trinity College 10. Trinity College Library 11. Dublin Dental School and Hospital 12. St. Andrews Church 13. Townsend Street Health Centre 14. Store Street Garda Station 15. Methodist Church in Ireland	16. St. Andrew's Street Post Office 17. St. Teresa's Church 18. St. Ann's Parish Church 19. Freemasons Hall 20. Kids Inc Daycare 21. National Library of Ireland 22. Merrion Montessori & Nursery 23. Laethe Greine Creche 24. National Maternity Hospital, Holles Street 25. St. Andrews Resource Centre 26. Earne Street Post Office 27. Pearse Street Library 28. Giraffe NCI Creche 29. Giraffe @ IFSC Creche 30. Sherrif Youth Club 31. St. Laurence O'Toole Community Centre, Sheriff Street 32. Dublin Buddhist Centre 33. Nurture Childcare & Early Learning 34. Pro Cathedral 35. G.P.O.
● Educational Facilities 1. Griffith College Dublin 2. City Quay National School 3. Trinity College Dublin 4. Alliance Francaise 5. Instituto Cervantes 6. Royal Academy of Music 7. Christian Brothers School Westland Row 8. Trinity College Pearse Street 9. Trinity College D'Olier Street	10. Trinity College Dublin, Foster Place 11. Independent Colleges 12. Royal Irish Academy 13. National College of Ireland 14. Central Model Senior National School 15. Larkin Community College 16. Cathal Bruagha Street DIT 17. Scoil Chaoimhin		
✨ Arts and Entertainment 1. Screen Cinema 2. Green on Red Gallery 3. The Science Gallery 4. Liberty Hall Theatre 5. Abbey and Peacock Theatre	6. The National Wax Museum 7. National Museum of Ireland - Archaeology and History 8. Natural History Museum 9. National Gallery of Ireland 10. Stone Gallery 11. Oscar Wilde House 12. The LAB 13. DanceHouse, Foley Street 14. Savoy Cinema		

Table 2 : Local Facilities

Historical Evolution

The history of settlement and development in the George's Quay area is as long as Dublin City itself in that it extends from the time of the Vikings.

The landed at the mouth of a small river and sandy bank on the south shore of the Liffey estuary (present junction of Hawkins Street and Townsend Street) in 837 AD before advancing westwards to establish a permanent settlement which became the City of Dublin in 841 AD. The landing place of the Vikings was marked by a standing stone (Long Stone) which gave the Steine River and the district its name from 'steine' the Norse word for stone.

During the middle ages the Steine district and the site of present day Trinity College were within the mud flats of the Liffey and Dodder River lying further east of the medieval walled city. A hostel for pilgrims to the shrine of St. James at Santiago de Compostela was established in 1220, known as the St. James / Steyne or Lazars Hospital (lazar meaning leper) on a ridge of land running from the Steine eastwards. The ridge of land was named Lazars Hill (now Townsend Street). Lazars Hill / Luke Street was also the site of the first Hospital for Incurables in 1745, and later Townsend Street Lock Hospital 1792 (at site of present day Marcievicz Leisure Centre).

The priory of All Hallows established by Dermott McMurrough in 1166, became the site of Trinity College when it was established in 1592.

Through the 1600's the Corporation of Dublin progressively reclaimed shallow areas of the Liffey estuary creating quays on the south bank of the Liffey. Alderman Hawkins, who was granted a lease on some of the Steine lands, built a seawall from the Long Stone to the present Burgh Quay in 1662-63. The Steine River was culverted at about this time and flows into the Liffey at the site of present day Burgh Quay. By 1670's substantial town houses had been developed on Lazars Hill.

A key part of the history of this area is the development of the port. Throughout the 17th century access by shipping to the City had become increasingly problematic due to the silting of the Liffey channel, the increase in the size of vessels and the exposed nature of Dublin Bay. In order to provide access to shipping and trade, construction commenced on north and south retaining quay walls to channel the river Liffey. Silt from the dredging of the channel was used to backfill lands behind the quay embankments and lots were laid out by the Corporation for leasing and development.

By the early 18th century George's Quay, City Quay, and Sir John Rogerson's Quay had been built on lands reclaimed from the estuary by John Mercer, Dublin Corporation and Sir John Rogerson respectively. The Port of Dublin moved steadily downstream towards the sea and in its wake the City expanded eastwards. The new Custom House constructed in 1707 to a design by Thomas Burgh at Wellington Quay was itself replaced by James Gandon's Custom House, built a kilometre further downstream in 1791.

The Wide Streets Commission (WSC) was a planning body set up by Act of Parliament in 1757. The WSC laid out a new street pattern, which included D'Olier Street and Great Brunswick Street (now Pearse Street) in 1791. The Sweetmans brewery at Burgh Quay, which had blocked the quay route creating a 'blind' quay was demolished; opening the quays to views and traffic along its length creating the principal vista of the new Custom House. From the early 18th century the Burgh Quay, George's Quay and City Quay became the principal docks area on the south bank of the Liffey. The streets to the rear of the quays accommodated a resident population employed on the docks and in the many port related industries found throughout the district.



Fig. 11 : Historical Evolution

Churches

The new parish of St. Marks (established Church of Ireland) was created in 1706 to facilitate an expanding population and a Church was completed at Great Brunswick Street (now Pearse Street) and Mark Street. Following the repeal of the Penal Laws in 1829 the spiritual needs of the expanding Catholic population were served by the construction of St. Andrews Church at Westland Row in 1841. The burgeoning Catholic population was served by a new church, the Immaculate Heart of Mary at City Quay in 1863. In 1903 City Quay became an independent parish.

Railways

To provide greater connections between the north and south sides of the Liffey, Butt Bridge was constructed in 1879 by the Port and Docks Board. Initially this was a swivel bridge and was subsequently replaced in 1932 with a fixed structure. Tara Street was formed from the sites of George's Lane, Shoe Lane and the Fleet Market in 1885.

In the mid-1800s Dublin's five railway termini were constructed on the periphery of the developed city due to site acquisition cost and potential disruption to existing interests. As a consequence the various lines and termini were initially not connected. In order to facilitate the effective distribution of the Royal Mail, the Dublin Wicklow and Wexford Railway (DWWR) and the Great Northern Railway (GNR) were connected by a railway viaduct (universally referred to as 'the Loop Line Bridge') between at Westland Row Station (now Pearse Station) and Amiens Street Station (now Connolly Station) in 1891 despite the strong objections of Dublin Corporation. Tara Street Station also opened in that year. The opening of the bridge cut off the Liffey upstream as a location for docking ships.

Theatres and Entertainment

The south docklands area was also a notable entertainment location with theatres such as the Tivoli Theatre (1843-1930) at Burgh Quay, the Queens Theatre (1821-1969) in Great Brunswick Street and the Academy Theatre building (1843-now in office use) adjacent to St. Marks Church on

Great Brunswick Street (Pearse Street) which began life as the headquarters of the Dublin Oil Gas Company in 1824. The largest and most prominent was the Theatre Royal at Hawkins Street/ Poolbeg Street where a 'Theatre Royal' had stood since 1821. Following a fire in 1880 this structure was replaced by a new structure, which in turn was replaced by a 'new' Theatre Royal in 1935. This third Theatre Royal was the largest Art Deco building ever built in Ireland and was the largest variety hall in either Ireland or Britain at the time, seating audiences of 3,400. This building was demolished to make way for the "Hawkins House" complex.

Dublin Corporation open the Tara Street Baths in 1886 (demolished 1986) as a public bathing facilities as concerns for public health increase in the area. The Markievicz Swimming pool and Leisure centre replaced the Tara Street Baths.

Housing and Civic Buildings

The new Central Fire Station was constructed on the corner of Tara Street and Great Brunswick street in 1907 and the Dublin Metropolitan Police relocated to the corner of Great Brunswick street and Townsend Street in 1915.

Following the Housing Inquiry of 1913 and the Civic Survey of 1925, the dreadful housing conditions of Dublin's lower classes were officially recognised. The Burgh Quay/ Georges Quay/City Quay area was identified for some of the first social housing schemes. The Corporation built social housing schemes such as the Trinity Ward scheme (1917), Boyne Street (1924), Townsend Street Flats /Markievicz House (1938) and Hanover Street Flats/ Pearse House (1944) to improve the housing conditions of south docklands residents. Pearse House is the largest municipal housing structure in the state. In 1976 the Government decided not to construct any further blocks of flats for social housing. Following an architectural competition, the first scheme of inner city low rise houses of the modern era was constructed at City Quay in 1978.



The George's Quay LAP area, although encompassing only sixteen city blocks, is a complex and varied area. The George's Quay area was a former dockland area located adjacent to the retail cores, where large former industrial or entertainment sites provided the opportunity for comprehensive office development. The traditional City Centre character of fine grained, mixed use blocks with active street frontages gives way to the large grained, single use, taller office blocks of an 'office zone' at its centre. Further east the character of development is consistent with the emerging 'Docklands' of medium grained development, with a degree of mixed use and active use at ground floor level. The eastern end of the LAP area is largely residential and forms part of the City Quay/ Pearse Street community.

The presence of transportation networks remains one of the consistent features of the area. As one of the principal pedestrian gateways to the City Centre, Tara Street Station is located at the confluence of the busiest 'cross town' traffic routes on the 'Inner Orbital' traffic route. The provision of rapid rail public transport to support and facilitate the development of additional commercial floor space for employment uses in the area needs to be reconciled with the continued passage of heavy 'through traffic'.

The office zone, in particular, is a congested and inhospitable place for pedestrians during the working day and is an inactive district after working hours.

The elevated Wexford-Dublin- Belfast railway line traverses the area. The commuter train station at Tara Street (entrance onto George's Quay) served by DART has one of the highest volumes of passenger numbers of any train station in the country. The elevated nature of the rail line forms a significant visual barrier in the vicinity of the Custom House.

The LAP area contains streets characterised by heavy traffic volumes such as Burgh Quay, George's Quay, City Quay (each three lanes –one way), Lombard Street East and Pearse Street and is traversed by streets of high traffic volumes such as Tara Street (four lanes-one way) and Townsend Street.

Since the 1960s a number of large sites were assembled for comprehensive redevelopment. The redevelopment of these larger sites led to the erosion of the historic grain and the creation of single use development, characterised by inactive street frontage and lack of variety.

The combination of large footprint, single use, office buildings, heavy 'through route' traffic, the elevated railway and loopline bridge, creates an overall impression of inactive street frontages, noise and pollution, hazardous pedestrian movement and visual disconnection. The area also acts as a perceived barrier to movement and legibility between the City Centre and the south Docklands.

Yet the area provides the location for employment and Tara Street Station is one of the strategic gateways to the City Centre. These seemingly inherent conflicts are the consequence of the shifting economic and geographical forces which have shaped the area and are key challenges which this LAP must address.



Character Areas

The City Development Plan identifies a number of broad character areas within the inner city. At a more fine grain level, the area of this LAP was reviewed to identify sub-character areas within this overall mixed use district. A positive feature of the George's Quay area is the diversity of land uses, building typologies and histories. In order to reflect some of this diversity and be in a position to promote and value the character of the LAP, four sub-character areas have been identified within the George's Quay LAP area, based on scale and function. These four areas are:

- (a) City Centre mixed use
- (b) Office zone
- (d) Dockland mixed use development
- (e) Inner City residential area

City Centre Mixed Use

Dublin's City centre is a varied and animated area. The George's Quay LAP study area lies at the south eastern end of the existing City Centre, almost directly adjacent to Temple Bar, Trinity College and the retail core(s). This character area is identifiable by the scale of development of four to eight storeys, the mix of land uses, and the diversity of activity. The small grain, narrow shop front promotes the diversity of uses and animation of the public realm at Burgh Quay, George's Quay (part of) and Pearse Street. The traditional narrow grained street elevation has survived to provide the animation associated with mixed use development along Burgh/ George's Quay and Pearse Street. These mixed-use activities include a variety of uses such as retail, licensed premises, small scale offices, residential, niche retail uses, convenience stores, shoe repair, a language school and café's. The character of this area is identified as a continuum of the traditional City Centre which lies directly west of the site.

Office Zone

The 'office zone' area is the most visually prominent section of the study area due to the height and bulk of the office buildings and the views afforded to them from the Liffey corridor. The prime location of the area adjacent to the Liffey and city centre has been enhanced in recent years by the improvement of public transport links and the redevelopment of the docklands to the east.

The 'office zone' section of the study area is characterised by large floor plate, single (office) use buildings, most with inactive ground floor frontages in structures significantly taller than the surrounding buildings. The initial office quarter has expanded from the 'Hawkins House' site to encompass sites as far east as Moss Street. On the east side of Tara Street, the Irish Times has established their new headquarters.

The Ulster Bank office complex on George's Quay forms the largest single corporate office complex in the immediate vicinity and rises from five to thirteen storeys in a series of eleven buildings.

Docklands Mixed Use

To the east of Moss Street the area is characterised by medium grained development of medium rise (4-6 storeys) with a mix of uses, in a similar pattern to more recent developments within the Docklands area to the east. There is a degree of active street frontages but the level of activity is lower than the City centre. While significant office development has occurred east of Moss Street, the scale and character of these recent developments are more akin to similar developments further east in the south Docklands.

The height of these developments is of the order of 5 to 6 floors, with almost 100 percent site coverage and is interspersed with recently developed apartment blocks. While some of the developments are also single use office structures such as George's Court, the mixed use developments also have ground floor retail units facing City Quay.

Inner City Residential Area

The eastern end of the LAP area is predominantly residential. Markievicz House at Townsend Street and the City Quay scheme located on both sides of Lombard Street East form part of the established Pearse Street residential community where a large number of Local Authority homes have been built since the foundation of the State. There have been some recently developed private residential apartment schemes such as the Hyde Court and at Gloucester Street South.

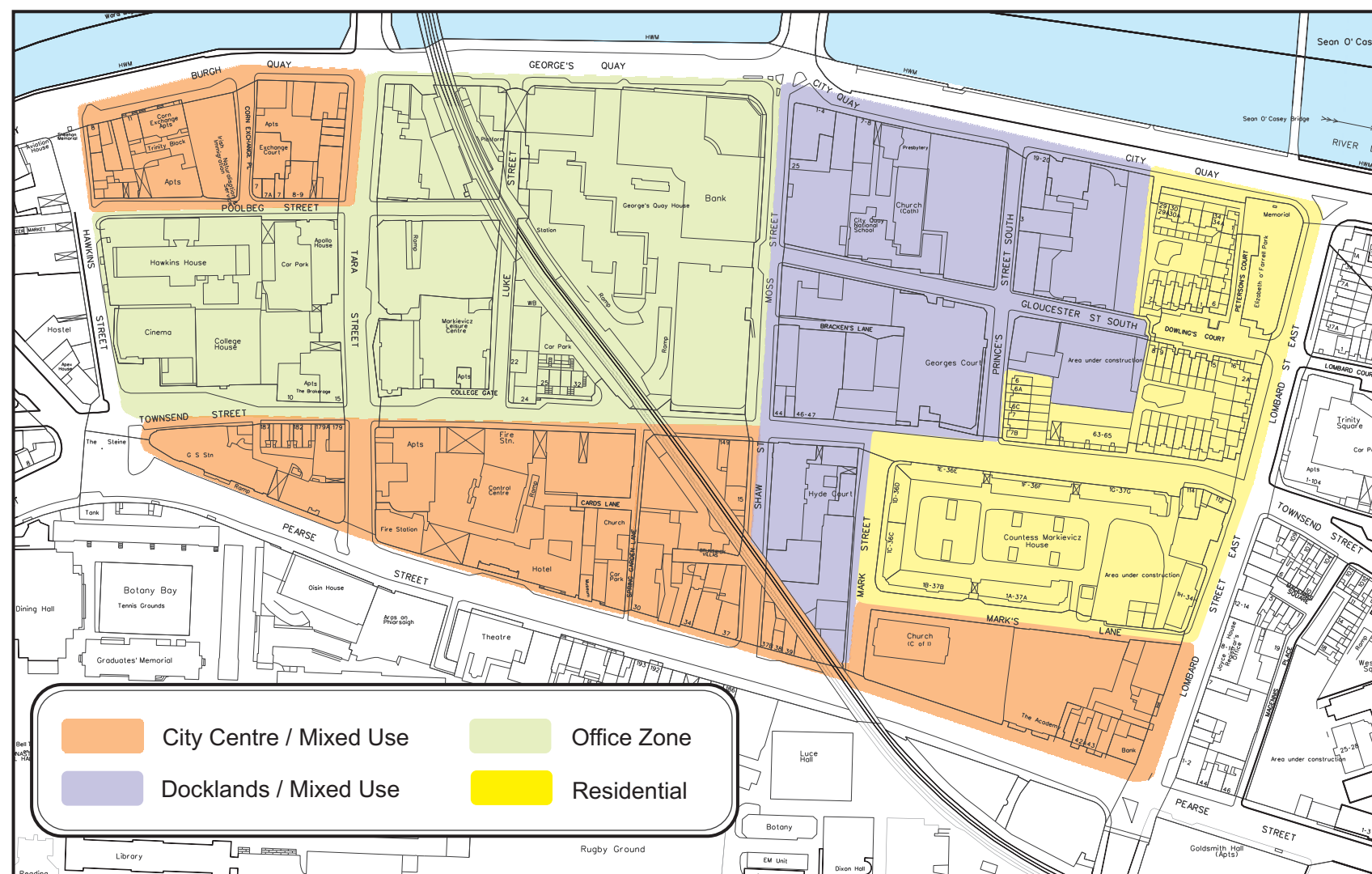


Fig: 12 George's Quay Sub Character Areas

Strengths

- (a) The George's Quay area is one of the most centrally located areas of the city, positioned at the eastern end of the City Centre, proximate to north and south retail cores, Trinity College and the south Docklands.
- (b) It has the benefits of adjoining the major historic building of the Custom House, the buildings and grounds of Trinity College and containing the Liffey and the Quayside.
- (c) Tara Street Station, located in the LAP, is the main mass transit gateway to the City Centre, with passengers passing through the LAP to access the retail, leisure and commercial areas of the City centre.
- (d) The existing grid of small city blocks is the most conducive for ease of movement for pedestrians within the area.
- (e) Is located in close proximity to mainline rail at Connolly and Tara Stations, regional bus services at Busarus and private routes, and also to a high number of Dublin Bus routes.
- (f) There is a long established residential community within the area.
- (g) The area contains important public institutions such as Central Fire Station, Pearse Street Garda Station, Department of Social Protection, Department of Health & Children, Department of Justice & Equality, Ulster Bank (southern) headquarters and The Irish Times headquarters,
- (h) The location of significant sports and recreational facilities including Markievicz Leisure Centre and Gloucester Street centre.
- (i) New LUAS line (LUAS BXD) proposed to pass through Hawkins Street to provide greater access by pedestrians to the area.

Weaknesses

- (a) Heavy traffic and poor pedestrian connections act as barriers to connectivity from the City Centre eastwards and the integration of the docklands with City centre.
- (b) The 'Loopline Bridge' severs the area both visually and physically while obscuring the view of the Custom House from Burgh Quay.
- (c) Early office developments such as the Hawkins House site, are characterised by discontinuous building lines and inconsistent building heights.
- (d) The Ulster Bank complex and sections of Trinity College act as barriers to movement within and through the LAP area.
- (e) There are a significant number of structures and street blocks with non interactive ground floor levels creating a 'dead' street frontage.
- (f) Poolbeg Street has been severed and two city blocks amalgamated.
- (g) The LAP area forms a transition zone between four separate character areas with very different predominant land uses.

Opportunities

- (a) The River Liffey widens at Burgh Quay/ George's Quay particularly east of the Matt Talbot Bridge. Burgh Quay and George's Quay form a bend in the River Liffey, marking a potential point of significance along the river.
- (b) The redevelopment of Liberty Hall, on the opposite bank of the Liffey would afford an opportunity for the development of a taller structure of similar height at Tara Street Station. The combination of the redeveloped Liberty Hall and Tara Street Station as taller structures would act as a visual gateway to the City Centre along the Liffey corridor.

- (c) Significant sites within the LAP area present opportunity to bring vitality and life into the area and to increase employment and services within the area.
- (d) Large sites allow opportunities to improve the public realm and pedestrian experience, including creation of new public spaces, improved footpaths and the new pedestrian links.
- (e) Opportunity to promote the area as part of the cultural heart of the City, creating a link between the new theatre in Grand Canal Theatre, and across Marlborough Street Bridge to the Abbey Theatre.

Threats

- (a) Risk that certain sites will not be developed in the short or medium term; thus stalling delivery of key elements of the LAP such as new public plazas and connections. Alongside this is the impact some of these large site remaining unused and the impact of this on the area.
- (b) The impact of vacant offices and retail units on the area and the poor visual impact on the area through failure to maintain unused buildings.
- (c) Lack of resources to bring forward certain key projects due to the current unfavourable economic conditions.
- (d) The need to continue to accommodate significant traffic flows on the orbital traffic route through the area pending in the short and medium term until further investment in public transport.

The above site and context analysis reveals the challenges which the LAP needs to address in order to lift the George's Quay area, so that it not only becomes a distinctive part of the city with its own character, but becomes a more vibrant place, providing high levels of accessible employment and residential communities where people will wish to live, work and visit as a matter of choice.



Theatre Royal, Hawkins Street (between 1910-1930)

LOCAL AREA PLAN

GEORGE'S QUAY



George's Quay

3

Vision

- 3.1 A Great Place to Visit, Work & Live
- 3.2 Movement & Connectivity
Throughout the Area



The vision for George's Quay LAP is responds to the distinct setting of the area. It aims to create an environment that local people and visitors alike will be able to relate to and identify with. The integration of existing features within the area such as the Custom House to the north, Trinity College to the south and numerous protected buildings within and surrounding the area will assist in providing a structure for future development that observes historic land uses.

Enabling people to move freely within and around the area, while undertaking their day to day activities, is integral to building an attractive, safe and user friendly public realm that responds to the basic needs and desires of the people who utilise the locality.

As a city centre location within the economic hub for the country, adjacent to leading business and Government offices, and within the best served location for public transport; the LAP provides new locations for world standard headquarter buildings to drive economic opportunities.

The establishment of good permeability throughout the LAP will assist the George's Quay district becoming a great place to live, work and visit. Good site access coupled with the establishment of active facades, an evening economy and a ground level mix of use will all aid in the enhancement of vibrancy and safety in the area.

Contemporary and appropriate buildings should be added to the surrounding streetscape having due consideration to the existing historical context. Any proposed development should also be of a sustainable nature, high quality, constructed with durable materials and finished to a high standard. The establishment of roof gardens wherever possible and maximising the amount of natural light will also help area to become a great place to live, work and visit.

3.2 Movement And Connectivity Throughout The Area

Fundamental to a vibrant and healthy urban area is permeability, movement and access. Accordingly, where appropriate, developments should seek to establish and/or enhance the network of pedestrian and cycle routes throughout the George's Quay Plan area. It is advantageous that these pedestrian and cycle routes form part of the wider network of links throughout the Dublin City area, promoting enhanced opportunities for movement and connectivity in the city as a whole.



Photo By: Noel McManus



A GREAT PLACE TO VISIT, WORK AND LIVE



LOCAL AREA PLAN

GEORGE'S QUAY



George's Quay



L.A.P. Development Strategy

- 4.0 Introduction
- 4.1 Land-Use Strategy
- 4.2 Economic Development & Employment
- 4.3 Movement & Access
- 4.4 Urban Form, Design & Public Realm
- 4.5 Housing
- 4.6 Built Heritage & Conservation
- 4.7 Infrastructure & Water Management
- 4.8 Green Infrastructure, Biodiversity & Natural Heritage
- 4.9 Education, Community & Tourism
- 4.10 Culture & Tourism
- 4.11 Environmental Sustainability & Sustainable Design



The overall strategy for George's Quay LAP is to support and facilitate the delivery of a strong character area, consolidating the area as a major employment hub benefiting from excellent public transport connectivity; linking the City Centre to Docklands with a focus on sustainable development. Alongside this it is intended to seek active mixed uses at street level, attractive pedestrian and cycle linkages to and through the area linking key nodes and transport interchanges, and increasing street level activity through encouraging new development, including residential, and the creation of new public spaces.

The purpose of this chapter of the LAP is to set out the policies and objectives at a local scale that will shape future development within the area. There are a number of significant sites within the area that require redevelopment, and this LAP aims to set the form and shape of future developments within an overall policy framework. Earlier chapters laid out the context and policy within which the LAP is framed. This chapter describes how it is intended to shape the future of the George's Quay area.

The following series of sections in this chapter look at the LAP area in totality under a number of themes, and through policies, objectives and action shape how the vision can be achieved. The sections address the important components for spatial planning and urban design in an inner urban context- land-use, housing, economic activity, sustainability, transport, urban form & structure, public realm and heritage. These components, while separately discussed below, should not be seen in isolation, but as interlinking building block to be considered together, with each element shaping and influencing an integrated approach.

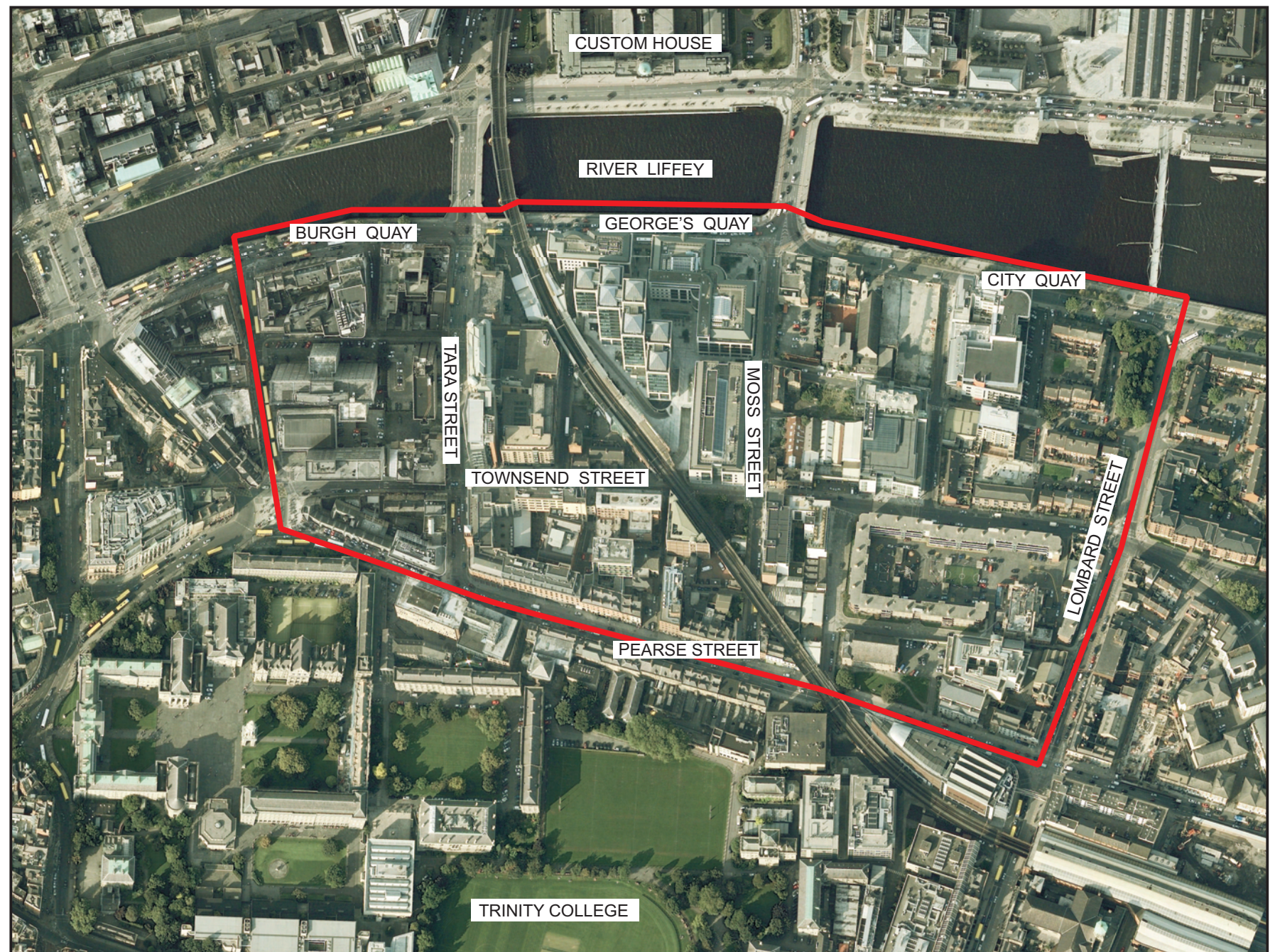


Fig 13: Aerial View of George's Quay LAP Area

To promote a mixed use character for the George's Quay area to support the creation of a vibrant central city district.

This area with its mixed development pattern (described in chapter 2) has evolved with a strong office character to the west and residential uses dominating at the eastern end, west of Moss Street.

The approach in the LAP is to support and a strengthening of the mixed use character of the area, and the different character of the street blocks through future development.

The general land use strategy for the LAP also frames the development objectives for a number of key redevelopment sites (described in Chapter 5) and also other sites they may come forward for redevelopment during the lifetime of the LAP.

The land use zoning objectives are set out in the current City Development Plan. The majority of the LAP area has been zoned Z5 with the objective 'to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character'.

At the eastern end of the LAP area Markievicz House is zoned Z2 with the objective 'To protect and or improve the amenities of residential conservation areas' City Quay housing is zoned Z1- 'to protect, provide and improve residential amenities'.

Several small pockets of open space are zoned Z9 –'to preserve, provide and improve recreational amenity and open space & green networks'. The overall zoning policy gives a wide range of use options for the lands within the LAP.

This LAP gives the opportunity to translate the zoning objectives to more detailed, fine grain objectives regarding land-use which would support the achievement of the vision for the LAP.

Supporting Character and Identity

The proximity of the western end of the LAP area to the City Centre, the evolution of Tara Street Station into a primary gateway to the City Centre and previous decades of office development have consolidated the western end of the LAP area as a zone of employment.

It is intended that this concentration of office uses to the west of the Loop Line should be continued, and the use of this area for high quality, attractive new office type development will extend the city centre area deeper into the LAP and support existing connections and synergy along the riverside from the city centre towards the new business areas of the Docklands, while protecting local residential communities, benefiting from the direct connections provided by rail-based public transport.

There is a contrast between the more intense and active western end of the LAP area and the quieter residential south east end, east of Shaw Street. The west elevations of Moss Street/ Shaw Street are largely commercial in character and use and it is considered that the east side of the street should reflect the scale and character of the west side, with increased active ground floor usage.

Further west and north, moving away from Moss Street/Shaw Street, it is envisaged that the entire LAP area will continue to function as a district where employment is still a significant use, particularly on the river side, creating commercial connectivity with Docklands; but within a context that the residential character of the eastern end of the LAP area will be maintained and expanded.

This will be achieved by encouraging residential infill on smaller urban sites and as part of mixed use schemes, and seeking the refurbishment and re-use of existing housing stock in the area.

The land use strategy for this LAP seeks to deliver four key elements:

1. Suitable locations for high quality, modern office uses to support city centre economic activity.
2. Mixed uses, with residential more prominent at the eastern end.
3. More active streets and mix of uses to attract people to and through the area at different times of the day and evening
4. High quality new residential units that provide attractive homes with a high level of residential amenity.



Mixed Uses

In meeting the needs of commercial scale development, but also seeking to retain the character of inner urban areas, the balance of dominant uses and other uses within a city block is critical. For large developments with more than one elevation to a block, retail and other direct door access uses at street level can re-instate the traditional pattern of individual businesses, enterprise units and other units along certain frontages, whilst still facilitating high quality new office with a full frontage and well designed framing entrance.

Some of the twentieth century commercial development in the LAP area resulted in the construction of complete blocks of mono-use office buildings. This results in low levels of activity outside of office hours or at street level. In contrast other areas of the LAP retain the historic traditional fine grain subdivision of the city block. These narrow traditional plots result in a high number of separate, individual, shop/ commercial units along a street maximising the diversity of uses on that street.

The addition of new residential schemes, mixed with other uses at ground floor level, supports the creation of an attractive and secure environment, increasing all day activity and passive supervision of the street. Other key uses, such as leisure and community uses help give locations destination status and create new centres of activity within the area- whether a cinema, arts spaces, cafes or local community meeting rooms. These uses bring vibrancy and build a sense of place, and help create urban vitality.

For all major sites for redevelopment in the LAP, achievement of a sustainable mix of appropriate land uses will be a key requirement; and smaller schemes will need to address the issue of mix within their urban block and street context.

New Commercial Uses

The George's Quay area is a highly suitable location for new high quality office type uses, located between the heart of the City and the main banking, financial and legal district in the Docklands, adjacent to Trinity College, and sited between major transport nodes serving the City.

The inner City is the most suitable location in general for new headquarter buildings, and the George's Quay area with this high level of connectivity provides a sustainable, attractive location. For this reason the LAP supports the provision of high quality new office and or research centre type development and seeks to promote the development of new buildings which are designed on sustainable principles.

In chapter 5, certain key redevelopment sites are identified as suitable for new commercial premises, within a framework of providing attractive mixed use on certain street level elevations.

The LAP in particular is seeking the redevelopment of the Hawkins Street block into a new regenerated street block providing key linkages and a more attractive and interesting setting for College Green.

This area is considered to be a suitable location for headquarter modern office buildings, which through high design standards, will contribute to the City fabric in addressing this important urban space.

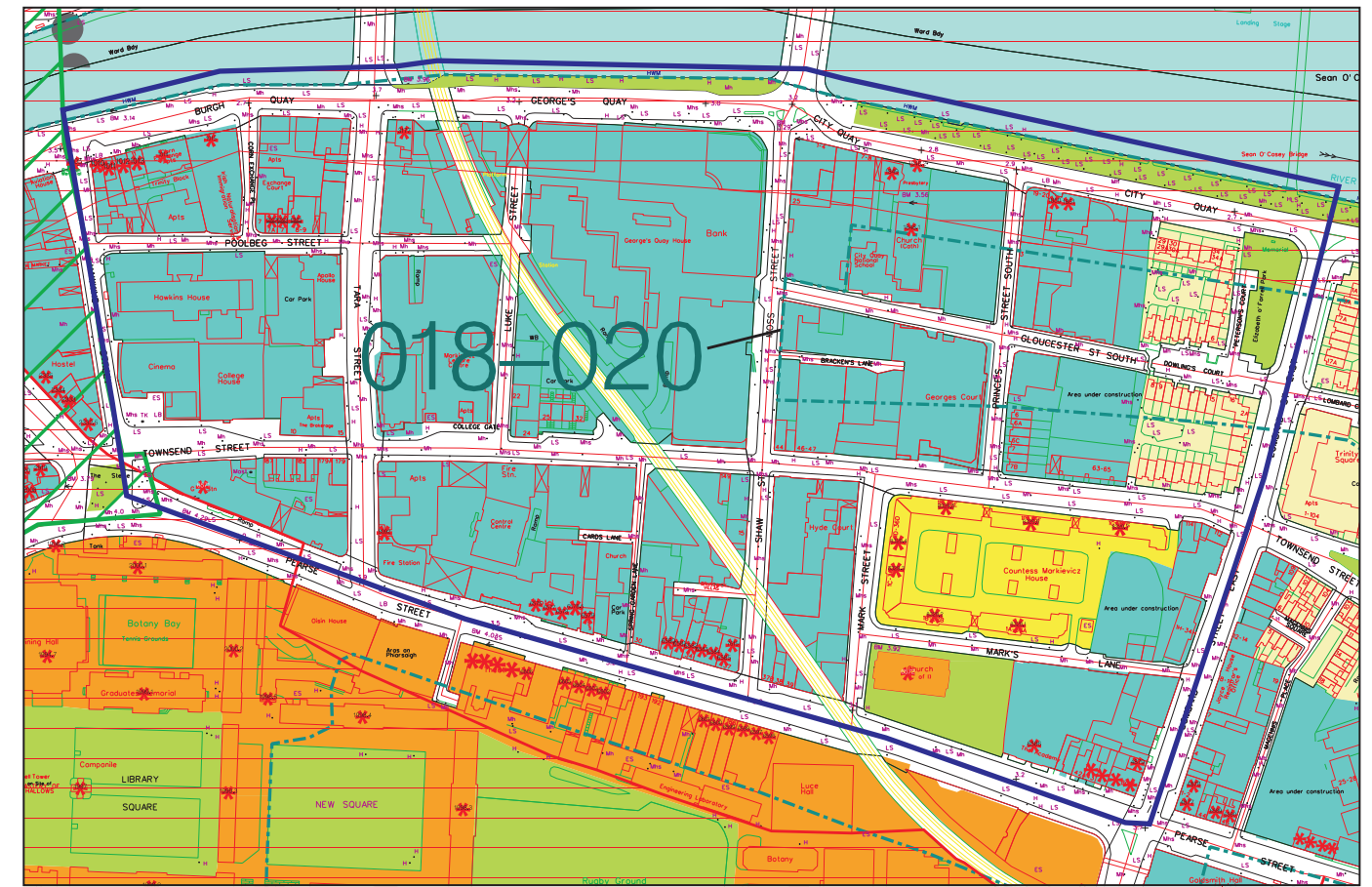
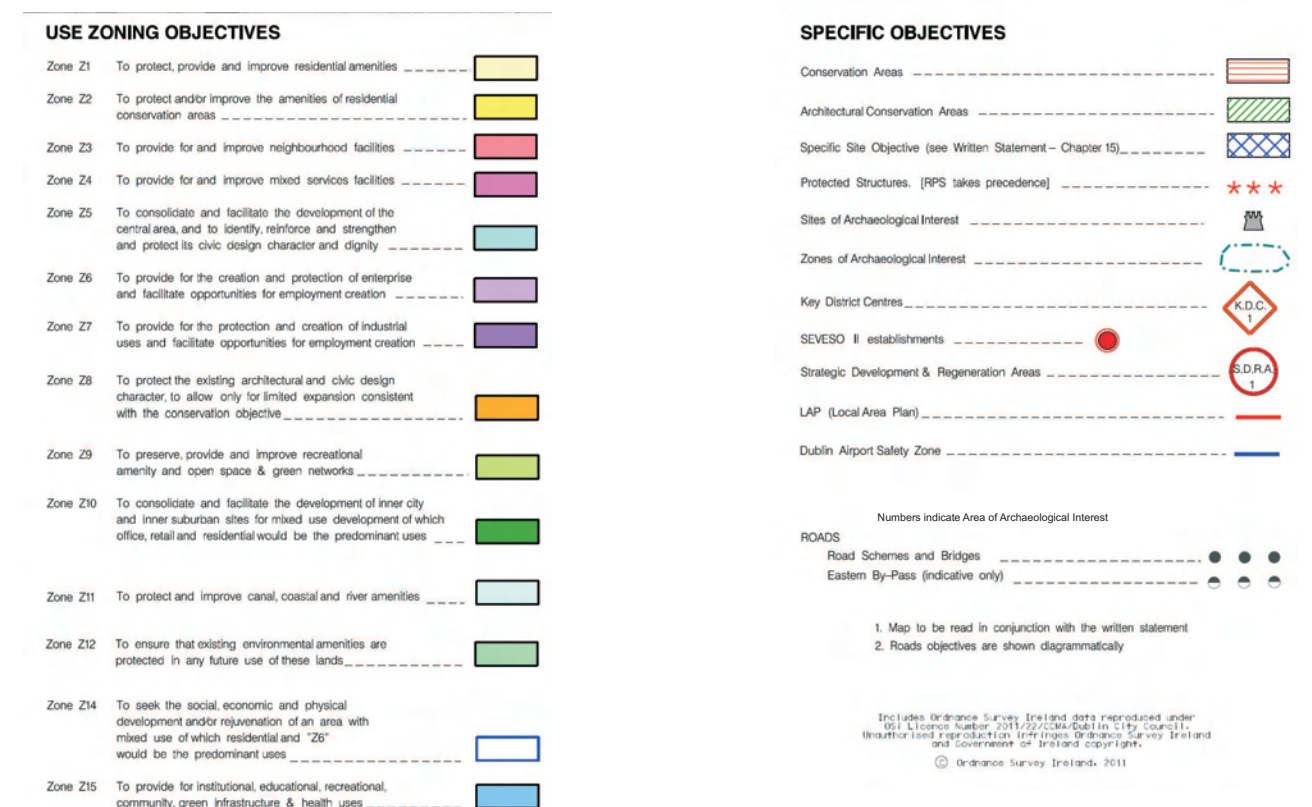


Fig 14: George's Quay Zoning Objectives



Creating More Active Streets

Activity in an area is created by delivering a mix of uses, that interact directly with the street by both day and night. The mix is a central part in achieving more active, vibrant street life.

Activity between a person and the public realm is at its maximum at public entrances. Such activity is achieved by encouraging uses where the ground floor unit interacts with the general public such as shop, café, restaurant, retail, own door offices, enterprise or craft units, art gallery, hotel, temporary exhibition space, gym, public house, entertainment venue. The quality of the street can be undermined by the concentration of certain street level uses such as ground level or undercroft car parking and car park entrances; and residential use and commercial offices which through their form and/or low access points, fail to address the public realm. To maximise the extent of activity on a street, the structures which form and address the street need to have a maximum number or extent of public entrances. In considering this issue it is also important to consider the hierarchy of streets. New buildings facing onto higher order streets should focus higher activity levels on such elevations, and other quieter lower order streets lower levels of activity are more suitable, retaining a more residential character level, but still providing passive supervision and some commercial/on street access activity at street junctions.

New Residential Development

As a city centre location, the provision of new residential schemes boosts the local population and aids the delivery of the Core Strategy of the Development Plan to promote sustainable consolidated development. In contributing to the mixed uses of the area, it provides a residential housing option in close proximity to transport, major employment centres, leisure activities and universities. The LAP seeks to promote the provision of new residential units within the George's Quay area to ensure the mixed use character of the area is supported and balanced with new office and commercial uses.

As outlined above, the City Quay area of the LAP has a stronger residential character, and contains supporting facilities including proximity to leisure facilities, local shops and cafes, and the local primary school. To support the more residential character of this area, development of new residential uses will be encouraged, including apartment and own door units, specialist supported/elderly housing, nursing/care facilities, student housing and apart-hotels.

The importance of good design is essential for residential schemes. Development at ground floor level in the inner city/urban centres can provide dwellings where the residential amenity is severely restricted due to lack of privacy, the impact of noise, pollution, and security.

New housing in the LAP should provide high quality living spaces in an attractive and secure environment. All schemes will need to meet the current Development Plan standards for residential units.

To ensure street activity and also to protect residential amenity, for all higher order streets should generally be located at first floor level at a minimum, particularly on elevations which face directly onto the public realm. Exceptions will be considered only where other approaches or particular site circumstances can ensure that residential amenity can be sufficiently protected. Ground floor residential development can be achieved in certain, quieter streets where the building is constructed above a basement level or set back which creates a privacy strip, void or similar design feature between the building and the public realm. Two storey residences on quieter streets (e.g. as part of a duplex/apartment mix), opening at street level may also be acceptable, depending on the interaction between building, public realm and residential amenity.



Land Use Policies

1. To support vision of the George's Quay area as vibrant active central city district by ensuring that each urban block contains a mix of land uses and promote the area as an attractive location for Headquarter buildings.
2. To promote the George's Quay area as an attractive location for high quality new commercial development, re-shaping streets and framing new spaces with well designed attractive new buildings benefiting from the areas high accessibility and connectivity to Docklands, adjoining business districts and the city centre.
3. To seek provision of high quality residential uses to support and benefit from local services within the LAP area, with a focus on the south east area of the LAP. Residential uses should provide attractive spaces for living, should have defensible space on quieter streets especially where such units face the public realm.

Land Use Objectives

1. To provide for active ground floor uses at the street level of new developments, particularly where the structure faces the higher order streets of Pearse Street, Townsend Street, Tara Street, Moss Street, City Quay, George's Quay, Burgh Quay and Lombard Street East. Ground floor residential uses and inaccessible elevations should be avoided on higher order streets.
2. For all significant sites within the LAP area, a mix of uses shall be included in the development, with a minimum of 20% of the floor area devoted to uses other than the primary use sought. Of this 20%, up to 10% can be provided by the site to the benefit of the public, depending on suitability and site circumstances.

To promote economic development and employment creation as part of a mixed used sustainable approach to the future development of the George's Quay area.

Dublin is the capital city of Ireland. It is also the core of an emerging eastern region that has the potential to compete at an international level with the large scale markets of mainland Europe. As the economic and creative driver of the state, it is imperative that the city continues to grow, prosper and develop. It is also vital that the city achieves the critical mass required for the Greater Dublin Area and the country as a whole to maintain and improve its position in a competitive EU market.

The George's Quay area is well placed to play a part in protecting and reinforcing the primacy of the city as an effective core at the heart of the city region. The LAP area occupies a city centre location, strategically located between O'Connell Street, Trinity College and the Dublin Docklands/IFSC. The area is well connected, in close proximity to a number of transportation hubs providing mainline rail, suburban and commuter train services at Pearse Street, Tara Street and Connolly Station. Luas City Broombridge (Line BXD) will provide direct linkage to the Dublin Institute of Technology's future campus at Grangegorman. The area also has convenient access to Dublin Airport via the Dublin Port Tunnel.

The area is located in close proximity to the traditional office core of the south east inner city and to government buildings. Importantly, the land use zoning in the plan area is primarily Z5, a mixed use city centre zoning capable of accommodating the diverse economic needs of the city. Chapter 9 of the City Development Plan sets out the citywide strategic policies that seek to revitalise the city's economy. Specifically, the city plan recognises that the city centre Z5 zoned area and inner city area including the Docklands is the crucial metropolitan and national resource for innovation, promoting the proximity and diversity of uses that foster innovation. The policies and objectives of this local area plan have been developed to be complementary to the citywide economic policies of the development plan, and importantly must not be considered in isolation to the City Plan.

The George's Quay area is a part of the city which has undergone significant change and redevelopment in the past. In terms of use, the area has a strong commercial office component with finance being the dominant private sector employer.

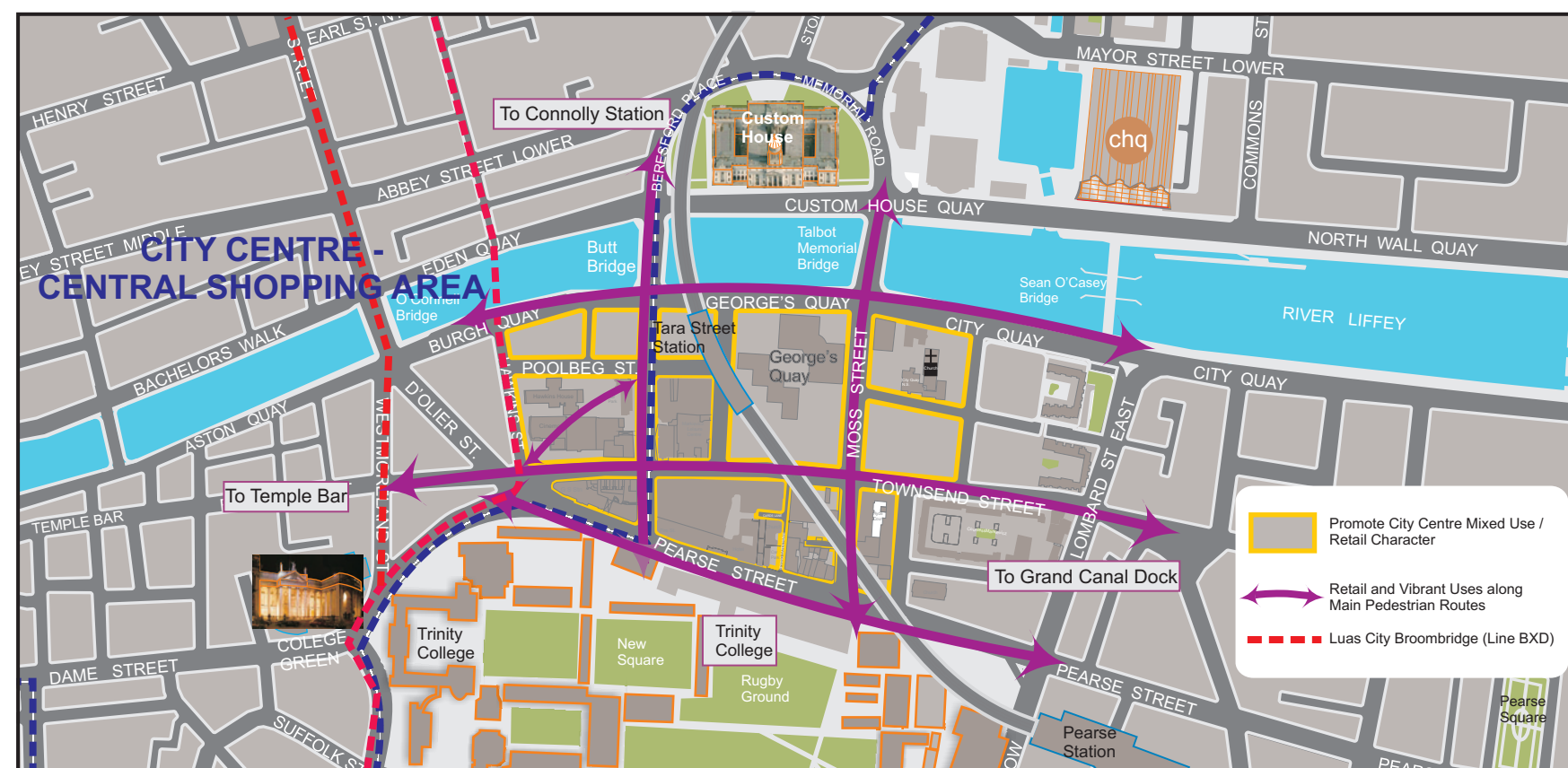


Fig15: Proposed Retail Environment

The recent relocation of the Irish Times from D'Olier Street to Tara Street reinforces the long established publishing and newspaper industry in the area that commenced in the 1930s with the Irish Press on Burgh Quay. The Government also maintains offices at several properties within the area, including the Department of Health and Children in Hawkins House, the Department of Justice and Equality on Burgh Quay, the Department of Education and Skills, and the Department of Social Protection, both located in Apollo House on Tara Street. A key challenge for the future will be to retain existing businesses and uses in the area and facilitate their growth, while continuing to attract new businesses.

The delivery of new commercial and employment floor space as part of an integrated mixed use development strategy in the George's Quay area will help drive the economic development of the area and support new investment in retail development, local employment and community and social infrastructure in accordance with the principles of sustainable development. It is not intended that new development will detract from other established locations; it will complement existing provision and support the rejuvenation of office and commercial markets in the city.

Office and Commercial Space

A choice of premium quality and cost competitive office and commercial space is critical in attracting investment and generating employment in the city. Attracting Headquarter (HQ) type uses to the city is a key part of Dublin City Council's foreign direct investment strategy. At present, there is a limited supply of accessible large floor plate offices outside of the Docklands, Heuston and a small number of individual locations. Sites of sufficient size to provide larger floor plates to accommodate HQ uses and premium office accommodation suited to top end, high value business activities have been identified in the George's Quay area and are described in detail in chapter 5. It is a key objective of the plan to provide for this necessary additional commercial floor area and to strongly encourage the high quality redevelopment of existing outdated office stock in the George's Quay area.

Coupled with Dublin's aspiration to compete and operate on an international scale, Dublin City Council also seeks to retain the important character and vitality that the city has built up over time. Therefore, while it is an objective of this plan to provide for commercial development on appropriate sites, it is important that this type of development is sensitively designed so that it integrates with the area and provides a proportion of active street frontage and mixed use where considered appropriate.

The role of planning and development policy is an increasingly critical factor in promoting economic development, employment growth and prosperity. Sustainable development has economic, environmental and social aspects and there is a need for planning to be responsive to changing economic circumstances in order to balance complex sets of economic, environmental or social goals. Appropriate strategic developments will be required to provide Economic and Employment Impact Statements as part of planning applications as required by the City Development Board. These statements are part of a proactive approach to supporting economic development and will be an integral tool to aid the assessment of strategic planning and development opportunities and will help to ensure an appropriate weighting of economic considerations in planning decision making.

Supporting the Knowledge Economy

High quality research, development and education will be critical to the success of the Dublin city region given the challenges of adapting to a knowledge and creative economy. In this context, it is important to promote and facilitate investment in these key areas.

Trinity College is located in immediate proximity to the plan area and has been very active in recent years in developing greater synergies and interaction with the wider city. The city has been greatly enriched with additional world class facilities such as the Science Gallery and Biomedical Sciences Institute on Pearse Street and also 'The Lir', National Academy of Dramatic Art at Grand Canal Dock. Dublin City Council recognises the multiple benefits such ambitious project can bring to the city, including research and development, the provision of new commercial and social spaces and the positive and striking contributions such high quality developments add to the urban fabric of the city. This local area plan promotes the creation of new synergies between Trinity College and the George's Quay area, and supports the contribution the college can make in helping the city further respond to the challenge of adapting to the knowledge and creative economy.

It is a key economic policy of the City Development Plan to promote Dublin as an International Education Centre and Student City. Given the proximity to Trinity College and the highly accessible city centre location of the area, there is great potential to support and encourage the provision of educational infrastructure such as colleges (including English language colleges) and high quality, custom built and professionally managed student accommodation. The development of such facilities has the potential to become a revitalising force for the regeneration of the George's Quay area., Attracting top international students to study in the city will contribute to the economic success and global connectivity of the city as a whole.

Retail Provision

The city centre is the main shopping, tourist and employment destination for the Greater Dublin Area. Parts of the George's Quay plan area to the west of Tara Street are located within the central shopping area (See figure 15).

Retail activity has the potential to greatly contribute to the enhancement and revitalisation of the George's Quay area and to provide employment. The existing retail environment is generally poor with the range, quality and quantity of retail provision inappropriate to serve the needs of existing residents, workers and those visiting the area. Retail provision in the area is characterised by cafés and some franchise convenience stores and small independent retailers.

Retail development must provide consumer choice, affordability, competition and accommodate future demand. The local area plan therefore seeks to promote a more intensive city centre mixed use character, including retail, west of Mark Street and Prince's Street South that will compliment the wider retail areas of city, and provide for the local retail needs of residents and workers in the plan area.

There is potential for the provision of larger floor plates on ground floors in the redevelopment of some of the major sites in the area. The changing nature of retailing means that larger floor plates are preferred by some retailers. This should be seen as an opportunity for the area to provide suitable locations for larger 'anchor units' to cater to people in the area and surrounding communities. Such units could operate as food retail, non-food, home goods or fashion related, etc. In particular, the provision of one or more neighbourhood size convenience/discount supermarkets would substantially benefit the area and importantly, would offer consumer choice and access to affordable and fresh foods.

There is potential for smaller units for specialist uses or those focused on the daily needs of the catchment area such as hairdressers, pharmacies, doctors, etc. to serve the surrounding living and working population. A mix of restaurant facilities, cafés and other complementary evening and night-time uses on ground floors will help contribute to increased vibrancy, vitality and security. Uses that facilitate vibrancy will be prioritised along main pedestrian routes.



The Importance of the Public Realm

Dublin must promote and market itself at an international level to a range of audiences including investors, employees, students and other visitors. Improving the general attractiveness of the city for such visitors and investors will help maintain competitiveness and create a vibrant city that attracts and retains creative people. It is a key philosophy of this local area plan to focus on the development of a high quality public realm in the George's Quay area that puts people first and creates an urban place where people want to live, work, meet and enjoy their leisure time as a matter of choice. This is a planning approach that values urbanism and recognises the multiple economic benefits that can be delivered through public and private investment in the public realm. Section 4.4 outlines the detailed strategy and key objectives that will be considered in the development of the public realm and key urban spaces in the George's Quay area. Any future development proposals will be required to indicate how they can make a positive contribution to the surrounding public realm and help create a successful mixed use environment.

Culture and the Economy

The creative, entrepreneurial, and cultural economies are central to economic planning in the city. This local area plan will support and facilitate the growth of these economic sectors as regeneration drivers in the George's Quay area.

Enterprise Spaces

The elevated Belfast to Rosslare railway line dissects the area of the LAP diagonally, running north-south across the River Liffey at George's Quay. It is considered that the arches of the railway line offer unrealised opportunities in terms of a range of potential uses that would aid the rejuvenation of the area and provide employment. The arches could facilitate flexible and affordable enterprise spaces, small commercial offices, exhibition or studio spaces or many other uses. Dublin City Council supports the utilisation of the arches for such uses on an individual site by site basis or as part of an overall design approach that could include larger development proposals on certain sites.

The provision of own-door spaces at ground floor levels, accessed from the street as part of new developments will also provide the opportunity to promote new innovation, micro-office and enterprise units across the LAP area; providing small scale bases for new enterprise while also supporting activity and interest at street level, benefiting the business and the local environment.

Economic Policies

1. To work with all stakeholders involved in the management of land banks in the George's Quay area in order to activate economic development and employment opportunities.
2. To promote the supply of premium quality commercial/office space including the larger floor plates and quantum suitable for HQ type uses as a means of encouraging indigenous and global companies to locate their HQs in the George's Quay area.
3. To promote office and service based employment in the George's Quay area with a focus on the delivery of high quality knowledge sector jobs.
4. To support interactive relationships with key economic generators in the wider area including the IFSC/Docklands and Trinity College Dublin to enable economic and ancillary activities in the George's Quay area.
5. To promote the development of educational infrastructure, incubator units and high quality, professionally managed and purpose built student accommodation in the area in order to support the knowledge economy of the city.
6. To support the provision of an appropriate range, quality and quantity of new retail floor space to serve the needs of existing/future residents and workers in the locality and to encourage retail and other interactive mixed uses at ground floor level along main pedestrian routes as indicated on figure 15 in order to contribute to the vitality and vibrancy of the area.

Economic Objectives

1. To seek the delivery of one or more convenience supermarkets of an appropriate scale to serve local needs, provide consumer choice and to anchor new commercial development.
2. To promote and seek inclusion of flexible cultural/entrepreneurial facilities and spaces both as smaller projects and also as part of major site redevelopments in the George's Quay area, to act as regeneration drivers and job creators.
3. To promote the use of the arches of the Belfast to Rosslare railway line as flexible enterprise spaces on an individual site by site basis or as part of an overall design approach that may include larger development proposals on certain sites.

To deliver a quality movement infrastructure which prioritises public transport, walking and cycling, which manages an appropriate role for the private car and which underpins the livelihood and liveability of the George's Quay area and the city.

The George's Quay area is ideally located to promote sustainable movement and access. It occupies a key location in the city's existing and planned movement infrastructure within easy reach of the core of the city centre. The local area plan seeks to build on this accessible location in order to promote increased use of sustainable forms of transport such as walking, cycling and public transport, and to reduce reliance on the use of private cars. Put simply, the needs and priority of pedestrians, cyclists and public transport users will be considered in advance of the requirements of private car users.

The policy and objectives of this section seek to support the sustainability principles set out in the National Spatial Strategy, the Regional Planning Guidelines for the Greater Dublin Area, the Governments 'Smarter Travel, A Sustainable Transport Future 2009-2020' and have been informed and guided by the Draft National Transportation Authority's Greater Dublin Draft Area Transport Strategy, '2030 Vision'.

Walking and Cycling

Enabling people to move freely within and around the George's Quay area while undertaking daily activities is integral to building an attractive, safe and user-friendly public realm that responds to the basic needs of the people who use the locality.

The pedestrian environment in the George's Quay area is generally of poor quality and there is a lack of permeability and connection with the city centre. An increase in public transport patronage and the number of people living, studying, working and visiting the city has contributed to a demand for increased pedestrian space and facilities. In addition, the public consultation process highlighted community concerns that heavy through-traffic makes walking and cycling difficult in the area. Existing highly congested one-way traffic movements within the area have the effect of discommoding businesses and communities and obstruct convenient access to and from public transport. Heavily trafficked streets in the plan area include Pearse Street, Lombard Street and Tara Street. The scope for extensive intervention or rerouting of this traffic flow over the life of the plan is limited as these streets function as strategic traffic management routes for the city.

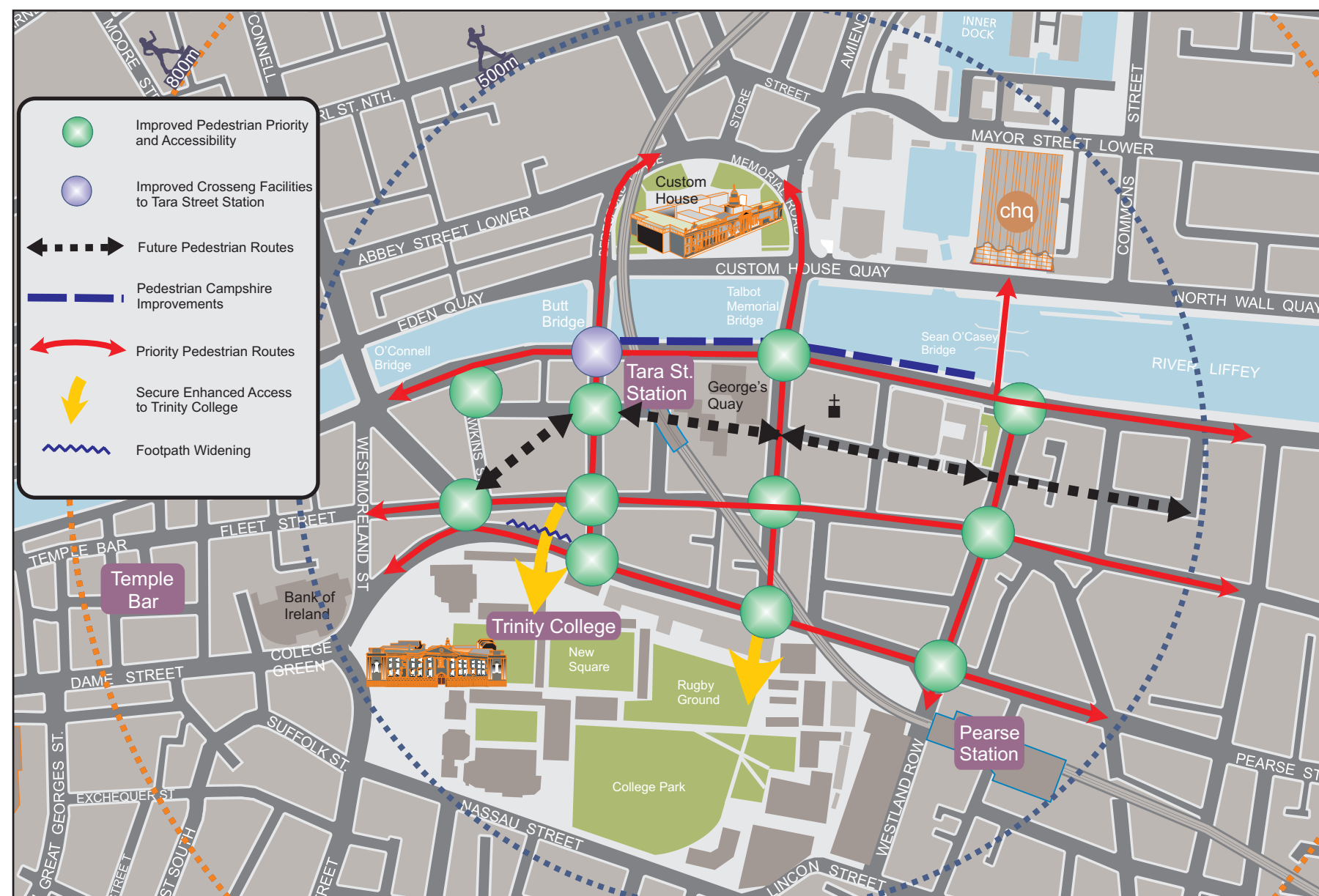


Fig 16 Proposed Pedestrian Network (indicative only)

The plan objectives therefore seek to;

- Reduce the speed differential between pedestrians, cyclists and vehicles through expansion of the city centre 30km/h zone.
- Improve general pedestrian infrastructure and priority at key crossing points and along priority routes.
- Improve and provide cycling infrastructure in line with the emerging citywide strategic cycle network along priority routes and in accordance with the Department of Transport's 'National Cycle Policy Framework'.

Lower order interventions within larger development sites will seek to promote a greater use of cycling by employees and greater pedestrian permeability and connectivity. Specific details of site specific proposals are provided in Chapter 5 for the key development sites. In general terms, there will be a strong focus on mobility management. Mobility management is a multi-dimensional approach that seeks to encourage as much travel as possible by sustainable means such as public transport, walking and cycling. While it plays an important role at a strategic level, the adoption of the mobility management approach at a site or business level can be very influential in achieving sustainable travel patterns.

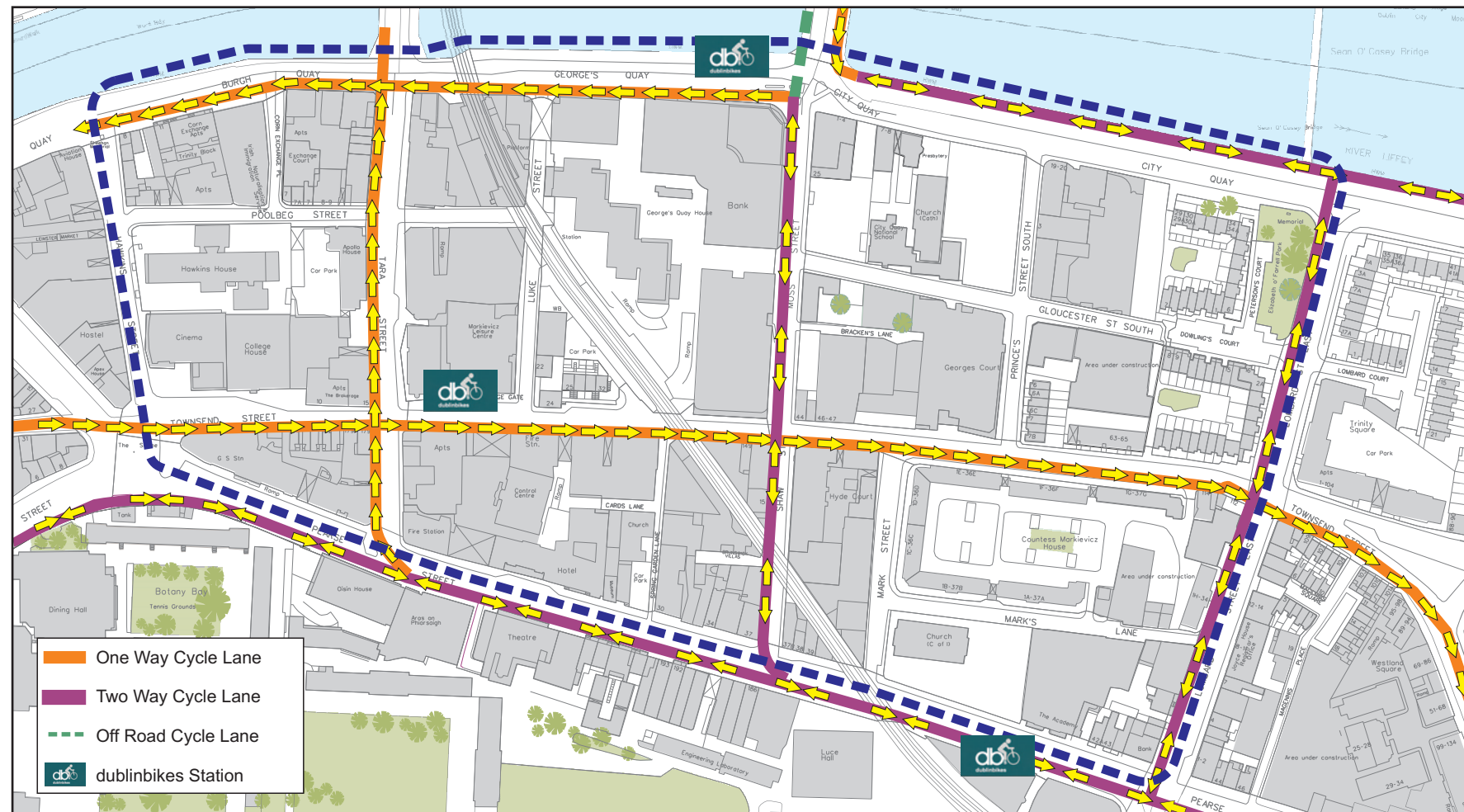


Fig17: Proposed Cycle Network (indicative only)

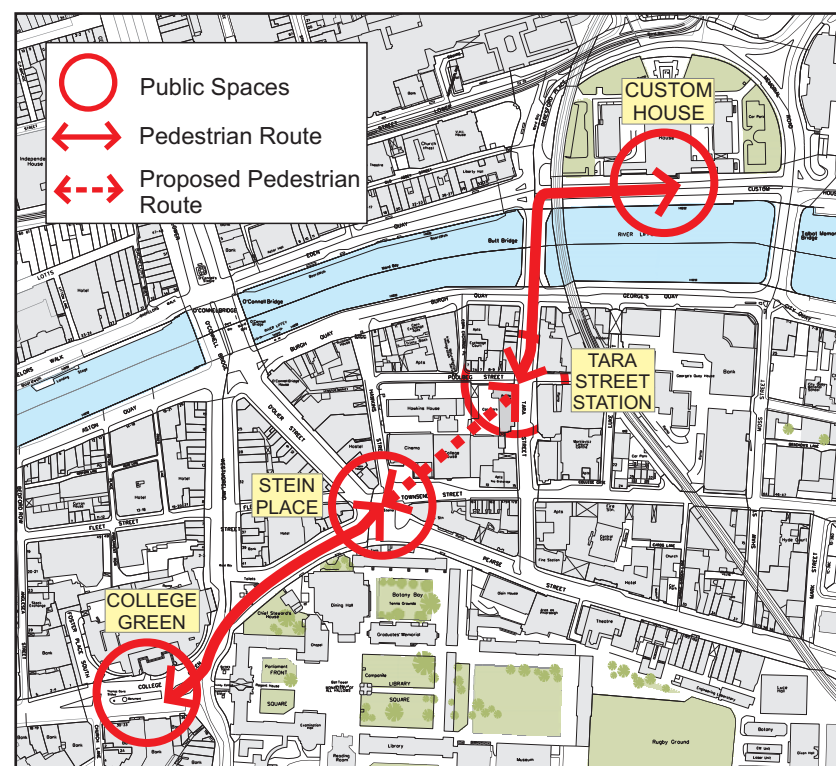


Fig17a: Proposed Pedestrian Connection



This requires designing areas and developments in a way that minimises the need to travel from the outset. Pro-active mobility management will be encouraged for staff and visitors of existing and new developments in the plan area.

Large scale interventions are also proposed within the plan area. It is proposed to create a pedestrian street from the College Green area to Tara Street Station (detailed proposals are contained in Chapter 5). This route will be realised through any future redevelopment of the 'Hawkins House' area and will improve accessibility to Tara Street Station and key attractors in close proximity to the George's Quay area.

Figure 17 illustrates where new connections and enhancements are considered essential to create a network of well connected streets and cycle routes. This network of pedestrian and cycle routes will form part of the wider network of links throughout the Dublin City area, promoting enhanced opportunities for movement and connectivity in the city as a whole.

Public Transport

There is an array of existing high quality public transport links to and through the area. DART and commuter trains service the George's Quay area at Pearse and Tara Street Stations carrying a large number of commuters into the plan area each working day. Numerous Dublin Bus routes pass through Pearse Street, Tara Street and along George's Quay. Busáras is the termination point for large numbers of daily commuters to the city from the outlying areas of the GDA and is located within walking distance of the plan area. Public and private commuter bus services also operate from George's Quay. The Luas Red and Green Lines are also located within walking distance.

In accordance with the Government's 'Transport 21' Strategy and the National Transport Authority's draft Strategy '2030 Vision', a number of initiatives have been proposed which will significantly improve public transport provision and accessibility in the area and the local environs including Metro North and DART Underground in the longer term. The proposed Luas City Broombridge (Line BXD) will link the Red and Green Lines and travel across a new public transport bridge over the River Liffey at Marlborough Street/Hawkins Street. In addition to these major rail proposals, investment in enhanced bus services will be ongoing through the life of the local area plan. This investment will be critical given the longer timeframe to the final delivery of the larger infrastructure projects, and hence the importance of quality bus services for the foreseeable future.

Dublin City Council will actively liaise with transport providers and statutory agencies to facilitate the delivery of this new public transport infrastructure to help accommodate increased public transport commuting.

The key challenge facing public transport in the area is the accommodation of increased passenger numbers within the public realm, and providing convenient access to key attractors and destination points outside the plan area to allow commuters to complete their journey as efficiently as possible. This will be achieved through public realm enhancements, the creation of new pedestrian routes and streets and the enhancement of existing connections. Full details of proposed enhancements are provided in section 4.3 and figure 18

Traffic Management and Car Parking

Dublin City Council's approach to traffic management in the city seeks to restrict through traffic and calm traffic generally within the city centre giving increased levels of priority for pedestrians, cyclists and public transport. The overall goal is to arrive at a situation where the city is more people focused, less polluted, more accessible and where travel within the city becomes easier. In this regard, Dublin City Council has already given a commitment to achieve modal share targets crossing the canal of 55% for public transport, 15% for cycling, 10% for walking and 20% for private car use by 2017.

Dublin's existing traffic system effectively caters for radial vehicle movement and a number of strategic routes are located within the plan area such as Tara Street and Pearse Street. These routes introduce significant volumes of long distance and commuter traffic into the plan area but are essential to the successful functioning of the city's overall traffic system. It is a longer term objective to restrict this non-essential and cross-city traffic from travelling through the George's Quay area, however the delivery of Transport 21 projects such as DART Underground and Metro will influence the timescale and scope of citywide traffic management measures that can be implemented in the plan area and the city centre in general. Smaller scale interventions during the life of this local area plan will therefore seek to mitigate the effects of this non-essential traffic to bring discernable benefit for the walking and cycling environment in the local area in the short term. The overall function of strategic routes in the area will be reviewed in future local area plans following the implementation of Transport 21 projects for the city and the preparation of city traffic management plans.

The George's Quay area is well served by public transport services.

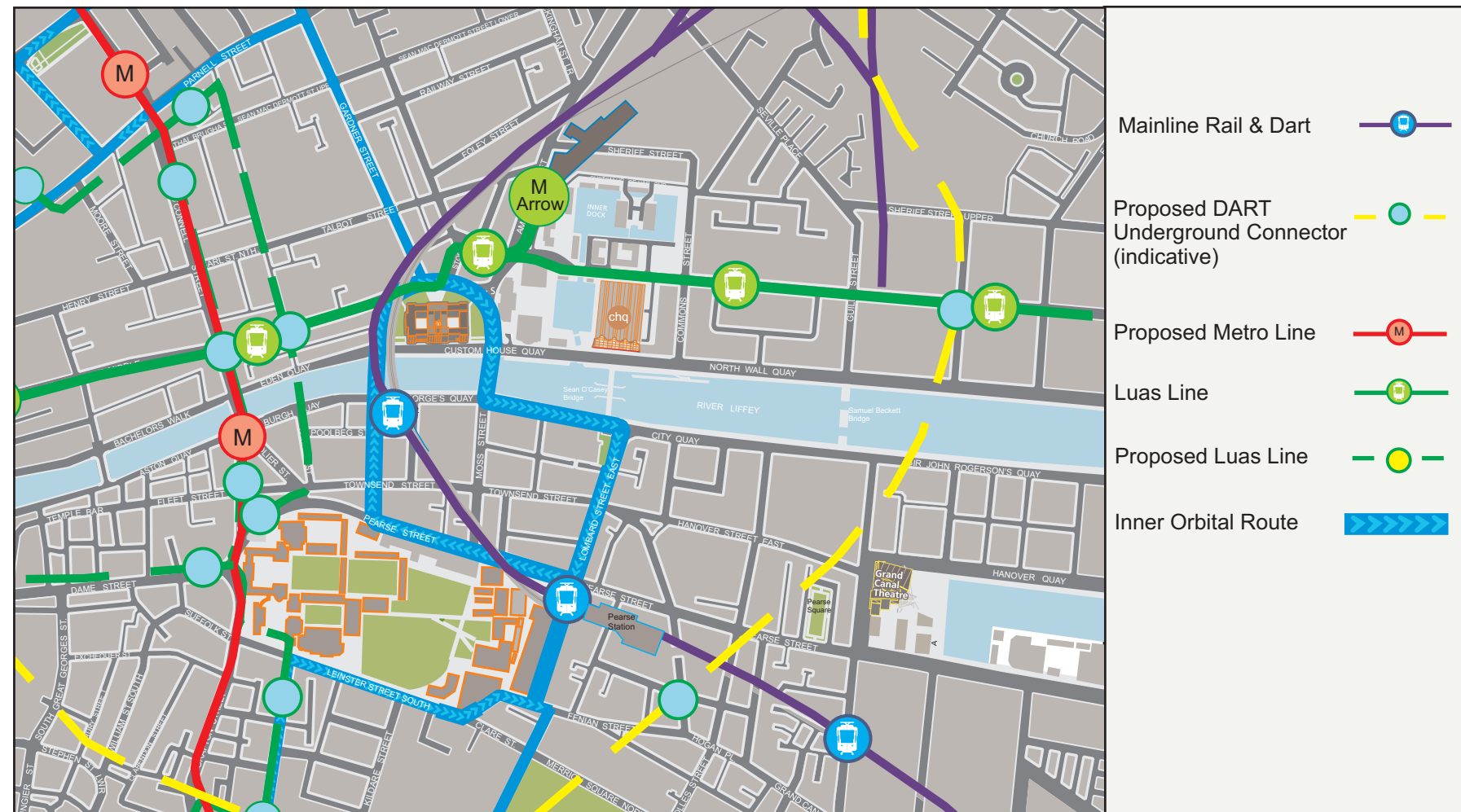


Fig18: Proposed Public Transport Network (indicative only)

The future development of the area will be weighted heavily in favour of the efficient use and patronage of public transport with a consequent reduction in the car parking requirement for significant commercial development proposals. The maximum car parking standards set out in the development plan will not be required for commercial development in the plan area as a general rule and there will be a general presumption against parking provision for office uses unless there are particular exceptional circumstances. This is in order to aid integrated land use and transportation planning, and to allow for intensification and higher density development.

In summary, the local area plan seeks to enhance the quality of streets by ensuring that the demands of vehicles for movement and access do not compromise the ability of people to walk, cycle and use public transport as a positive experience and as an alternative to the private car.



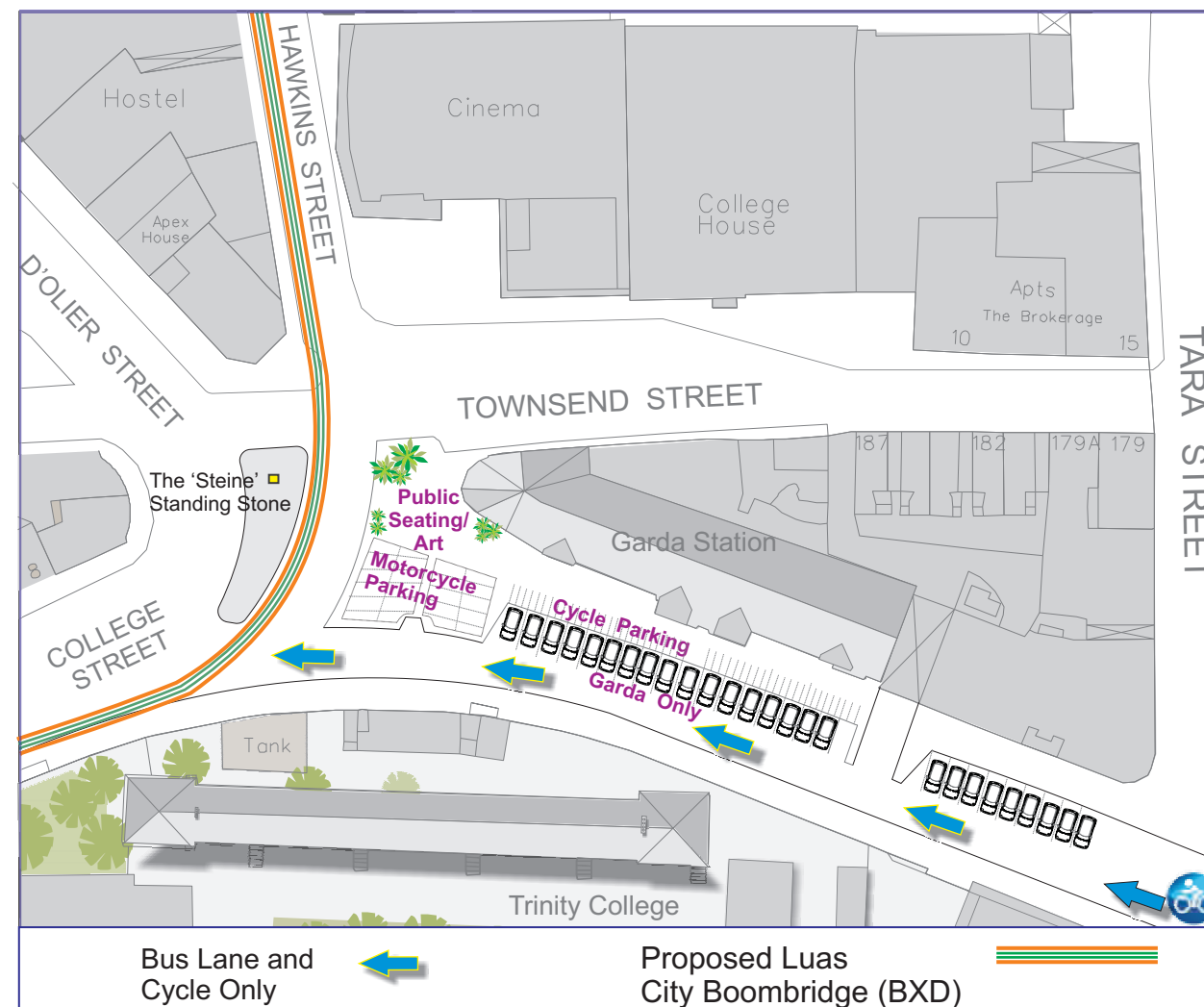


Fig 19: - Proposed Public Realm Enhancements to Pearse Street (Indicative only)

Movement & Access Policies

1. To support proposals for high quality private cycle parking facilities/clubs in close proximity to Tara Street Station. Such facilities typically provide guarded overnight cycle parking and other ancillary services such as bicycle sale/repair, showers, lockers, changing facilities, dry cleaning, cafes, etc.
2. To seek the provision of additional 'dublinbikes' docking stations/bicycles in appropriate locations as part of any proposals to enhance or expand the scheme through the city.
3. To require Travel Plans and Transport Assessments for all relevant new developments and/or extensions or alterations to existing developments as outlined in Appendices 5 and 6 of the Dublin City Development Plan 2011-2017. Dublin City Council's Mobility Management Section will have responsibility for the review and monitoring of Travel Plans.
4. The quantity of car parking proposed for significant commercial development sites shall be significantly limited reflecting the highly accessible nature of the area via public transport, with the quantity determined in consultation with the planning authority through a Transport Assessment prepared as part of the planning process.
5. To implement traffic management measures through local traffic plans that have the potential to discourage non-essential long distance and commuter traffic from travelling through the local area plan area in support of citywide strategic traffic management measures, including those developed by the National Transport Authority.
6. To identify funding for key movement and access enhancements through the 'Sustainable Transport Measures Grants' system and other measures operated by the National Transport Authority with a view to prioritising a number of projects that will support the development of an integrated transport system for the city.

Movement & Access Objectives

1. To seek amendment of the city centre 30km/h zone speed limit by laws 2011 to include the area of the local area plan.
2. To implement pedestrian infrastructure improvements to priority routes including pedestrian priority measures and additional and enhanced crossing facilities as indicated on Figure 16. Any improvements will be subject to an approved audit of pedestrian facilities and will be consistent with the Dublin City Council Public Realm Strategy.
3. To implement short term measures to improve pedestrian crossing facilities to Tara Street Station at the junction of Tara Street and Burgh Quay as indicated on Figure 16. The overall strategic function of Tara Street and other strategic routes will be reviewed following the implementation of Transport 21 projects for the city.
4. To promote the campshires and Townsend Street as priority pedestrian routes providing connectivity between the city centre/retail core and the emerging cultural destination of Grand Canal Dock. (See Figure 16. Please also refer to Section 4.8- Green Infrastructure, Biodiversity and Natural Heritage)
5. To promote the development of a new pedestrian street between College Green and Tara Street Station as schematically indicated on Figure 16. This route will be realised through any future redevelopment of the 'Hawkins House' area and will improve accessibility to the station. (Please also refer to Section 5.1 Hawkin's Site)
6. To re-establish a pedestrian street from Poolbeg Street to Gloucester Street South in any longer term future comprehensive redevelopment of the 'Ulster Bank' site.
7. To seek enhanced and new pedestrian access to Trinity College from Pearse Street as indicated on Figure 16.
8. To widen the footpath to the northern side of Pearse Street from the junction of Tara Street to College Green as indicated on Figure: 17 in order to create an enhanced public realm and to provide for cycle and motorcycle parking.
9. To require minimum footpath widths of 5.5 metres to Tara Street and 3 metres to Poolbeg Street to provide for an improved public realm and enhanced pedestrian circulation at Tara Street Station. (Please also refer to Section 5.3)
10. To seek, as part of and overall integrated City Centre Transport Strategy, the completion of a series of cycle infrastructure improvements for the Georges Quay area. If some of the proposed improvements are not included in the City Centre Transport Strategy, the Council will examine other options for the provision of other cycling improvements to the streets to achieve the same level of improvement in safety and movement and seek their delivery during the lifetime of the LAP. The Council proposes that the following cycle improvements are examined and where feasible included in the Strategy including;
 - a. A contra flow or two-way cycle lanes to Lombard Street.
 - b. A two-way cycle lane to City Quay developed in tandem with the Liffey Campshire improvements and with potential to integrate to existing or proposed cycle lanes to Burgh Quay/George's Quay.
 - c. A cycle lane to Tara Street.
 - d. A contra flow or two-way cycle lanes to Moss Street/Shaw Street.
 - e. Two way cycle lanes to Pearse Street.
 - f. A cycle lane to Townsend Street.
11. To seek the prioritisation of specific key elements on the plan such as improving crossing facilities, which are required and which can be implemented without prejudicing the city centre transport plan.

To achieve a high quality urban environment through a network of attractive streets and public spaces framed by well designed quality buildings which contribute positively to their setting using the principles of good urban design

The George's Quay area, located between the older city centre and the new dockland areas, and fronting the iconic River Liffey, has a crucial role to play in the future urban form and structure of this part of the city. Urban structure relates to the pattern of streets, blocks, spaces and buildings and how they relate to the wider city, whereas urban design relates more to the harmonious relationship of buildings, streets and uses to create a coherent and memorable sense of place. The enhancement of the public realm, comprising the streets, footpaths and spaces which are for use by everyone, is also an important objective for the George's Quay area in the LAP.

Importance of George's Quay to the Urban Form and Structure of the City

The City Development Plan stresses the importance of the George's Quay area to the existing and emerging structure of the city. Not only does George's Quay occupy a pivotal position between the central, primarily retail, area and the evolving docklands to the east but it lies between the South Georgian zone, including the Trinity College campus, and the Custom House set-piece on the opposite side of the Liffey. Although the area is also a transport hub, with two DART stations, bus routes and four bridges over the Liffey, there is an overall perception that the urban structure is not conducive to safe and pleasant pedestrian movement or connectivity with the rest of the city.

The City Development Plan has identified a number of character areas in the central area in order to assist in shaping the city. George's Quay lies at a critical interface between the North Georgian, Trinity College, Temple Bar, and the new Docklands character areas. The challenge for this LAP is to develop a coherent, quality urban form, with its own character, which will respond to and complement these surrounding areas.

Evolution of the Urban Structure / Form of George's Quay

Dublin City has a rich history which has played a large part in shaping the urban landscape and built form which makes up to the George's Quay area today (See Figure 11). The area began to establish itself as a pivotal location in the 18th century with the relocation of the docks and associated Custom House downstream from the city centre. The area was characterised at this time by a rectangular grid of streets containing a mix of generally poor quality housing and open freight yards, with more robust buildings on the more prime frontage along the Quays and Pearse Street.

In the 19th Century one of the main changes to the urban form of the area was the construction of the Loopline Bridge which severs the area visually and in places, physically. However, new bridges were also built across the Liffey at this time, which improved connection to the north side of the Liffey.

The twentieth century interventions fundamentally affected the appearance and character of the area. The predominantly fine grained pattern of development changed to large block formats. New forms of social housing were constructed, such as the four storey Markievicz House, now a protected structure. Higher buildings on larger assembled sites also became a feature of the area from the 1960's onwards, typified by the functional Hawkins House scheme, up to 12 storeys high, with surface parking at ground level. The later Ulster Bank complex involved the amalgamation of a number of sites and the truncation of Poolbeg Street. This building cluster has nevertheless, become a landmark in this part of the city. The heavily trafficked inner orbital route, along Pearse Street, Tara Street and Lombard Street, has a significant impact on the public realm within the Plan area, especially in the vicinity of the rail stations. The form and character of the area has continued to evolve in the last ten years, with new six storey apartment blocks on Townsend Street and the new Irish Times Building on Tara Street.

There are a number of other landmark buildings in the George's Quay area, which contribute to the form and identity of the area, including the Fire Station Tower on Tara Street, City Quay Church, Saint Mark's Church and the former Academy cinema. Key citywide landmarks which have a presence on the plan area include the Custom House and Liberty Hall.

Key views and vistas are available throughout the area although sometimes curtailed by the elevated railway. Panoramic views of the river as it widens and changes direction at George's Quay impart a sense that this is an area with a different character from the historic city quays on the city centre (west) side of the Loopline bridge; with this difference apparent in the larger block structure of the Docklands area to the east of the Loopline.

Policy in Relation to the Urban Form of the George's Quay Area

The City Development Plan emphasises the importance of pursuing policies and strategies to ensure Dublin retains and builds on its renowned form and character.

These policies and strategies include the creation of a more compact, quality, green and vibrant city close to good social and physical infrastructure, and the creation of good places where citizens will seek to live and work.

The City Council has produced a draft Public Realm Strategy, "Your City, Your Space" to deliver a greatly enhanced public realm, including that within the George's Quay Area.

It is also Development Plan policy to develop the city's character, to protect the grain, scale and vitality of city streets, and create new, predominantly pedestrian, streets where the opportunity arises. Such opportunities are available in this LAP. In addition chapter 16 of the Development Plan sets out a suite of urban design guiding principles in order to achieve a quality, urban environment, and these principles are applicable to the George's Quay Plan.

The scale and height of buildings is an important element of the urban form of the George's Quay area. The Development Plan, at Chapter 16.4, sets out principles for building height, both generally, and in relation to George's Quay, which include a higher building at Tara Street Station, provided it does not intrude on the character of Trinity's Front Square; one or two mid-rise buildings to support the residential communities of City Quay; and a possible mid-rise marker building in the Hawkins House redevelopment, to announce the new civic route from College Green to Tara Street Station.

Challenges and Opportunities to repair and reshape the Urban Form of the George's Quay Area

The George's Quay Study area forms a transitional area between "Dublin City Core" and the new development of the IFSC and Dublin Docklands to the east of the city and now sits at the "Midtown" area of the city. This midtown area contains a varied building height ranging from 2 – 3 storeys through to 10 – 14 storeys. To the east a more consistent "shoulder/parapet" height of urban blocks of 6 – 8 storeys has been established in the docklands area. Unlike the balance of developed areas along the River Liffey, the George's Quay or "midtown" area currently lacks the coherent urban form that is distinctive to Dublin City.

Significantly, the George's Quay area is located where the River Liffey turns and widens. It provides a change in scale which, together with previous land uses, has resulted in larger building blocks and, more recently, in taller buildings towards the river mouth and Docklands areas. However, the built form within the George's Quay area generally remains unresponsive to its city context. The built form and urban layout of the area does not recognise or take advantage of the turning sweep of the River Liffey, the relationship with the Custom House to the north, or the strong desire lines that exist between north, south east and west. Opportunities exist to make new pedestrian streets and spaces, and also to repair and fill out damaged streetscapes.

In order for the George's Quay Plan area to function as a vibrant city centre district between the historic Dublin City core and the area of more modern Dublin (IFSC and Dublin Docklands area) permeability and accessibility must be improved and provided for within a high amenity environment; a suitable environment that encourages a diversity of uses in to the area must be provided for; and built form must respond appropriately to the surrounding local and city context. In particular, built form must be cognisant of the character described above which has developed throughout the city over time. Further, it is considered that built form and height has a fundamental link to movement, mix of use and the quality of the public realm at ground level, all of which combine to assist in creating a legible attractive and vibrant city. This approach will not only improve the urban structure and create a connected public realm, within the George's Quay area, but enhance permeability between the old and new city (with its assets such as the Grand Canal Theatre, and the new digital media cluster on Barrow Street) and the Trinity College campus.

Integrated Urban Design Strategy

The vision of the Dublin City Development Plan 2011-2017 is based on three interconnected Core Strategy strands. The first strand aims for a compact, quality, green, well-connected city, which generates a dynamic, mixed use environment for living, working and cultural interaction. The Development Plan emphasises the importance of quality urban design, based on the principles of good urban spaces, active streets, and a sustainable mix of uses to achieve this.

The aim of overall urban design strategy for the George's Quay area is to address the challenges and opportunities outlined above, by making the area a great place to live, work, and enjoy.

The strategy consists of three elements:

- 1) Addressing the public realm, focusing on structuring principles, hierarchy of streets and places, and streetscape
- 2) A coherent approach to scale and height and appropriate density
- 3) Guidelines for the future development of key sites in the LAP (contained in Chapter 5).

1) A Strategy for the Public Realm

The term 'public realm' is used to describe the spaces and places where the general public can access without restriction such as public parks, city streets and squares. The public realm is normally managed and held by Dublin City Council. This LAP seeks to make provision for the improvement of the 'Public Realm' in the Georges Quay area through improved design and management of existing public spaces and seeking the creation of new attractive spaces for people to experience.

Successful urban spaces are generally enclosed and defined by clear relationships between buildings, and between buildings and open space. The local area plan will promote and seek to create public spaces and streets which are well designed, well managed, well maintained, and which contribute to the revitalisation of the area.

Currently within the Georges Quay area there are few dedicated attractive public spaces and the domination of through traffic erodes and diminishes ancillary or incidental public spaces making it difficult to move easily between the City Centre, south Docklands and residential inner city. In addition some areas are negatively impacted upon by bus parking.

Any significant development proposals in the plan area will be required to demonstrate a positive contribution to improving the existing public realm, by for example, including well designed urban spaces, creating active ground floor uses, contributing to passive surveillance of public areas, improving the microclimate in and around new buildings and incorporating high quality surface treatments, street lighting and street furniture.

Structuring Principles

The structuring principles result in a series of key spatial nodes and connections, both within and surrounding the LAP area. See Figure 20(a). The relationship of the Custom House across the Liffey via Tara Street and Moss Street into the green squares of Trinity forms a key series of interconnected spaces and streets; with a series of east west spaces connected through this north south axis.

The first of these is the City Quays- an artery through the City linking the LAP area to the Phoenix Park to the west and to Dublin Bay to the east. It is the policy of the LAP that the amenity value of the canals is fully exploited to create attractive spaces for people to walk and enjoy the City.

The next key public realm link comes from College Green and the City strategic routes linking to Christchurch and beyond into the LAP through revitalised space at Pearse street/Townsend Street/Hawkins Street creating a new public square, served by the Luas and connecting via new pedestrian space north east to a public plaza at Tara Street Station.

Supporting this at a lower level are the internal east west connections along Townsend street and the now truncated Poolbeg street which provide quieter east west linkages and form an important part of the grid street pattern of the area, providing legibility and movement through the LAP area.

Two other major spatial nodes within the LAP area are identified-

- (i) City Quay church and school and
- (ii) St. Marks Church and grounds.

The built form and setting surrounding these valued local landmarks currently does not make the most of these distinctive locations and there is an opportunity to re-examine policy with regard to their setting within the built environment.



Hierarchy of Streets & Places

An important part of the framework for the public realm is the categorisation of streets within the LAP area into higher order and lower order streets. By setting a hierarchy and using this to set appropriate actions and objectives regarding future development within this hierarchy allows each of these actions and/or policies be more tailored to the character of the street.

The hierarchy of streets and places are designated below and illustrated in Figure 20(b). It should be noted that the hierarchy in this LAP is a sub-category below the categorisation of the primary and secondary streets within the City, defined in the draft Public Realm Strategy “Your City, Your Space”.

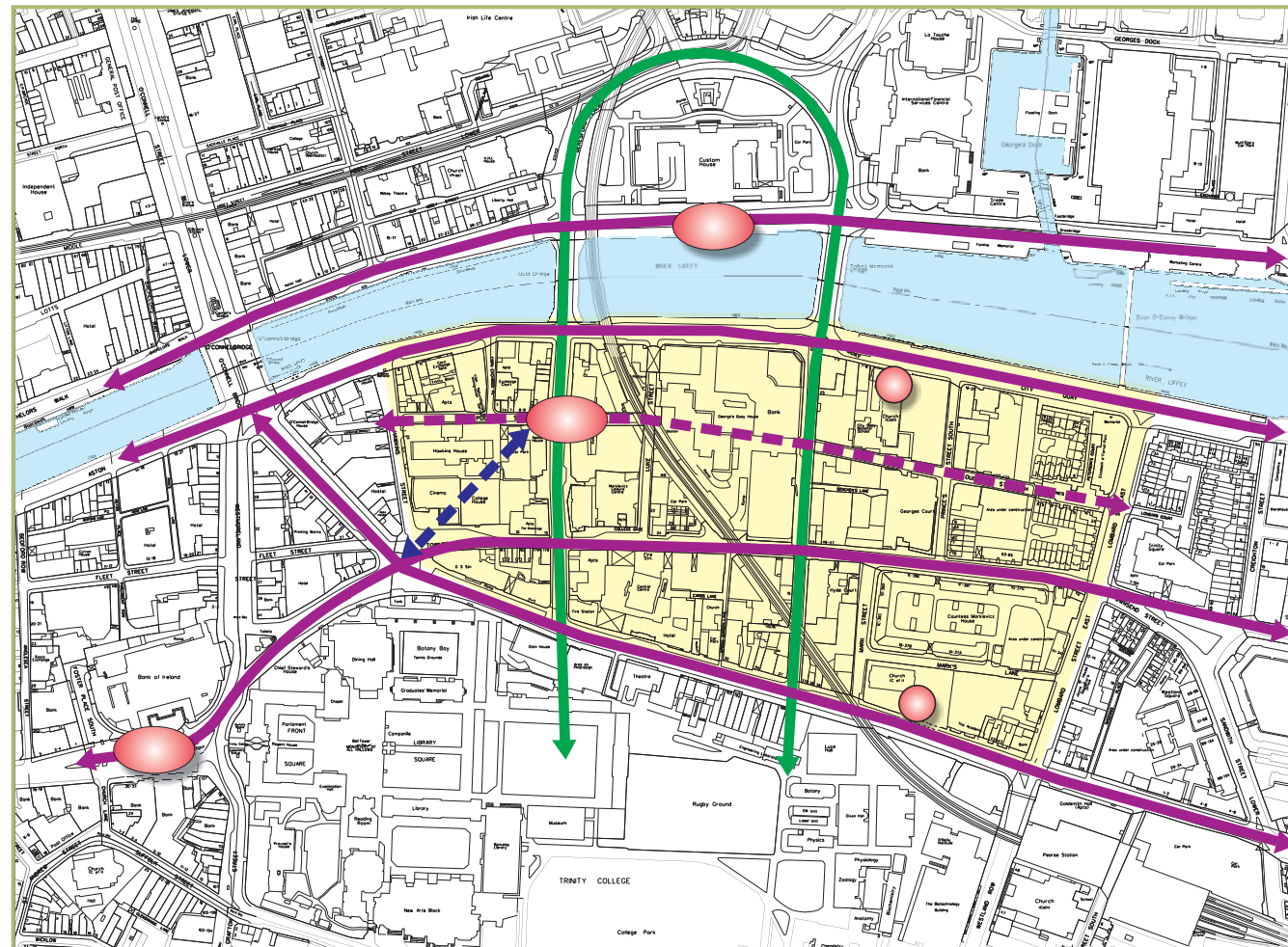


Fig 20(a): Structuring Principles

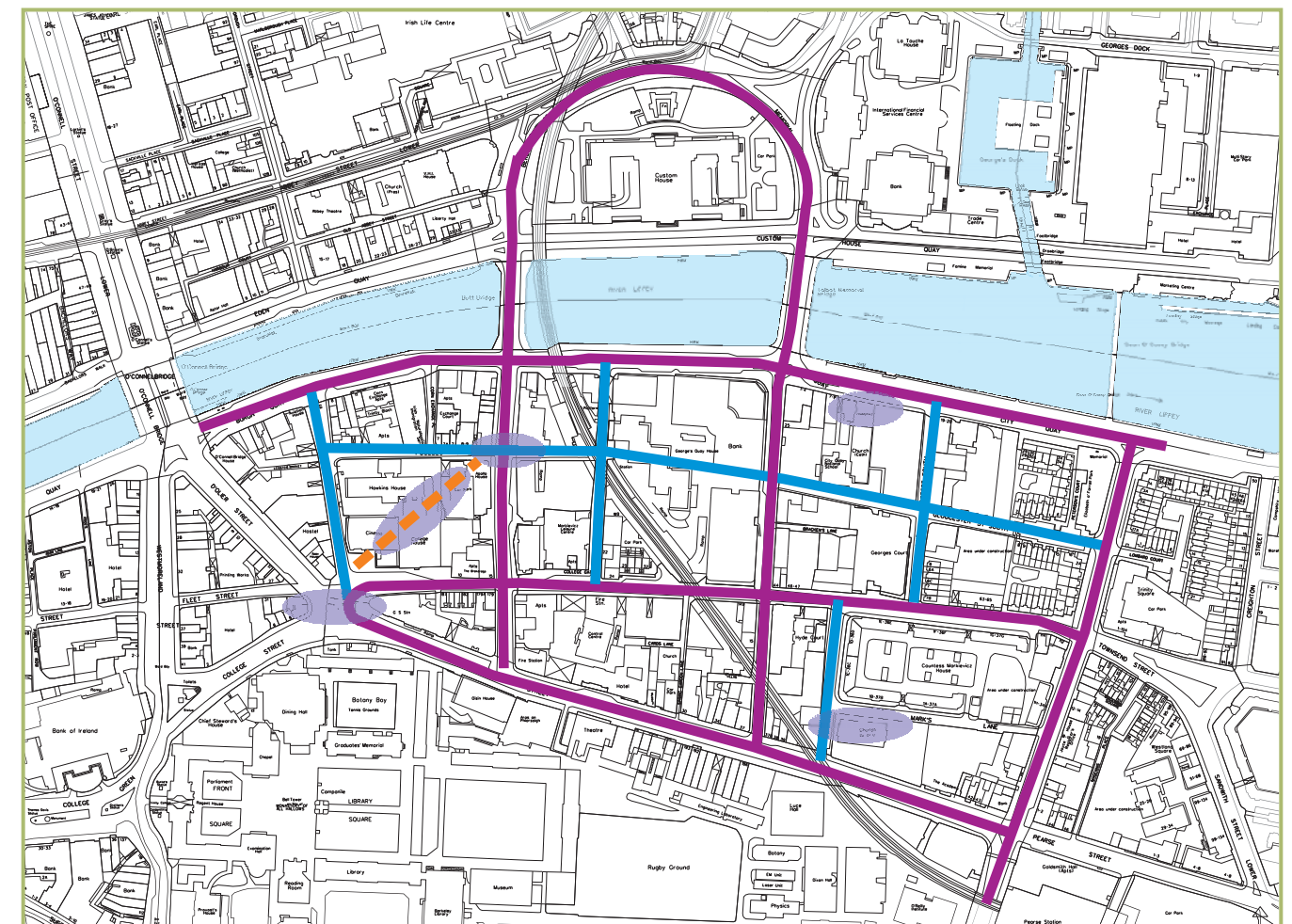
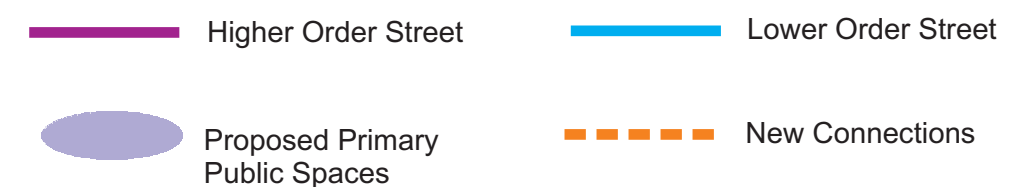
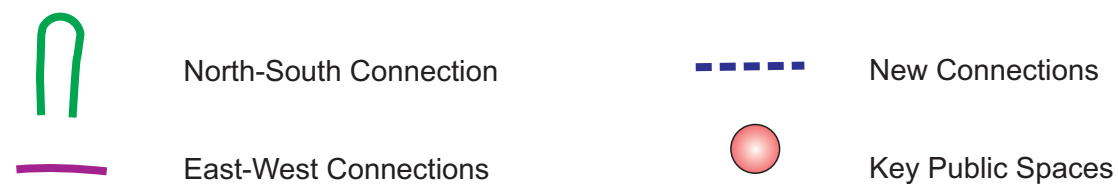


Fig 20(b): Hierarchy of Streets and Places



Higher Order Streets: Burgh Quay/ George's Quay/ City Quay, Townsend Street, Pearse Street, Tara Street, Moss Street and Lombard Street East.

Lower Order Streets: Hawkins Street, Poolbeg Street, Mark Street and Lane, Luke Street, Gloucester Street South, Prince's Street South.

Important Local Spaces & Landmarks:

- Significant public space at junction of Townsend Street and Hawkins Street
- New pedestrian street and marker building to connect from new public space through to Tara Street Station
- Tara Street Station plaza and marker building
- City Quay Church and the setting of the building including a new public space
- Setting of and St. Marks Church building

Other local public spaces of note through the area that contribute to the character of the area and public realm are Elizabeth O' Farrell Park and the forecourt of Markievicz Leisure centre.

The Streetscape.

The future shaping of the streets and spaces in the George's Quay area will be guided by the Dublin City Public Realm Strategy "Your City, Your Space." on Chapter 16 of the City Development Plan. This strategy plans to improve the city's streets and public spaces through better design and management. The strategy sets out a series of actions for delivering an agreed vision of the public realm. The objectives of this local area plan have been informed by the Public Realm Strategy.

Within the context of the Strategy, and also other sections of this LAP, (particularly movement, transport and green infrastructure) it is proposed in this LAP to seek delivery of a number of street improvements and upgrades to create more attractive urban environment to take place during the life of the LAP. These improvements, involving a palette of footpath widening, pedestrian crossing improvements; new cycle routes, tree planting and general pavement improvements and parking management will provide a more attractive setting for residential schemes, provide a more pleasant urban environment and increase biodiversity within the City heart.

This LAP seeks to use opportunities presented by the development of key sites to achieve major public realm enhancements, not just within the site itself but also to public streets and spaces and through new connections to the wider city.

This may be achieved either directly through partnership between Dublin City Council and other public/private stakeholders and agencies or by way of development contribution levies. Detailed public realm proposals for individual sites are set out in Chapter 6-Key Development Sites.

2) A strategy for appropriate scale and height

The current City Development Plan recognises the intrinsic quality of Dublin as a low rise city and that it should predominantly remain so. It also recognises that a small number of taller buildings in a limited number of locations are appropriate for the City for the promotion of identity and as a means of competing internationally with other city regions. Figure 21 in the Development Plan identifies the George's Quay area as one of 13 locations identified. The approach to taller buildings in the Development Plan has a four strand approach, specified locations; assessment criteria; development principles and a definition of height in the Dublin context (Sc 4.4.4.1) The George's Quay area is one of only four LAP areas specified in the Development Plan that has the potential to accommodate a 'high rise' building.

The aim of the height strategy for George's Quay is to provide a clear framework to strengthen the urban structure of this area; complementing the policies outlined in other sections of the LAP in relation to urban form and streets, and also reflecting the setting of the area on the bend of the river, to create a new landmark; echoing the north-side touch point of height at Liberty Hall. The approach adopted in this strategy will enhance the legibility of the city and contribute to the cityscape.

The approach has three main elements (i) shaping city blocks; (ii) riverside; (iii) specific locations where higher buildings above block heights will be considered.

(i) Shaping City Blocks.

The strong urban block pattern of the George's Quay area is a reflection of its historic evolution; and more recently site consolidation to create larger city blocks. The framing of new development within the area needs to be cognisant of the importance of consolidation within the inner core of the city, and of the proximity of many transport, employment and services uses; whilst also protecting the character of the area, and building on the existing character of streets and buildings both historic and modern.

In addressing the series of city blocks extending from Townsend St/Pearse Street junction to Lombard Street this area shall remain generally low rise and relate to the prevailing height in the locality; up to a maximum height for low rise within the inner city as defined in the City Development Plan.

This approach reflects their relationship to the existing built form, including a number of protected structures, the setting of Trinity College, and the pattern of more recent buildings.

The urban block area shaped by Townsend Street to the south; and following the line of Poolbeg Street through to Gloucester Street has greater capacity for height but within an envelope that respects the setting of the Quays and views along the river. The height allows for greater setback and an enhanced streetscape, particularly at Tara Street and Moss Street, strengthening visually these links between the Custom House and Trinity. For this reason a maximum height of 8 storeys office/mixed use is proposed. Developments which include residential/mixed use may also attain a height of 32m. This height will be read within the context of the existing built form which currently is quite varied, and the strong visual impact of the Loop Line bridge.

The only exception to this is the eastern most block, between Princes Street and Lombard Street; where, in the context of City Quay housing, the heights should be stepping down to reduce impact on this residential area, thus limiting heights to current Development Plan maximums and also in regard to the policy on transitional zoning.

It is essential that building frontages and the heights provide appropriate enclosure to the higher order public streets, in order to create a quality street environment. Parapet heights should seek to achieve a level of consistency relative to existing buildings of merit within the street and their plan form should prioritise the provision of a consistent building line, giving enclosure to the street or space. It is important that parapet heights are sufficient to adequately and appropriately frame the street. This is particularly important on the wider streets such as Street. (See Section 16.1 of the City Development Plan).

For Tara Street, which contains a number of possible redevelopment sites, the new Irish Times building provides a new and appropriate parapet height for this Street.

Should any proposal emerge during the lifetime of the LAP for a redevelopment of the Ulster Bank site, a masterplan will be required, addressing the issue of connectivity, active street frontage, public space, urban design and visual context.

In the interests of achieving quality urban spaces and coherent streets, except in exceptional circumstances, single or two storey buildings will not be permitted.

(ii) Riverside

The riverside is a defining characteristic of this area of the City. The current pattern of development extending from O'Connell Bridge along the southern quays is quite varied; rising from two storeys up to 10 storeys and currently containing a number of gap sites. Further east into the Docklands area a more consistent height framework is reflected in the new buildings facing the river.

This Plan, in line with Development Plan policy, sets a general maximum “shoulder” height of six storeys (24m) commercial (or equivalent) to the river, with the provision for one set back floor (at a minimum of 2m setback) above parapet facing the river. This height framework will complement the existing heights from Docklands, integrating the development pattern extending westwards, preserve the character and coherence of the Liffey corridor and respect the historic setting of the quays and the Custom House opposite. Alongside this maximum framework, to preserve the built form of the quays; any alteration or modification to an existing structure or new buildings shall not reduce that structure to less than 4 storeys in height.

(iii) Locations Suitable for Height

The Development Plan sets a requirement for the Local Area Plan to provide for a limited number of locations within the George's Quay area. The Plan specifies that provision should be made for a high building at Tara Street Station, one or two mid rise marker buildings as part of a future redevelopment of the Hawkins House site, and one or two mid rise buildings around City Quay. Each of these sites are addressed individually in Chapter 5, and marked on Fig 21: Height Strategy.

The LAP provides for these higher buildings, setting a maximum height within the framework which falls within the definitions of mid rise and higher buildings contained in the Development Plan.

For each of these sites, the individual section in Chapter 5 setting out specific sites policies sets the height of all built elements, so that a coherent approach to form within the full site footprint can be addressed. These specific policies have been assessed to ensure integration with the overall height strategy across the LAP area. In the interests of clarity, where a floor level is raised for a building, as part of flood risk mitigation, this must be included in the calculation of overall height of the building.

In general, the design of taller buildings should seek to:

- Allow for higher permeability of views within the area
- Minimise the effect of overshadowing onto adjacent sites

- Enable attraction of and potential for diversity of occupiers
- Assist in breaking up the mass of the building to relieve bulkiness of design
- Provide additional height in relation to area along the rail line
- Ensure that all facades are subjected to sunlight at sometime during the day
- Provide variety in built form and height
- Incorporate atriums where practical to allow natural lighting to indoor spaces.

All proposals shall be required to comply with the detailed requirement for buildings with height set out in Chapter 4, Section 16.4 and Section 17.6 of the City Development Plan.

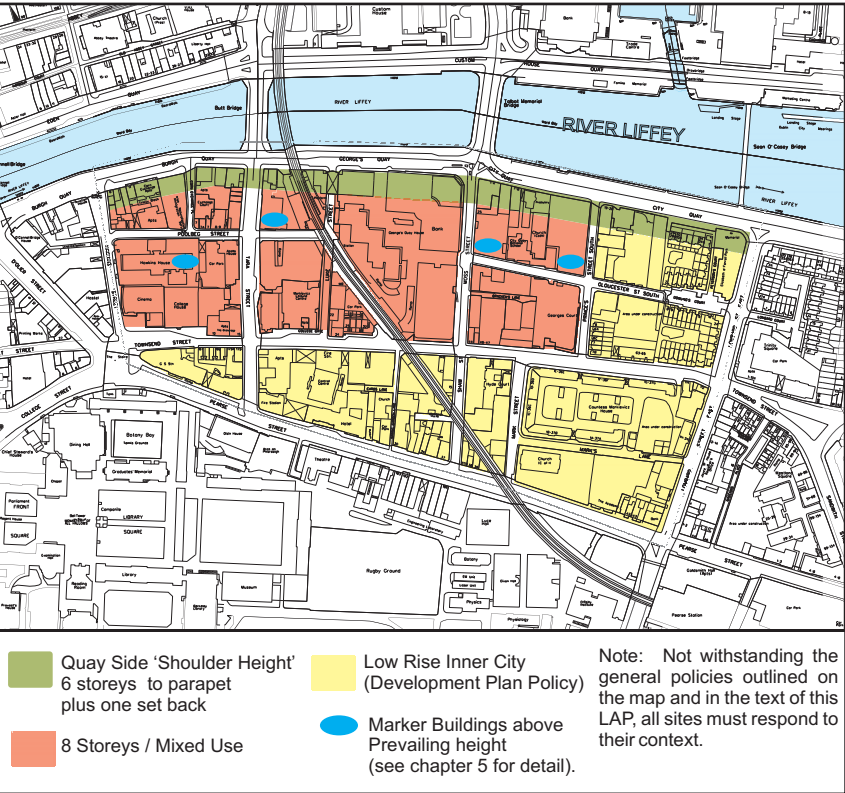


Fig 21: Height Strategy (See also Chapter 5 - Key Sites)

Urban Form, Design & Public Realm Policies

1. To ensure all new development is both cognisant of and responsive to the character of existing development in the area, and contributes positively to the public realm.

2. To facilitate development which provides continuity of existing patterns of development and clearly defines the demarcation between the public, private and semi-private realms.
3. That new buildings should re-enforce and enhance the character of the street in terms of proportion and enclosure, and provide appropriate enclosure to streets, and prioritise the provision of a consistent building line. (see also Section 16.1.3 of the Development Plan)
4. To seek through design and built form that new development has the ability to adapt over the lifetime of the structure to alternative uses.
5. To promote active and varied ground floor uses to ensure vibrant and safe streets and to enliven the area, particularly on higher order streets and facing onto public spaces.
6. To require a positive interaction between streets and spaces and the built form, e.g. building frontages, windows, and entrances should face onto and overlook the street and public spaces.
7. To encourage the provision of a number of pedestrian entrances to new development, both private and public, from the public realm/ footpath, particularly on a primary elevation to ensure enlivenment of the street.
8. To support where feasible the fine grained character of the area by protecting the historic grain and plot width where it exists as part of larger development sites.
9. Promote the greening of the city's public realm by incorporating street trees and vegetation, and by considering biodiversity in design where possible. (See also Section 4.8 on Green Infrastructure.)
10. To ensure that all new buildings within the LAP area will respect the historic precincts of Trinity College, the Custom House and the Liffey Quays, and the vistas of Georgian Dublin, and will have no negative local or city wide visual impacts.

Urban Form, Design & Public Realm Objectives

1. To seek the implementation of a attractive new pedestrian public space at the junction of Townsend Street and Hawkins Street and the new Luas tramline, which incorporates a public monument/ sculpture and promote the provision of a significant new public plaza at Tara Street Station.
2. To implement a coordinated approach to height for new development within the LAP, framed by Figure 21, so that new development must comply with the heights and design principles for both infill and larger developments.
3. To provide for three locations where buildings exceed general height maximums in order to provide civic identity and mark key locations and views within the City as follows:
 - a. One tall building at Tara Street Station
 - b. Two medium height buildings at City Quay
 - c. One or two medium height building within the Hawkins Street/Poolbeg Street site.

The detail and form of these buildings shall comply with the detailed requirements for these locations set within chapter 5 of this LAP.

4. To ensure the impact of servicing elements of new buildings are minimised, particularly those facing onto higher order streets. Vehicular access, where needed, should be through the most inactive and visually unobtrusive elevation.
5. To promote the use of vibrant public art/sculptures within the area of the Local Area Plan.



To support the continuing role of the Georges Quay area as an active mixed housing community, through provision of high quality new residential development and to value the social housing heritage of the area.

Historic Housing Fabric

The George's Quay LAP area was the busiest port area in the City during the 18th and 19th centuries and contained a mix of land uses, including low quality housing for workers in the docks. Slum clearances and housing programmes of the early 20th century removed most of this housing, ensuring that little historic built fabric exists today. Most of the historic housing in this area, excepting some Georgian and Victorian housing on Pearse Street, is more modern and mainly the result of major construction projects of Dublin Corporation in the twentieth century. The Housing Crisis Conference (1913) and the Civic Survey (1925) identified the Pearse Street/ Townsend Street area as an area requiring significant intervention. As a consequence some of the more innovative housing solutions were attempted in the George's Quay area and its immediate surrounding area including the Trinity Ward scheme (1917), Boyne Street (1924), Townsend Street Flats/ Markievicz House (1938) and Hanover Street Flats/ Pearse House (1944).

Trinity Ward

The Trinity Ward scheme provided forty eight flats and cottages at Townsend Street, Moss Street, Gloucester Street South and Magennis Place and was completed in 1917. The 'module' of development is designed around two room flats, two per floor, around a central, internal staircase, in four storey blocks. This eight unit module positioned directly onto the public footpath was versatile, and could be fitted onto narrow, wide or corner sites. Ground floor retail units were also incorporated into this design. The elevations were faced by yellow brick with window and door details in red brick. A number of these blocks are now currently vacant and in need of significant refurbishment.

Markievicz House

Markievicz House/ Townsend Street Flats, located between Townsend Street and Marks Lane was completed in 1939 to a design by Herbert G Simms (1898-1948). The scheme of eight no. four storey blocks almost forms an enclosed perimeter and accommodates one hundred and seventy dwellings and four small shop units facing Townsend Street. Access from the street is via a centralised courtyard, to communal staircases running to the rear of the blocks leading to balcony type walkways serving each individual unit.

Markievicz House is one of the finer examples of Simms' interpretation of the 'South Amsterdam' model of housing where the vernacular is fused with the 'modernist' and 'international' style of design. The 'modernist' style is evidenced by projecting flat roofs, communal staircases and the geometrically curved corner elements, while the vernacular is expressed through the facing materials, particularly brick. The perimeter block layout reflects the enclosed, defensible designs characteristic of the super blocks of Vienna popular throughout Europe prior to World War II. The scheme is faced in yellow brick with red brick detailed finishes and steel framed windows. Markievicz House is a Protected Structure.



Modern Housing Developments

City Quay

The communal and enclosed character of the flats schemes in combination with the rapid decline in the physical and economic situation of the inner city resulted in the adoption of a new model for inner city social housing: low rise, low maintenance and own door accessible. The City Quay housing scheme, designed by Burke Kennedy Doyle, commenced in 1978, involves a series of houses and apartments located on both the west and east side of Lombard Street East. The scheme involves two and three storey houses with some duplex type apartments over ground level apartments in three storey structures, brick finishes, pitched roofs and narrow elevations.

Modern Private Sector Examples

Following the Urban Renewal Act 1986, tax incentives accelerated new housing provision in the inner city, including within George's Quay LAP area.

This new form of development marked a return to a more conventional urban form of mixed use buildings creating continuous elevations to the street, and saw a return to multi-storey housing.

Due to the City Centre location, many of these new housing schemes are a constituent element of a mixed use building. Two of the more inventive schemes include the partial restoration of the Corn Exchange building on Burgh Quay which includes a high proportion of apartments and the Markievicz Swimming Leisure Centre/ College Gates scheme at Townsend Street which provides seventy apartments.

Future Housing Provision

Current Policies

In recent years the Government and Dublin City Council have formulated a series of guidelines for the Planning Authorities regarding the requirements for housing. The Governmental Guidelines include Quality Housing for Sustainable Communities (2007), Delivering Homes, Sustaining Communities (2007), Sustainable Urban Housing: Design Standards for New Apartments (2007), Sustainable Development in Urban Areas. The policies of Dublin City Council with regard to housing are set out under the Dublin City Development Plan 2011-2017, Chapter 11 –Providing Quality Homes in a Compact City and seeks to ensure that new housing provision meets the needs of the City citizens throughout their lives and is adaptable to people's changing circumstances.

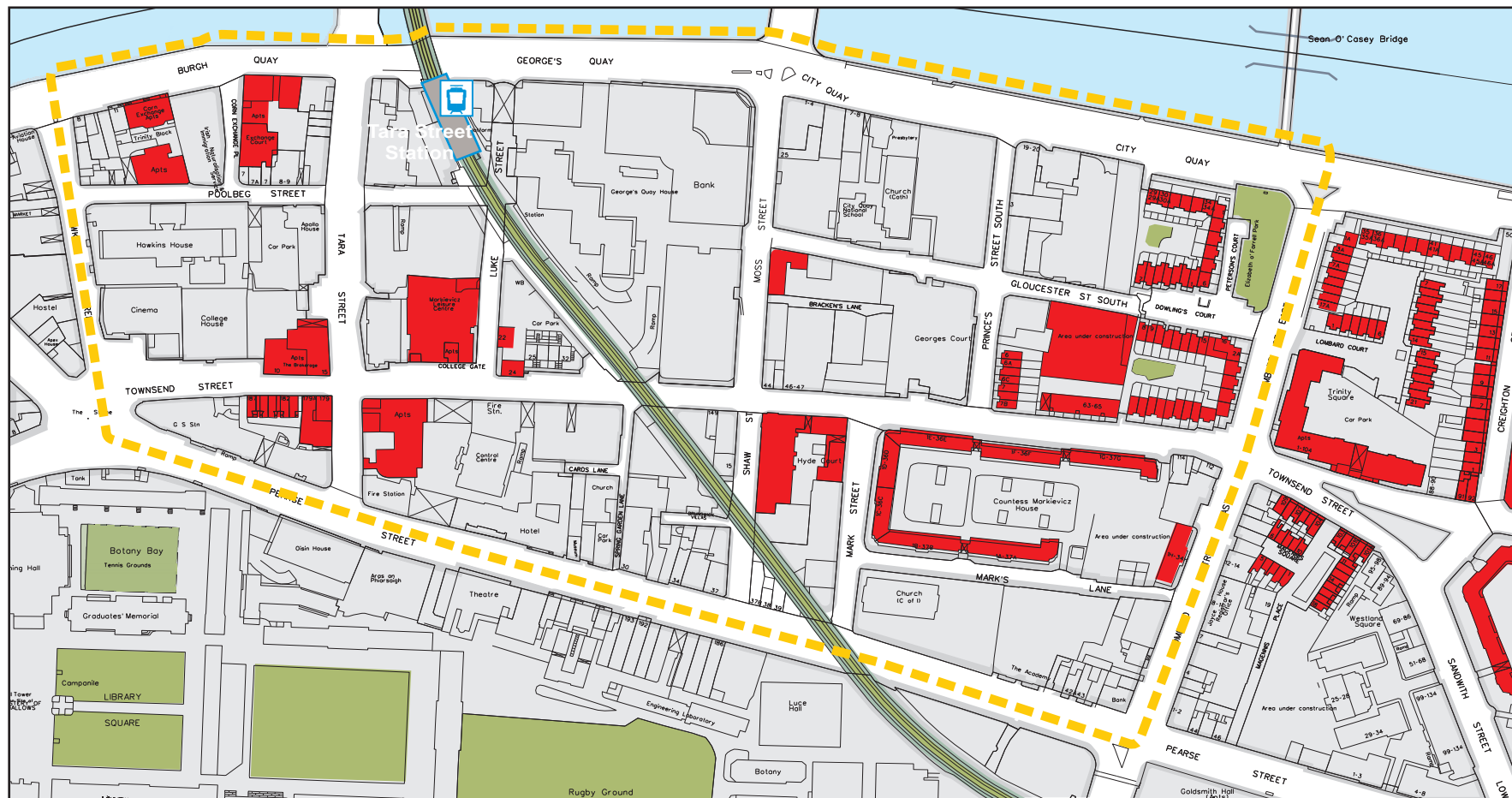


Fig 22: Existing Housing Developments

New Housing in George's Quay Area

This area forms a zone of transition where the more robust, higher value 'City Centre' commercial uses meets the more residential character areas of the inner city containing more mixed uses, including significant residential areas of the Docklands to the east. Encouraging mixed uses, including residential on the current vacant lands in the LAP will assist in creating stronger links between these character areas and restore the urban fabric of this City area. The integration of residential and commercial uses in mixed use development will promote energy, transportation and material efficiencies. Provision of additional housing in the inner city will also help consolidate and strengthen the existing residential community and support existing services

By encouraging new residential development the LAP seeks to make provision for a 'living' inner city and City Centre. The living city is safer, more attractive, accessible to services, and functions more efficiently.

Part of making the inner City an attractive place to live is seeking to improve the quality of the public realm (which is elaborated further in Section 4.3 above) and also to improve the quality and setting of existing housing; particularly the older social housing schemes.

Housing Policies

1. To seek new residential provision in the area to support and expand the existing community and local facilities.
2. To make provision for additional housing in the area at sustainable densities in order to create the critical mass of persons to support existing and additional services in the area.
3. To foster mixed use development in the area which ensures that local services and community facilities are close to people's homes, thereby achieving more sustainable neighbourhoods.

4. To ensure that all new housing provided delivers high quality residential environments and appropriately relates to existing housing, in terms of scale, design and residential amenity.
5. To avoid residential development at ground floor level where facing onto busy higher order streets. (see section 4.1 objective no.4)
6. To liaise with local educational institutions (TCD, DIT, NIC, NCI and other bodies), to encourage the housing of students within the LAP and its related context area. (see also Section 4.2- Economic Development & Employment).
7. To promote energy efficiency for existing and proposed dwellings.
8. To encourage the utilisation of vacant or unused upper floors of existing buildings for residential uses.
9. To ensure that all residential schemes are designed with adequate provision for long-term family living.

Housing Objectives

1. To promote the renewal and refurbishment of existing housing schemes while protecting the built heritage of social housing in the George's Quay area.
2. To seek the appropriate refurbishment of the Trinity Ward buildings, if feasible, in order to preserve some of the character of this quarter of the City.
3. To support the conservation, renewal and upgrading of Markievicz House to provide suitable housing. Remedial works to Markievicz House should, if funding becomes available, include improvements to the internal courtyard and creating defensible spaces to ground floor units, optimise opportunities for new amenities, biodiversity, landscaping and sustainable drainage systems. It should also address the improvement of the surrounding public realm including Marks Lane and Mark Street.

The Local Area Plan seeks to protect and preserve the built heritage of the George's Quay area by supporting the character defining role of Protected Structures within this urban setting and, where feasible, adapting and readapting historic structures for re-use or alternative appropriate uses.

The George's Quay LAP area is a series of urban blocks centrally located at the south-eastern end of the historic City Centre between the old colonial Parliament Building (now Bank of Ireland) at College Green, the Custom House and River Liffey to the north and Trinity College to the south. The LAP area directly adjoins the O'Connell Street Architectural Conservation Area (ACA) at Hawkins Street.

Little historic built fabric remains in the area today due to the low value of dockland related sites and the poor quality of early construction. The few Protected Structures, or structures of significance in the area that have survived, are located along the periphery of the LAP particularly along Pearse Street and Burgh Quay including some of the larger town houses and commercial structures of the 19th century which survived due to their adaptability for reuse and reinvention. A number of historic institutional and entertainment structures located in the area were cleared as part of large site redevelopment in the 1960's.

Archaeology and National Monuments

There are a number of national monuments located within the George's Quay area. These include the quay walls at George's Quay (DU018:020458), City Quay (DU018:020479) and Burgh Quay (DU018:020201), the Post-Medieval Graveyard at Poolbeg Street and Luke Street (DU 018-020648) and the site of the Long Stone (DU018-020129). National Monuments are protected by the National Monuments Acts. All of these are shown in Figure 23. The City Development Plan in Section 7.2.5.7 sets out a series of policies and objectives regarding development proximate to archaeological sites, which all affected future development in this LAP will be required to comply with.

Record of Protected Structures (RPS)

There are a number of Protected Structures in the LAP area, which are shown in Figure 23. The protection of buildings on the Record of Protected Structures (RPS) involves both the physical protection, including a 'duty of care' responsibility by the owners and the protection of the setting and aspect of the Protected Structure.

Protected Structures in the area include churches, houses and municipal structures. The oldest surviving church in the area is St. Marks Church at Pearse Street which was consecrated in 1757.

Other significant structures include the Corn Exchange at Burgh Quay and the Academy Theatre at Pearse Street which have been comprehensively rebuilt within their walls. Other Protected Structures include the licensed premises Kennedy's at no. 10 George's Quay, and Mulligans, at no. 8 Poolbeg Street which date from the mid 19th century.

The more prominent twentieth century Protected Structures in the area are municipal in origin: the Italian Romanesque revival Central Fire Station (with Florentine look out tower) at Tara Street (1907), the Dublin Metropolitan Police Head Quarters (now Garda Station) at Pearse Street (1909) and Markievicz House (1938).

The work of the Wide Streets Commission is evident within the LAP in the form of the public space at Hawkins Street/ Townsend Street; due to a requirement that the buildings which terminate College Street and Fleet Street have rounded corner ends in order to frame the public space. This has been augmented by the terminating structures at Pearse Street and Hawkins/ D'Olier Street which also have curved corner elevations.

Context Area of the LAP

The context area for George's Quay is rich in architectural heritage and has a high number of buildings of symbolic, cultural and social significance and heritage value. This historic setting has an important role in the character of the LAP area and in considering its future development.

The close proximity of the LAP to both the Custom House and the Bank of Ireland building (Old Parliament) and the collection of buildings and set pieces within the Trinity College campus contribute significantly to placing the LAP within a framework and reference point of important historic landmarks for the City. These important buildings have been taken in this LAP as key reference points for shaping policy and the LAP seeks to respect, and where feasible, improve the setting of these nationally important buildings. Within the LAP area, development will have to be cognisant and sensitive to the existing built heritage of this context area.

Views

Views from and within the LAP area are important both from an historic perspective in respecting existing traditional vistas and also play a significant role in orienting people within the City, and in making places interesting through opening up new or unexpected views.

There are two major views identified in the City Development Plan which impact on the LAP, identified in Figure 4 of the Development Plan. These look up and down the river, from O'Connell Bridge eastwards, taking in the Custom House; and at the new Beckett Bridge looking westwards, taking in the Custom House as a centrepiece. The role of the Custom House, framed by green space, street, bridges and river is a central framing element in the urban design approach of the LAP.

The Wide Streets Commission (WSC) created a civic 'view' of the Custom House from Burgh Quay at the end of the 18th century, and the LAP aims to protect and improve this set piece by supporting public realm improvements along the Quays.

Significant future development within these views will need to undertake a visual assessment of their impact on the overall setting of the City Quays and the Custom House. (Such an assessment shall be in accordance with any future views and prospects study (Policy SC7) and also Section 17.6, as part of an urban design statement for lower rise buildings or as part of the assessment criteria for high and mid rise buildings described in 17.6.3).

The loop line bridge and elevated railway line runs north-south across the River Liffey at George's Quay, almost abutting the western end of the Custom House. The construction of the loop line bridge in 1891 was opposed by Dublin Corporation at the time, on the grounds that the bridge would infringe and obscure the most important 'civic' view of Dublin. The bridge spans the river above street level with the result that views through the bridge or across the bridge to the Custom House are impeded. The loop line bridge was constructed to a trellised design which allows some light through the bridge.

Historic Urban Form

One of the elements of the built heritage which has survived in most areas of the LAP is the block size and street layout. The small grid of similar sized city blocks facilitates permeability and pedestrian movement. The pattern of blocks is a characteristic of the heritage of the area and should be maintained. Opportunities to reinstate elements of the street pattern lost previously to major developments will be sought in any future major redevelopments of these lands, particularly the re-connection of Poolbeg Street through to connect with Gloucester Street South at Moss Street.

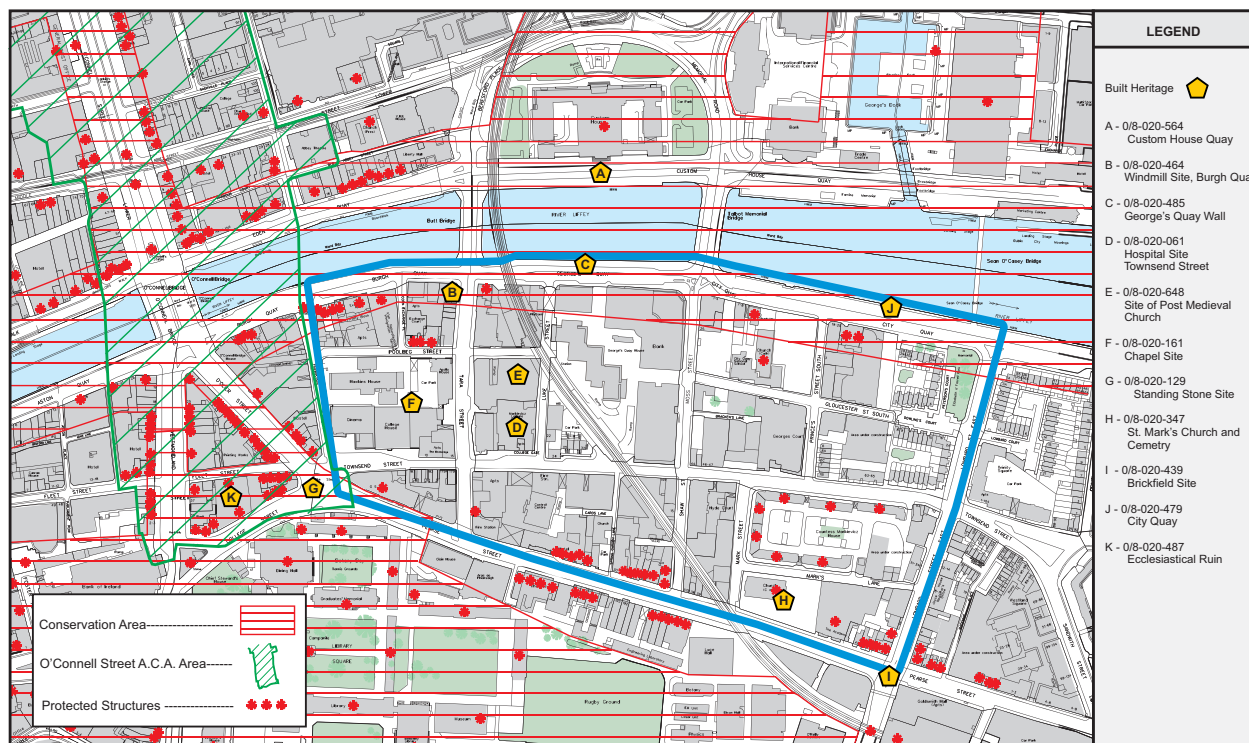


Fig 23: Built Heritage

Built Heritage & Conservation Policies

1. To retain and support sustainable re-use of the existing Protected Structures within the LAP area and to promote the restoration and regeneration of historic buildings. (See Development Plan Chapter 4.2)
2. New development should respect and reflect the traditional narrow plots and frontage widths where they exist, and where feasible, to maintain the fine grained character of such areas.
3. Seek the removal of advertisements and advertising hoarding which undermine the character of conservation areas and/or protected structures. (See 17.10.5 of the Development Plan).

Built Heritage & Conservation Objectives

1. Seek the retention of the traditional city block pattern within the LAP area; and if the opportunity arises, restore the previously removed street connection at Poolbeg Street through Moss Street to Gloucester Street South. (see also Section 4.3- Movement & Transport).
2. To protect and if the opportunity is available improve, the setting of St. Marks Church and environs.
3. To seek improvements and appropriately designed refurbishments that respect the historic and design character to the historic buildings and protected structures that that are in the ownership of the Council and used currently or previously as housing.



To deliver the necessary infrastructure to ensure adequate capacity to accommodate the quantum of development envisaged by the local area plan, and to ensure that the delivery of this infrastructure enhances the quality of the city's environment and facilitates the sustainable economic growth and co-ordinated development of the George's Quay area.

Adequate services and infrastructure are essential components of development. Infrastructural services include water supply, wastewater, surface water removal and treatment, electricity supply, broadband, gas, mobile phone coverage and telecom connections.

The purpose of this new section is to identify the existing public water supply, drainage and other key infrastructure that serves the area of the local area plan, and to set out the requirements and investment needed in infrastructure to meet the objectives of the plan. The implementation of the plan will take place in a phased manner and it is envisaged that upgrading or expansion of elements of public infrastructure both within and outside of the plan area will be required as development progresses. This section addresses infrastructural issues in two sections namely, water services (including supply, drainage and flooding) and utilities, with the final section setting out the policy and objectives on infrastructure for the local area plan.

Water Services

Water Supply Sources and Network

Water supply for the George's Quay area is part of the Dublin Region Water Supply which is sourced from the Liffey, Dodder and Vartry rivers. This is an integrated network covering Dublin City and adjoining counties. Currently across the region, supply and demand for high quality drinking water is finely balanced and this will remain the case in the short to medium term pending the delivery of a number of projects to increase production, storage and delivery capacity. Projects proposed and being implemented include pipe renewal across the region to reduce leakage as well as demand management measures to encourage water conservation, while the provision of a suitable long term new supply source for the Dublin and mid-Leinster area is being investigated.

At a local level the existing water supply network for the George's Quay area is served from a connection off a trunk 675mm watermain which runs along Pearse Street. There is also a trunk 600mm watermain on Townsend Street.

To cater for future development, investment will be required to enable the installation of new water mains in the vicinity of proposed large developments. New development proposals will need to demonstrate that the existing trunk water mains are protected during the construction of large developments, particularly those which involve the construction of basements.

Alongside ensuring adequate supply, this local area plan entails the delivery of a number of measures to sustainably manage water demand.

New developments and upgrading of existing development will need to install suitable water conservation measures, for example including the use of rainwater harvesting or greywater recycling measures.

Wastewater Network and Treatment

The George's Quay Local Area Plan is part of the City Centre Catchment which ultimately discharges to the Regional Wastewater Treatment Plant at Ringsend via the City Centre Trunk Sewer. At the time of preparing this plan, the Ringsend Wastewater Treatment Plant is operating at its design capacity. Dublin City Council is currently finalising proposals to increase the capacity of the plant from 1.7 million PE (population equivalent) to 2.1 million PE, with a target completion date of 2015.

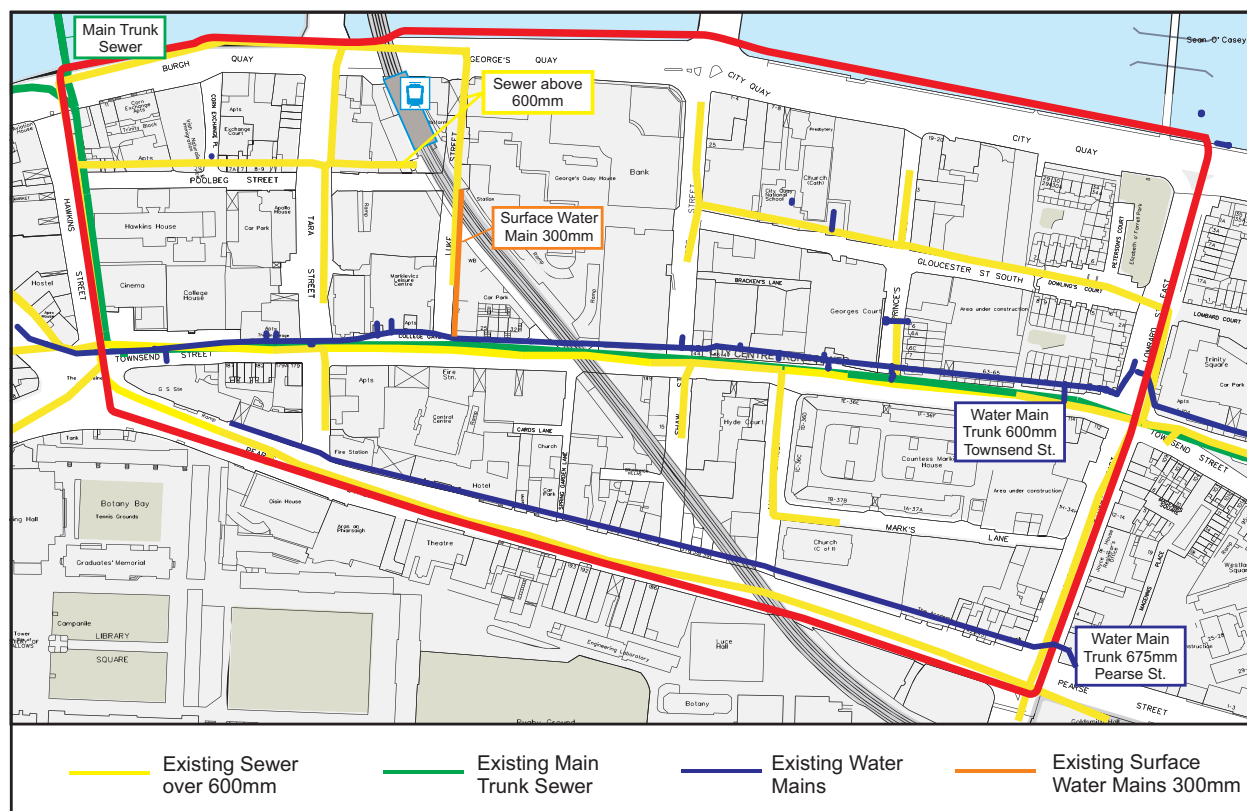


Fig 24: Existing Infrastructure Network

In 2010, the Environmental Protection Agency granted a Discharge Licence to Dublin City Council under the Waste Water Discharge (Authorisation) Regulations (2007). Dublin City Council must comply with the conditions of this discharge licence. The ultimate objective of this licence is to restrict discharges from the wastewater network into rivers and waters. The 2007 Regulations also require that the Water Service Authority satisfies itself that there is drainage capacity available in the network prior to granting a planning permission for any development. It is a requirement that any application for new development demonstrates that the discharge of wastewater from a proposed development, in conjunction with existing discharges would not cause non-compliance with the Regulations.

The drainage network in the George's Quay area is designed as a single pipe combined system. Most parts of the network consist of large brick built sewers, many of which are over 100 years old. The brick sewers discharge to the city centre trunk sewer which runs from west to east through the plan area, continuing on to discharge to Ringsend Wastewater Treatment Plant. In a combined system both rainfall run-off and foul wastewater discharge to the same pipe. This means that the network is prone to flooding in times of extreme rainfall and this causes Combined Sewer Overflows (CSOs) to spill to the River Liffey. The potential for pollution of waters and flood damage to property always exists in combined systems. Under the River Basement Management Plan approved by Dublin City Council in 2010, all waters are to achieve good status. This places statutory requirements on Dublin City Council to improve the status of the rivers within the city. This will include a review of all non-complying CSO's.

As part of the implementation of the local area plan, Dublin City Council will seek to remove the storm runoff from the combined system. In some cases, this will require new surface water pipes to be constructed, discharging to the River Liffey. Any development in the area will be expected to manage surface water in accordance with modern sustainable principles to minimise peak flows in the system, for example, green roofs or rainwater harvesting. Please refer to Sections 5.2, 4.8 and 16.2.3 of the City Development Plan for further details, guidance and requirements and also to www.irishsuds.com.

An extensive catchment study is underway in the city centre catchment. The 'Greater Dublin Regional Drainage Plan – City Centre Sewerage Scheme' is being developed and this will identify any constraints and develop a programme of works to adequately service the area. Pending delivery of this final report, it is premature to assume that there is adequate drainage capacity in the area.

Potential applicants are advised to engage proactively with Dublin City Council regarding future development proposals and the need for capacity assessment or upgrade of service infrastructure. Applicants are advised that where there is inadequate capacity in the network, permission may not be forthcoming.

Flood Risk Management

Flooding is a natural process that can happen at any time and in a wide variety of locations. Where development takes place within areas at risk of flooding it can have serious consequences. The three main types of flooding are coastal flooding, fluvial flooding which arises from rivers or streams and pluvial flooding which arises from extreme rainfall. Dublin City Council, the Office of Public Works (OPW) and landowners all have a role in avoiding, reducing and managing flood risk at a local level.

Adequate stormwater and drainage retention, and routing facilities are considered a necessary part of the urban infrastructure to accommodate increased surface water run-off resulting from current and future developments and must be considered by all stakeholders early in the design process. Although flooding cannot be wholly prevented, its impacts can be avoided and mitigated through good planning and management. It is the strategy of Dublin City Council to reduce the potential risks to people, property and the environment caused by flooding through a hierarchy of approaches. Firstly by avoiding development in areas at risk of flooding, secondly by substituting lower vulnerability uses in areas at risk, and finally, if avoidance and substitution are not possible, reduction and management of the risks through a variety of techniques including flood protection measures and flood resilience construction.

A detailed flood risk assessment has been prepared as part of this local area plan and is included as Appendix A1. This assessment identifies a number of measures necessary to ensure that flood risk is considered in the future development of the area and detailed flood risk mapping has been included setting out flood risk zones for the area. Two main types of flood risk are identified namely coastal flooding and pluvial flooding.

Coastal Flooding

Dublin City Council has carried out a review of the capacity of the existing flood defences to provide protection against tidal flooding of urban areas. This review was carried out as part of the Dublin Coastal Flooding Protection Project (DCFPP) which was published in 2005. Extensive studies of the impacts of flooding of the River Liffey on the south Quays and the urban hinterland were carried out and identified a flood cell in the area of the city south of the Liffey

which is at risk of flooding during a 200 year flood event. This flood cell which encompasses the area of the local area plan includes all low lying lands which will flood during an extreme storm or tidal event.

In order to protect the hinterland south of the River Liffey which would also include the area of the local area plan, Dublin City Council in conjunction with the Office of Public Works (OPW) and Dublin Docklands Development Authority (DDDA) are proposing to construct a flood protection system along the south campshire between Butt Bridge and Sir John Rogerson's Quay. The project will consist of a new wall for the most part, which will be approximately 800 to 900mm high, depending on its location, and will have a number of openings to allow access to the campshires, pedestrian bridges and walkways. The scheme will provide flood protection from extreme high tides to a level of 3.7m above Malin Head datum.

Pluvial Flooding

There are a number of localised areas within the plan boundary where there is a possible risk of pluvial flooding. Following assessment and modelling, Dublin City Council is currently undertaking a detailed study of pluvial risk. It is a policy of this local area plan that any development proposal in possible flood risk areas will be subject to a site specific Flood Risk Assessment appropriate to the type and scale of development being proposed. For areas identified as at risk, the design approach to buildings will need to reflect this risk. Ground floor uses shall be flood resilient or have suitable protection through design. No residential ground floor uses in such areas will be permitted. Particular attention should be paid to basements and IT (Information Technology) networks at flood risk

This plan is supportive of the objectives of the Flood Resilient City Project which provides an integrated approach to sustainable flood risk management. This project promotes Awareness, Avoidance, Alleviation and Assistance when considering pluvial flood management.



Water Quality

Recent years have seen the adoption of a number of EU Directives, transposed into Irish Law which seek to protect and improve water quality in groundwater, rivers, lakes, canals, estuaries and streams. For this local area plan, the most significant document is the Eastern River Basin District Plan which sets out a series of targets for improvements in river water quality to bring it to good status by 2015 across the wider Greater Dublin Area which makes up the catchment of the Liffey, Tolka, Dodder and a number of other rivers in this geographical river catchment area.

Surface Water

The River Liffey borders the local area plan. The river for most of its course within Dublin City Council is classified as being of moderate quality. Maintaining and improving water quality in the river is a key consideration for the local area plan. A number of combined sewer overflows (CSOs) enter the Liffey from the plan area. It is an objective of Dublin City Council to reduce and eventually eliminate CSOs to the Liffey as part of the Eastern River Basin District Management Plan. Alongside improving water quality within the river, it is also an aim of the plan that the Liffey becomes an important wildlife habitat within and around the river, boosting biodiversity in the area and providing an attractive amenity for the surrounding communities. (See Section 4.8 on Green Infrastructure, Biodiversity & Natural Heritage for further detail on this issue).

Groundwater

The protection of groundwater has become an issue of growing importance as it is an important and renewable resource. The impact of large scale development on groundwater quality and flows will be assessed through the development management process and must be considered at design stage.

Utilities

The George's Quay area is currently serviced by the necessary electricity, gas services and telecommunication infrastructure and can support the expected increase in population and intensification of economic activity. It is expected that upgrading as and when required of each network will take place at a local level to meet growth in demand and that these upgrades will be delivered by individual service providers.

Telecoms and Broadband

Broadband and telecoms services are available in the area and there are a number of service providers offering broadband and integrated telecoms services. New development in the area shall accommodate the provision of a universal open access ducting network to support telecommunications, broadband and digital.

All arrangements for exchange buildings, communications, towers containing antenna, dishes, etc. shall be agreed in advance in order that their location, design and access is compatible with the design strategy for schemes and the area.

Waste Management

Waste Management is concerned with the generation, collection and disposal of waste. Delivery of the objectives of the Dublin City Council Waste Management Plan will be implemented through the development management process and by accommodating recycling facilities for new residential and commercial developments.

Infrastructure & Water Management Policies

1. To actively seek the funding and delivery of key infrastructure including water supply and waste water management to enable development in the George's Quay area.
2. To ensure that development is permitted in tandem with available water supply, waste water treatment and network capacity. To manage and phase development so that new schemes are permitted only where adequate capacity or resources exist or will become available within the life of a permission.
3. To require that all large development proposals include water conservation and demand management measures.
4. To require all new development proposals to submit comprehensive drainage plans, with full supporting information, that comply fully with the requirements of the Water Framework Directive and the Wastewater Discharge (Authorisation) Regulations 2007, in accordance with Section 5.2.4.6 of the Dublin City Development Plan 2011-2017.
5. To protect existing infrastructure by ensuring through consultation with Dublin City Council that buildings and structures will be designed and constructed so that they do not compromise the structural integrity of trunk watermains in the area.

6. To seek to improve water quality and meet the objectives of the Eastern River Basin District Management Plan by;
 - (i) Ensuring the separation of foul and surface water effluent through the provision of separate sewage networks in any new permission;
 - (ii) Ensure the implementation of a stormwater management system in the detailed design of the plan lands, following the principles of Sustainable Urban Drainage Systems (SUDS).
7. To require all relevant proposed developments located within high risk flood zones to carry out a detailed Flood Risk Assessment in accordance with the Departmental Guidelines on Flood Risk Management and Appendix A1 of this plan. The flood risk assessment shall accompany the planning application and should be sufficiently detailed to quantify the risks and the effects of any residual mitigation/adaptation together with the measures needed to manage residual risks. Ground floor residential uses will not be permitted in high risk areas.
8. To encourage provision of suitably high quality strategic telecommunications including fibre optic, broadband links and utilities (inc. gas and electricity) infrastructure within the area of the local area plan.

Infrastructure & Water Management Objectives

1. To support the implementation of the South Campshire Flood Protection Project in order to protect the hinterland south of the River Liffey behind George's Quay, City Quay and Sir John Rogerson's Quay from risk of coastal flooding.
2. To support the implementation of the recommendations of the Flood Resilient Cities Project (Jacobs Study) in relation to pluvial flood risk within the area of the local area plan in order to improve existing drainage and protect the local community.



Green Street Projects - Townsend Street

To protect, maintain and enhance the green infrastructure, biodiversity and natural heritage of the area providing the community and all those who work, visit or pass through the area improved quality of life and sense of place.

Green infrastructure provides a mechanism for bringing together the key elements which define the quality of a neighbourhood in relation to biodiversity, amenity, movement and water resources.

Green Infrastructure (GI) can be broadly defined as an interconnected network of green space that conserves natural ecosystem values and functions and provides associated benefits to human populations.

GI through properly functioning biodiversity, provides space for nature to deliver vital ecological functions that underpin the quality of life. Each individual green space should link into a larger network that incorporates other public and private green spaces in the area. Physical linkages lie at the heart of green infrastructure, but other linkages are also important. GI provides multiple social, environmental and economic benefits, which reinforce the character of a place. The adoption of a green infrastructure approach can contribute greatly to the quality of a local area plan.

The George's Quay area is a largely man-made topography consisting of land reclaimed from estuarine mudflats. There is little biodiversity in this area.



Princes Street South - Existing Situation

- A Stormwater Tree Trench
- B Trench with load Bearing Soil
- C Overflow outfall to existing sewer network
- D Road Gully with Leaf and Litter Screen

Most of the trees and shrubs are non-native varieties and are of limited benefit to native wildlife. Native or semi-natural habitats are confined to derelict sites and a few small grass covered spaces.

Most of the pedestrian realm within the George's Quay area is of poor quality and in poor proportion to the scale of streets and spaces. Despite a surge of redevelopment during the late 20th century there are few green roofs. The eastern part of the LAP area exhibits signs of urban decay; containing a number of large derelict sites and contains streets of poor visual quality and amenity. Despite low levels of traffic and low demand for on-street parking and loading in several areas of the LAP, many of the streets are dominated by large amounts of hard-surfacing.

The principal green infrastructure feature of the LAP area is the river Liffey. It links George's Quay to areas of international biodiversity importance in Dublin Bay. It is a corridor on which migratory eels and salmon depend to reach spawning and feeding grounds and is a popular route for birds moving to and from Dublin Bay. It is home to resident mullet, a habitat for seaweeds and the occasional feeding Otter.

Ten bird species were identified during an early morning visit in late August 2011 in the LAP area. It should be noted that in the same visit 30 species were recorded in Trinity College Dublin, which is another important environmental feature and biodiversity hotspot within the urban core, which bounds the LAP area to the south. An important objective of this plan is to create connections between these two important environmental areas.

In terms of terrestrial biodiversity the plan area contains a hierarchy of formal parks (Elizabeth O'Farrell Park and the grounds of St. Mark's Church, private gardens associated with dwellings and derelict sites. The built urban character of the area means that there is limited opportunity for the short term expansion of green infrastructure. While there are limited opportunities to create new parks or square on a large scale in the LAP area, smaller innovative green spaces such as pocket parks, green roofs and podium level green space should be considered and included in any new development within the LAP area. These smaller green spaces play an important part in providing not only new green space but also in supporting biodiversity in the area, in particular when planted with native species of shrubs, flowers and trees.

Enhancement will largely entail retrofitting the existing urban environment in the public and private domains. This can be achieved by the actions of various stakeholders including the City Council, land-owners and occupiers and developers. Best practice should be show-cased by the promotion of carefully-selected pilot schemes. Building awareness in the local community of green infrastructure will be an important part in achieving awareness and support.

The main aim of the Green Infrastructure Strategy is to create a linked network of strategic open spaces. This will focus on:

- **Biodiversity** - by focussing on the existing green infrastructure potential of the river Liffey and developing the potential of existing open spaces, derelict sites and small gardens;
- **Amenity** - by protecting, enhancing and improving access to high quality amenity (for example the Campshires and Trinity College playing pitches)



exploiting potential of existing pocket parks and improving play spaces associated with social housing (ex. Countess Markievicz House);

- **Movement and Streets**- by greening the pedestrian environment, improving and extending the cycle network, exploiting proximity to key transport nodes and exploiting the river Liffey; and
- **Water resources** - by maximising the amenity and biodiversity value of the campshires and using new and innovative green approaches to manage drainage locally to improve water quality in the Liffey.

Dublin City Council will monitor the success of the Green Strategy implementation in the LAP through the monitoring of a series of indicators which include, diversity of bird species, air quality, SuDS provision, cycle network and cycle facilities, green roof coverage and soft landscape.



Green Street Projects - Townsend Street

Legend

- A Tree Line
- B 2 Way Cycle Lane
- C 2 Traffic Lanes Retained
- D On Street Parking Retained on South Side

Tree Trench

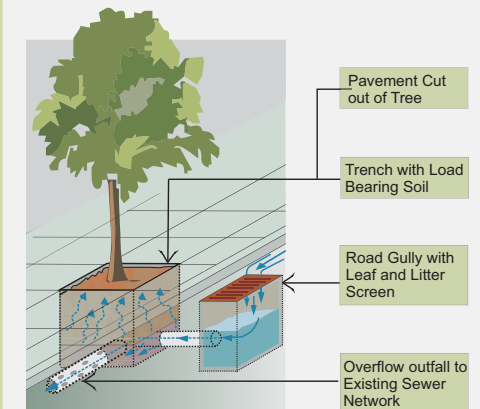
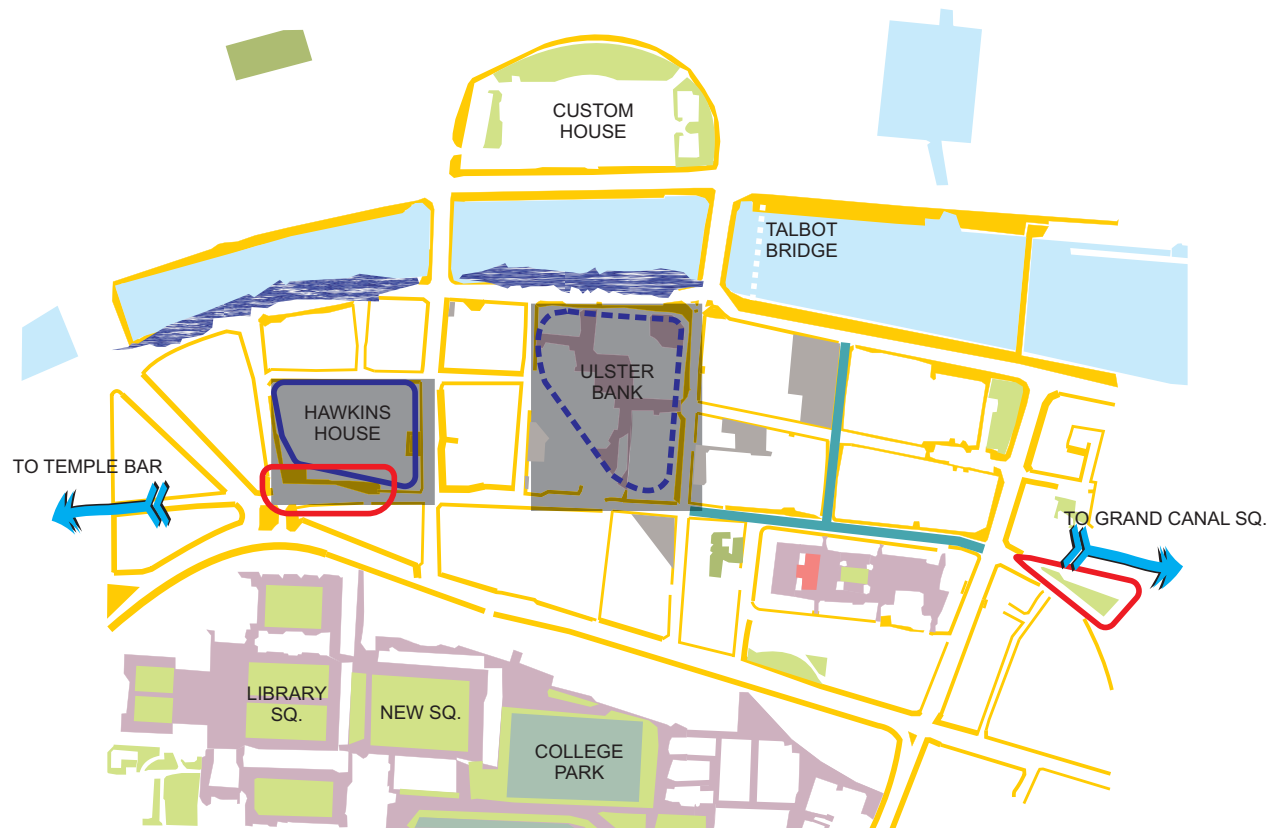


Fig 25: Green Infrastructure, Biodiversity & Natural Heritage



River Bank Spaces
Large Blocks
Spaces with Significant Regeneration Potential
Existing Green Space



Pedestrian Public Realm
Semi Private/Semi Public Space
Roof Gardens
Play area



Sports Courts
Derelict Sites
Proposed Green Streets Pilot Project



Elizabeth O'Farrell Park



Stormwater Tree Trench with Tree Grates





Green Roof



City Quay



Policies

1. To seek opportunities to increase the provision of tree planting on streets within the LAP to improve amenity, increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation.
2. To promote opportunities to enhance the ecological linkages between Trinity College and the Liffey by encouraging provision of wildlife pockets within private lands, through provision of green roofs, courtyard gardens, green walls and other soft landscaping features within existing and future developments.
3. To seek improvements in the biodiversity value of existing parks/public spaces through planting and management practices focused on boosting the attractiveness for wildlife.

4. Promote the use of native species in any landscaping scheme to encourage biodiversity and support bird and insect populations.
5. Encourage the development of podium and courtyard gardens as part of the provision of semi-private and private open space within the LAP to increase opportunities for biodiversity and the enhancement of the local environment.

Objectives

1. Support and maximise the recreational and amenity value of the existing public realm network, in particular, the riverside and the linkages to adjacent amenity areas e.g. Trinity College and Grand Canal Square;
2. To extend the tree line along George's Quay and protect and enhance the existing tree line on Burgh Quay and the Campshires, utilising native species where possible.
3. To require that future development of large sites within the LAP area demonstrate how the proposed development can contribute to biodiversity in the LAP area.
4. Investigate the possible options for future utilisation of the semi-private green spaces behind the houses of City Quay for community gardens in consultation with the residents.
5. Require that any future plan to refurbish Markievicz House should incorporate community gardens and green infrastructure, through landscaping provision and design in consultation with the local residents.
6. Develop the Townsend Street route as an attractive and comfortable pedestrian and cycling route from Temple Bar to Grand Canal Dock. (Please also refer to Section 4.3- Movement & Access).
7. To pilot and test new green infrastructure installations in the public realm to boost biodiversity and improve surface water management on two streets within the LAP area; including the provision of storm water tree trenches.

To facilitate the enhancement of the existing community and social infrastructure provision in the George's Quay area.

The Council recognises the vital role that community, leisure and recreation infrastructure plays in the life of any area. Community facilities generally comprise of facilities serving the cultural, health, educational, recreational, religious and general leisure needs of the population and include facilities such as schools, libraries, churches, health care, childcare, theatres and community buildings. Community and social infrastructure are features that improves an area's desirability, support community vitality and can help form the foundation for development. The provision of these facilities are essential to community living.

Schools

City Quay National School is located within the LAP area. This co-educational primary school has over 150 children in attendance at present. There are currently a number of second level education facilities serving the LAP area, but none are located within it; and it is not anticipated that an additional primary school or secondary level school will be facilitated within the lifetime of the plan due to the sufficient number of primary and second level schools in the vicinity.

Community Facilities

An audit of community, social, entertainment and education facilities was undertaken for the both the LAP area and neighbouring areas. The audit concluded that the LAP area is well serviced by a wide variety of facilities however some facilities, such as Elizabeth O'Farrell Park, are currently underutilised. Future improvements to enhance the attractiveness of these facilities would lead to an increased awareness of these facilities and higher levels of patronage.

The Council would encourage that all community facilities (sports and recreation clubs activities and venues etc) are safe places for children to be active and develop to their full potential. These facilities including the approaches and surrounding public realm, should be accessible to the visually impaired and to people with disabilities.

In order to support existing communities and help integrate new residents it is important to provide and maximise opportunities for local recreational activities. This can be supported by creating places for people to meet, join clubs or have somewhere safe to play and meet up.

Play

Safe areas for children to play are an integral part of any vibrant community. The provision of such spaces reinforces the vitality of an area and increases perceptions of safety and community. Play spaces may be in the form of structured play areas but also and equally as important unstructured areas, such as green spaces used for football. Playing outside is a vital part of childhood that helps children develop physical strength, coordination and balance. At present, the only designated play space within the LAP is within the Markievicz House complex. A second play area is located within the Pearse House complex which is just outside the LAP area. During the consultation process with City Quay National School it was highlighted that the majority of play spaces currently provided within the area are for pre-school children (2-5years) and there is a lack of facilities for older children. It was also noted that there is a lack of unstructured play spaces which are safe enough for children to play in. Any improvements to the public realm or future development within the LAP area should include the need for these areas for young people within their design process.

It is a vitally important function of the Council to support and promote an increase of neighbourhood spirit, vibrancy, activity and responsibility. This support is a mixture of facilities and also human resources through the housing, community and sports and recreation functions of the Council. Currently the Council devotes significant resources to the area to achieve this. Future developments should be carefully designed to shape public spaces and places that encourage and enhance vibrant communal interaction and an individual's sense of belonging.



Education, Community & Social Infrastructure Policies

1. To encourage the development of play areas within existing and proposed residential developments.
2. To encourage the provision of community, education, recreational, and amenity facilities in tandem with residential, commercial and other development.
3. To encourage the provision and further development of community facilities which are flexible and capable of being managed for a number of different uses.
4. To encourage the further use of existing facilities to maximise the sustainable use of such infrastructure and promote community cohesion.
5. To seek to create safe and useable open space for play through overlooking and passive surveillance.

Education, Community & Social Infrastructure Objectives

1. Investigate the possible options for future development of Elizabeth O'Farrell Park to provide for a new playground or play space suitable for older children
2. To encourage any improvements to the public realm or future development within the LAP area to include unstructured play spaces for young people within their design process.
3. To require that development proposals on large sites demonstrate how the proposed development can contribute to community and social infrastructure in the LAP area. This contribution can take the form of proposals for environmental improvements to public spaces and areas within the LAP area, support for historic projects, art or cultural amenities, or other physical works or actions that benefit the local community.
4. Large corporate organisations which are based in, or decide to, locate in the LAP area will be encouraged as part of their corporate responsibility programmes to actively engage with and support the local community. Such programmes should liaise with Dublin City Council community office and area office to identify suitable projects or schemes to support.
5. To require the provision of a flexible space for community, art and cultural use, approximately 250-350 sq m; to be transferred to Dublin City Council in any redevelopment of the City Quay site. Dublin City Council will, in consultation with local stakeholders, identify suitable uses for the space. The form and detail of this space shall be discussed with DCC at early design stage to ensure its suitability.

To make provision for the accommodation and development of culture and the arts, to foster cultural diversity and to promote tourism across the George's Quay area.

In recent years Dublin has become one of Europe's top tourist destinations, not least for its well recognised cultural heritage and its achievements in art, literature, architecture and music. The Dublin City Development Plan 2011-2017 states 'The enhancement and promotion of Dublin as a 'City of Character and Culture', promoting an active artistic and cultural community at city-wide and neighbourhood levels is central to making a vibrant city that is an attractive destination for tourism and the creative industries.'

Culture, Arts and Tourism within the LAP currently

The arts and cultural resources in and around the George's Quay area have perhaps not been fully appreciated in the past but they are significant and include the Screen Cinema, the Abbey and Peacock theatres, Trinity College and Pearse Street Library. The recent opening of the Grand Canal Theatre to the east has placed the LAP area along an axis of arts facilities in the City.

The area has a strong tradition in the provision of cultural facilities for the city's population, including such historic play houses as the Theatre Royal which was located on Hawkins Street, the Tivoli Variety Theatre on George's Quay and former City Quay Arts Centre. At present, the area has a high concentration of street art or public statues/memorials which are not only high in cultural value but also an underutilised asset of the area.

The Dublin City Council Development Plan 2011-2017 identified that the LAP area is located between four cultural quarters, Trinity College and South Georgian Quarter, Temple Bar, O'Connell Street and North Georgian Quarter and the North and South Docklands. The LAP would hope to strengthen the connections between the area and these quarters with public realm enhancements and improved pedestrian access routes.

Further Development of Culture, Arts and Tourism

The tourism industry in Ireland was worth approximately €5.3 billion in 2009 and employed over 190,000 people. Approximately 5.4 million tourists visited Dublin in 2009 (Tourism Ireland, 2009). Within 800m of the LAP area there are 21 hotels rated 2 star or more. They contain approximately 2,500 bedrooms.

The area's strategic accessibility and proximity to major tourist attractions place it in a unique position to develop its role in the area of support services for tourism. It also has significant potential to benefit the Arts through the major development sites which can provide opportunities for cultural provision as part of new mixed use developments. Facilities for contemporary and emerging art forms including film, dance, contemporary music and modern art in addition to more traditional forms could form part of vibrant new City quadrants. The provision of new flexible spaces which could incorporate such uses would be positively received by the Dublin City Council and would also result in a more robust development and make a positive contribution to the character and liveliness of this part of the City.

Dublin City Council will undertake a study to examine the possibility of providing for a best practice state of the art exhibition, performance and cinema space with a seating capacity of 600, in the cultural heart of the City. This study will form part of the review of the Culture Strategy for the City and input into the content of the Strategy. A proposed location should create a direct synergy between the cultural infrastructure of Grand Canal Theatre leading into the Temple Bar Area and on up into the Irish Museum of Modern Art on the east west access. The arts space would incorporate educational space and dedicated cultural space for youth arts practice and emerging new arts practice.

The cultural, local and community connections to the sea and the docklands should also be supported. At present the monument to merchant seamen lost in WWI is located in Elizabeth O Farrell Park. City Quay Church holds a memorial service once a year for those lost at sea. This connection should be protected and enhanced as it is part of the original identity of the George's Quay Area.

Culture & Tourism Policies

1. To require that all significant development has regard to the Dublin City Council Cultural Strategy 2009-2017 and to ensure that a Cultural Impact Assessment accompanies all major planning applications to assess the contributions that the proposed development will generate in the cultural life of the LAP area
2. To include a theatre or cinema in any redevelopment of the Hawkins House site. Any proposal shall be the subject of consultation with the Arts office of Dublin City Council at the early stage of design.

3. Encourage and support the development of the arts and tourism potential of the existing cultural inheritance of the plan area.
4. Encourage and support the use of the campshires for temporary or seasonal festivals/markets
5. Encourage the development of cafes/restaurants/retail facilities along key routes linking cultural facilities.
6. Support the development of artist's units/workspace in new developments within the LAP area.

Culture & Tourism Objectives

1. To require the provision of a flexible space for community, art and cultural use, approximately 250-350 sq m; to be transferred to Dublin City Council in any redevelopment of the City Quay site. Dublin City Council will, in consultation with local stakeholders, identify suitable uses for the space. The form and detail of this space shall be discussed with DCC at early design stage to ensure its suitability.
2. To promote the use of the Liffey and its campshires for active and passive activities; including festivals, events, maritime and rowing club activities and competitions and explore opportunities for increasing activity and use by clubs of the river.
3. To protect and improve the setting of public art installations/monuments as part of any public realm upgrades.
4. Promote the redevelopment of an attractive pedestrian route from Temple Bar to the Grand Canal Theatre via Townsend Street, through improved signage and public realm enhancements.
5. To undertake a study to examine the possibility of providing for a best practice state of the art exhibition, performance and cinema space with a seating capacity of 600, in the cultural heart of the City. The arts space would incorporate educational space and dedicated cultural space for youth arts practice and emerging new arts practice. This study will form part of the review of the Culture Strategy for the City and input into the content of the Strategy.

Development Plan 2011 - 2017
Main Cultural Quarters Map

 Hotels

- | | |
|---------------------------------|-------------------------------|
| 1. Trinity Capital Hotel | 13. Buswells hotel |
| 2. The Westin Hotel | 14. Trinity Lodge hotel |
| 3. Fleet Street Hotel | 15. Le Cirk Hotel |
| 4. Wynn's Hotel | 16. The Mercantile Hotel |
| 5. Hotel Isaacs | 17. Dublin Citi Hotel |
| 6. Jurys Inn Custom House | 18. Blooms Hotel |
| 7. The Clarion Hotel | 19. Farringtons of Temple Bar |
| 8. The Maldron Hotel | 20. The Morgan Hotel |
| 9. Holiday Inn | 21. The Arlington Hotel |
| 10. O'Callaghan Alexander Hotel | 22. The Gresham Hotel |
| 11. O'Callaghan Davenport Hotel | 23. The Ripley Court Hotel |
| 12. O'Callaghan Mont Clare | 24. The North Star Hotel |

 Cultural & Entertainment Facilities

- | | |
|------------------------------------|-------------------------------|
| 1. Screen Cinema | 9. Savoy Cinema |
| 2. Green on Red Gallery | 10. Dance House, Foley Street |
| 3. The Science Gallery | 11. Stone Gallery |
| 4. Trinity College & Book of Kells | 12. Oscar Wilde House |
| 5. The Abbey Theatre | 13. National Gallery |
| 6. Liberty Hall Theatre | 14. Natural History Museum |
| 7. G.P.O. | 15. National Museum |
| 8. St. Mary's Pro Cathedral | 16. National Library |
| | 17. The National Wax Museum |

 Public Art/Sculptures/Memorials in LAP Area

1. Constable Patrick Sheahan Memorial
2. Matt Talbot
3. The Linesman
4. The Anchor Monument In Honour of Merchant Ships Seamen 1939-1945
5. Countess Markievicz
6. Mr. Screen
7. The Stein Standing Stone

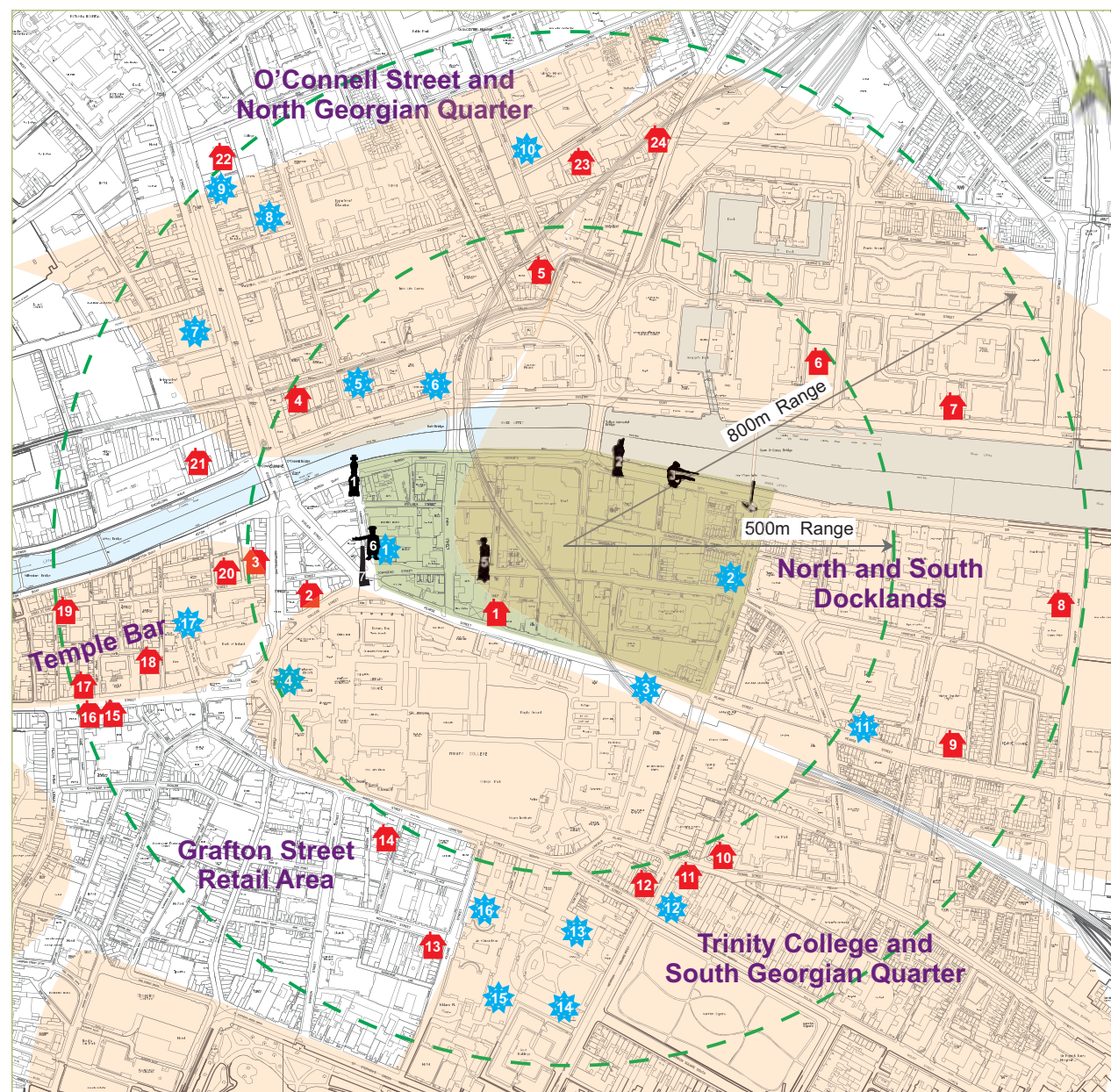


Fig 26: Main Cultural Quarters Map

It is the policy of the George's Quay LAP that sustainability and sustainable design becomes a defining character of the George's Quay area with new buildings leading best practice and contributing to Dublin City being a sustainable Green city to the benefit of all.

It is the ambition of the Council that the George's Quay area will lead the way in setting best practice in meeting sustainability targets through innovative design and actions to deliver the aims of the Council policies contained in the Council documents '*Climate Change Strategy 2008-2013*' and in '*Towards a Sustainable Dublin*'.

As a city centre location, with a range of mixed uses and options for sustainable transport modes the Georges Quay area has the potential to become an exemplar for sustainable communities and districts. The LAP aims to reduce reliance on unsustainable energy and fuel within the LAP area, by promoting and supporting greener alternatives, and the incorporation of greener design approaches in new buildings.

This sustainable future approach is promoted in this LAP through four policy approaches below:

1. Preserving the mix of use types in the area, to support the development of sustainable communities, encourage shorter trips by sustainable modes within the inner City.
2. Modern green building and block form design, with high BER ratings, maximising opportunities for both reducing energy consumption, exploiting sustainable energy options and conserving water.
3. Encouraging high levels of use of sustainable modes of transport by promoting walking, cycling and public transport within the LAP area.
4. Promoting and supporting improvements in the public realm which reduce energy consumption, support SUDS, increased carbon sequestering and supporting CHP (combined heat and power) district schemes.

A sustainable community/residential mix allows the area to react to its inner city location and integrate into the daily pattern of inhabitants across the working and living day. The mix of uses should act to enliven the area through the day and night in order to produce a vibrant living and working environment within the city.

By utilising existing city centre sites and allowing a sustainable diversity of land uses, new development should have an inherently low carbon footprint. Daily movements of occupants to and from developments and the proximity of local, well established amenities should lessen the transport needs in the area. This mix also focuses people's need on using sustainable forms of transport, given their proximity to a well-established network infrastructure.

Within this mixed approach is also the issue of type of housing units provided. New residential units should be designed with flexibility in mind, taking into account the life patterns of people using it and seek to address ways to increase that quality in measurable steps. This should include the creation of sustainable communities through the delivery of a housing mix with inbuilt adaptability to changing circumstances within a family's life-cycle. The inclusion of elements such as community gardens, both public and private open space such as roof gardens and courtyards, and integrated amenities would increase the quality of life for residents in the area.

This LAP addresses environmental sustainability across all fronts. This section focuses mainly on building design as one part of the overall sustainability agenda. The three other approaches identified above are addressed in more detail in other sections of this chapter.

Sustainable Design

Sustainable design is promoted in this LAP by focussing on four elements (i) built fabric; (ii) design and layout of buildings; (iii) energy and (iv) carbon impact of construction.

The LAP seeks to achieve development which utilises state of the art energy efficiency policies and best practice technologies to reduce resource consumption and promote environmental sustainability. New developments within the LAP area should, where possible, seek to maximise energy efficiency through their location, design and/or make appropriate use of energy conservation techniques, and go beyond the current minimum building regulations requirements. Building design should maximise natural daylight and ventilation opportunities, incorporate grey water re-use and green roofs and/or walls where possible.

In combination with the materials chosen and physical attributes of building design, sustainability should also inform key urban design elements such as creating attractive micro climates in key public or private public spaces, maximising passive solar gain, reducing overshadowing and addressing wind tunnel impacts.

A key part of sustainable building and reduced carbon footprint is the energy consumption of heat, light and power of a building. Opportunities to source these forms of energy from sustainable sources should be exploited. Solar panels, geo thermal and CHP are some of a number of options which provide renewable energy sources, and can also bring economic benefits. CHP (combined heat and power) on (or near) site production of heating, lighting and cooling has been shown to be very sustainable in terms of efficiency and is most efficient when there is a suitable mix of uses for energy centres. This and other renewable energy system options should be considered for larger sites and also longer term proofing of design to facilitate connection to district scale schemes. In terms of sustained energy demand, the use of compatible uses such as day and night-time loads and cooling and heating – i.e. commercial and residential use respectively, lends itself to the use of energy centres of CHP.

The fourth area of significant impact focuses on is energy and carbon consumed in the built environment is the built environment itself. The carbon imbedded in buildings, through the materials, processing, delivery and construction impacts is significant. For this reason, existing buildings should where possible, be re-used and/or refurbished as the first option, to reduce the carbon footprint and impact; with demolition and replacement permitted only where re-use of the existing build form is not practical. New buildings should be designed so that other types of uses can be accommodated in the future- ensuring that the building and the carbon invested in it will be fully used and be sustainable in the long term.

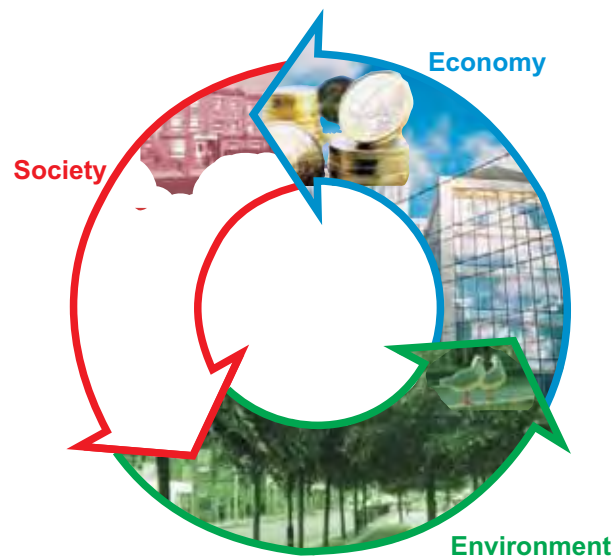
In compliance with the Dublin City Development Plan, developers are required to provide a sustainability statement to illustrate measures proposed to increase energy efficiency, reduce resource consumption and minimise waste generation.



Green Roofs - Sargfabrik, Vienna

Environmental Sustainability & Sustainable Design

4. Promote the use of environmentally sustainable technologies and facilities within any development in the LAP area such as the inclusion of CHP (Combined heat and power) units on site, community recycling facilities, grey water collection facilities, green roofs and green walls.
5. Seek opportunities within larger block developments to create efficiency in energy consumption both in buildings, blocks and in use of public transport, with future proofing of systems to facilitate district wide schemes in the future.
6. Building design will give careful consideration to the design and arrangement of buildings on a site in relation to the development of a microclimate. New developments should be future proofed to aid in the conservation of energy and maximise solar gain and renewable technologies.
7. All buildings, including housing units should incorporate flexibility in form and internal design available in the area in terms of size and tenure. Building design and technology used should be flexible and allow for adaptation and for change of use in the long term. A building should not become obsolete on cessation of an activity, but should be capable of facilitating new activities without onerous renovation in order to conserve "embedded energy".
8. Promote the use of environmentally sustainable materials in the construction of any development in the LAP area.
9. Existing buildings should, where possible, be re-used and/or refurbished as the first option, to reduce the carbon footprint and impact; with demolition and replacement permitted only where re-use of existing built form is not practical.



LOCAL AREA PLAN

GEORGE'S QUAY



George's Quay

5

Key Site Framework Strategies

- 5.0 Introduction
- 5.1 “Hawkins House” Site
- 5.2 City Quay Site
- 5.3 Tara Street Station Site



The Georges Quay LAP provides an opportunity to consider the redevelopment of underutilised or underperforming sites in the area. The Development Plan has identified three significant sites for redevelopment within the Georges Quay LAP area and provides specific guidance in relation to their future development. Individual site master plans will need to be prepared for each of the key sites. This requirement is discussed in greater detail in chapter 6 of the LAP. The content of any masterplan shall be the subject to detailed discussions and agreement with the Planning Department of Dublin City Council. No planning application for large scale developments will be progressed until such time as an individual masterplan is in place.

This chapter focuses on these three key sites within the LAP to consider the form of future development suitable for these locations and sets out the issues, aims and objective for each key site so that their redevelopment will both enhance the LAP area and deliver key policies of Dublin City Council in relation to economic development, sustainability, urban design and the historic fabric of the City centre.



Fig 27: Key Site Locations - George's Quay LAP

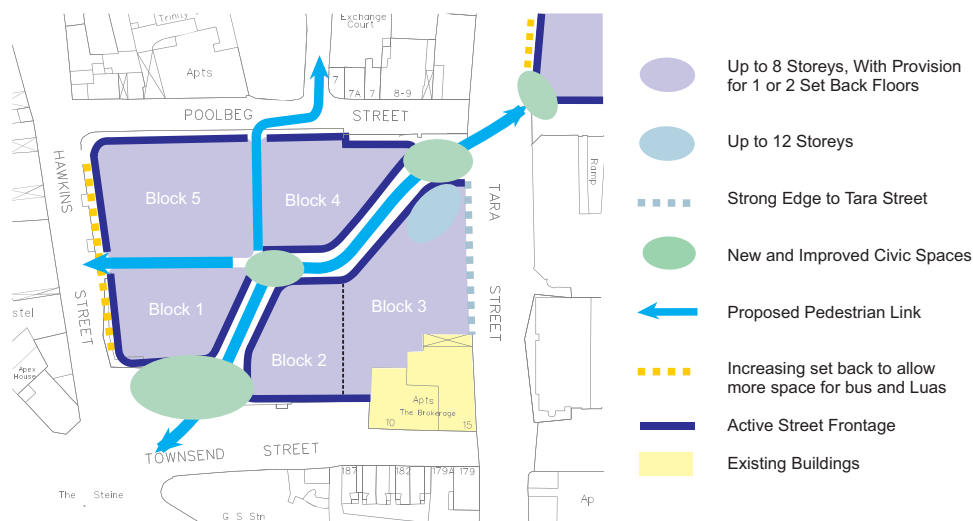


Fig 28: “Hawkins House” Site Design Framework

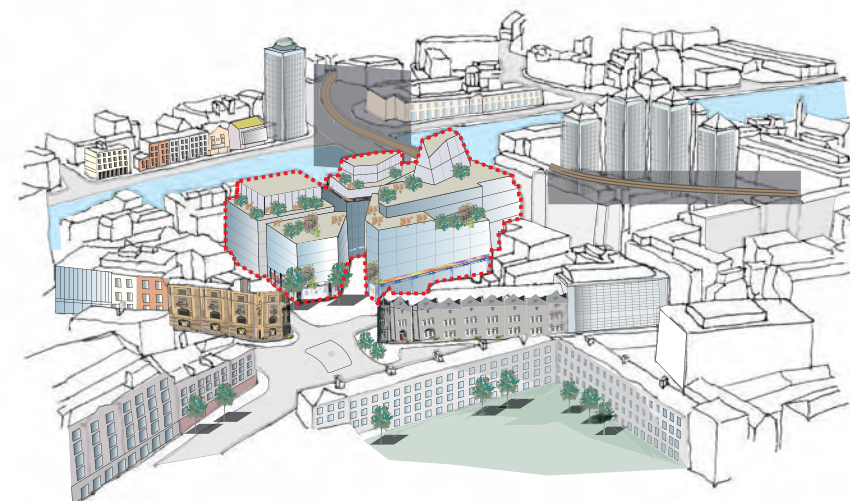


Fig 29: Conceptual Sketch of Hawkins House Site

Current Environment

The 'Hawkins House' office complex was amongst the first wave of 'modernist' developments in Dublin, developed to a design by Sir Thomas P Bennett/ Henry J Lyons between 1962 and 1969 on the site of the Theatre Royal and Regal Cinemas. The site incorporates three free standing office blocks; Hawkins, Apollo and College Houses and a low rise cinema structure, the Screen Cinema. Hawkins House itself rises to twelve floors (41.45 metres in height) and faces Poolbeg Street. College House rises to ten storeys, and faces Townsend Street. Apollo House rises to ten floors (32.5 metres) and faces Tara Street. The setback of the buildings at Townsend Street functions as a convenient parking bay for buses and service vehicles.

The surfacing directly in front of the cinema and the lack of ground level animation of the office structures (including surface car parking) has resulted in an in-hospitable and poorly used public space.

In recent years, development in the area has been of the more conventional type involving a variety of uses and the creation of continuous elevations framing the street, with car parking provided underground. For example the corners of the junction of Tara Street and Townsend Street have been redeveloped with ground level cafes, restaurants and licensed premises with residential development above street level to create activity and vitality on each of the corners.

Future Direction

The Dublin City Development Plan sets out two key objectives for the 'Hawkins House' site:

- (a) To strengthen and make key public realm nodes throughout the area, including an improved concourse at Tara Street Station at the end of the new diagonal route across the “Hawkins House Site”; and new civic spaces around City Quay Church and School.

- (b) A mid-rise marker building could be incorporated in the Hawkins House redevelopment to announce the entrance to the new diagonal civic route.

The site is one of the most prominent locations within the City Centre, located between Trinity College, the busy train station at Tara Street and adjoining major retail, cultural and leisure centres at Henry Street/Grafton Street and Temple Bar. It is close to major banking centres, prestigious hotels and office head quarters. For these reasons, this site presents one of the best opportunities within the City for new international standard office/head quarter commercial facilities, and also a critical opportunity to create an urban environment worthy of its valuable location.

The LAP seeks the full redevelopment of these lands. Each of these objectives provide a framework within which individual landowners can bring forward all or some of the site for redevelopment, and that each element will deliver key pieces of the urban form sought for this location.

Central to all of this is the importance of high quality architectural design in any of the proposals, both for the buildings themselves and the spaces they create. Quality and recognition of the important role these sites have in “filling out” the jigsaw will be central in considering any planning applications for redevelopment.

It is not the intent of this LAP to prescribe the detail of the form of buildings or the shape of the spaces they create; but to set a framework within with innovative, interesting and sustainable design approaches can be explored.

What the LAP seeks to achieve for this site is driven by the principles and objectives outlined in the previous chapter- mixed use, attractive pedestrian environment, maximisation of the sites potential for economic development and supporting sustainable transport and a design approach that is both green in technology and is responsive of the historic setting; remaking strong street edges and creating new pedestrian streets and spaces.

The framework has five elements- (1) new pedestrian civic route, supported by two smaller pedestrian connections; (2) urban plaza/space marking both ends of the civic route; (3) provision of new similarly sized cultural use in any redevelopment of the screen cinema site; (4) strong appropriately scaled edge buildings to Tara Street and (5) one, possibly two mid rise building up to a maximum of 12 storeys (48m) within the north western portion of the site, subject to a detailed impact assessment.

(1) New Pedestrian Civic route

The Dublin City Development Plan provides for a 'civic' and 'diagonal' route through the 'Hawkins House' site. The layout of the new route and public space forms part of a more extensive civic route from Christchurch Place through Central Bank Plaza, College Green, College Street, through the new civic space in front of the screen cinema and on to Tara Street, across the Liffey to new civic plaza/ space at the Custom House and on into the north docklands (see fig 29).

The new civic route, where it passes through this development site, is proposed to be a pedestrian route only. Pedestrian movement from Tara Street Station is predominantly in a western direction, as the north docklands and south dockland are better served by Connolly and Pearse Stations respectively. This route will facilitate passengers alighting at Tara Street to directly connect with College Green and westwards into the shopping districts, and also provide a direct link to the new Luas line travelling down Hawkins Street and stopping at Trinity. Two supporting pedestrian connections are also identified meeting at the centre of the site. These routes link in Poolbeg St/Corn Exchange Street and Hawkins Street into the main artery through the site. These two ancillary routes provide increased connectivity, and also play an important interim role if certain parts of the site are not developed in sequence; by creating connections if not all of the civic route is delivered in the medium term.

Where the entire site is being redeveloped as an integrated project, the need for both secondary pedestrian routes can be reconsidered if the main axis is to be delivered in its entirety at an early stage. Any such redesign shall ensure that connectivity, and achieving quality pedestrian places are the primary considerations.

The alignments shown in Figure 29 should be regarded as indicative, with appropriate widths, angles and alignments open for modification, based on good urban design principles and in addressing issues of passive surveillance, sunlight and shadowing, and wind effects.

(2) Public Plaza

The civic route is the linking element in the creation of a significant public plaza at Townsend St/Hawkins Street junction, uniting with public realm improvements for College Green & Street; and from there connecting along the route to a smaller public space at the corner of Tara Street/Poolbeg Street which compliments the new plaza at Tara Street Station opposite. This space provides a link from the station to the civic route, creating an inviting atmosphere with the civic route opening out to create this space and to create space for larger numbers of people arriving by train to move through into the urban fabric of the City.

(3) Cultural Use

The Screen cinema site has an historic association with cultural activities such as the Theatre Royal, dating back beyond the current cinema use. In any redevelopment it is very important that the cultural uses of this corner site are retained in any future development. Supporting cultural activities within the City is a one of the main policies of the Development Plan; and also by ensuring mixed uses which draw people to this area during off peak hours, it supports the vision of creating an attractive sustainable, active district within the City.

(4) Addressing Tara Street.

Tara Street is a wide street in the City Centre context and in seeking redevelopment of the existing buildings facing the street, it is essential that those that replace them bring a design approach that appropriately addresses the scale of the street and through ground floor uses, increase activity at street level to make the street more attractive; supported by future public realm and traffic improvements.

In relation to heights, buildings facing the street should complement existing heights on the street and be eight storeys (32m) in height, with provision for one or two further storeys (subject to assessment) behind parapet levels.

(5) Mid Rise Elements

Provision is made for one or two (max) mid-rise building within the redevelopment, forming part of block 4 in figure 29 below. This height of any proposed building shall be decided on the basis of an assessment of the building in line with the City Development Plan policies in this regard (see 17.6.3); but shall not exceed a maximum of 12 storeys in height.

The design approach for this building shall reflect its role within the new civic route through the site.

Phasing

The impact of the proposed pedestrian street level layout on the build form creates a series of five blocks of land which can facilitate the redevelopment of the site in a sequence of phases, but without requiring a particular order. Each site block could involve either one building or a series of individual or interlinked buildings or other design approaches to achieve a successful viable form.

Block 1 and block 2 are contained within the screen cinema/college house site. Block 1 is framed by Hawkins Street, the plaza to the south and the start of the civic route to the east. This block will be required to incorporate the replacement culture use. Block 2 (which could be developed with block 3 or separately) to the east of the civic route and up to the boundary of the adjoining lands. The design of this block will need to demonstrate how they can be successfully integrated with Block 3.

Block 3 is within the Apollo house site and can incorporate the buildings to the south of the site. Block 3 provides for a large site fronting onto Tara Street and facing the new civic route. New development on this site will need to successfully integrate with the existing buildings on the southern boundary.

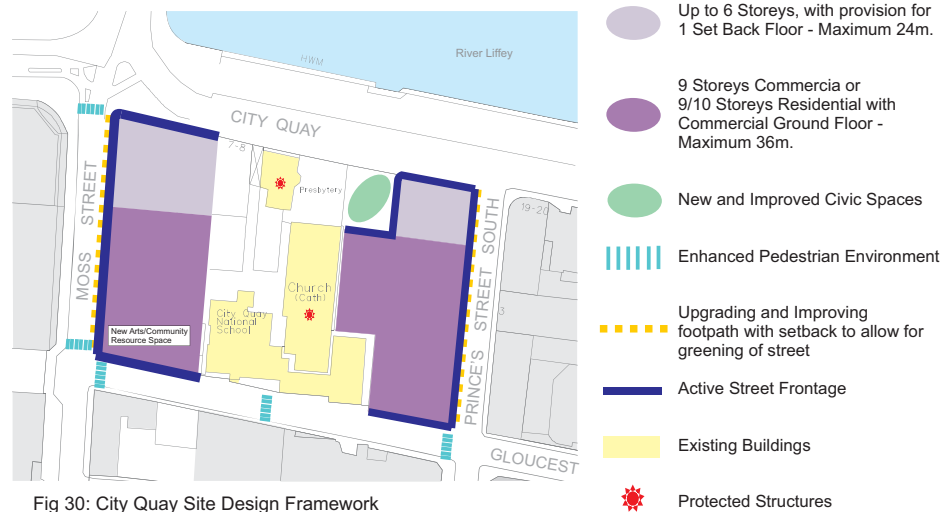
Block 4 is mainly contained in the Apollo House site but also includes some lands of Hawkins House site. It has a smaller footprint and contains the mid rise element and will, with block 3 (depending on which is built first) deliver the second half of the civic route, which widens to create a smaller plaza space to complement the station. It is bound to the east by the new pedestrian connection through to Poolbeg st.

Block 5, located on Hawkins House site, and taking up two thirds of the site, will provide the smaller pedestrian connection on the southern edge and also the pedestrian link north to Poolbeg street, addressing Hawkins Street and Poolbeg Street, creating a new built edge to these streets.

Hawkins House Objectives

1. To promote this site for the development of a new urban quarter, providing high quality new buildings, and reintegrating this street block into the urban fabric of the city centre.
2. To promote this site and new buildings within as a location for high quality modern head quarter buildings, benefiting from the attractive, well connected location.
3. To provide for a pedestrian route through the site linking College Green to Tara Street Station, framed by buildings on both sides and containing active street level uses along the pedestrian route.
4. To provide for a new attractive plaza area at the junction of the new pedestrian street meeting Townsend Street/Hawkins Street and linking to Pearse Street. The design of this space shall be framed to emphasise the connectivity to College Green and into the new pedestrian street so that it provides a pleasant setting for pedestrians to enjoy and introduces people to any future major public realm upgrade of the College Green area.
5. To require a high standard of design for all new buildings within the site; with particular emphasis on the corners framing the plaza and the junction with Tara Street. The buildings addressing College Green will need to show sufficient design merit to reflect the civic importance of this location.
6. To seek wider less cluttered footpaths along Tara Street and Hawkins Street to create the opportunity for a more attractive pedestrian environment.
7. To require that building lines of Poolbeg Street, Townsend Street and Hawkins Street frame the street in a coherent manner and to seek that the ground floor level of buildings forming Poolbeg, Townsend and Hawkins Streets incorporate active uses.
8. To require that an entertainment facility, (i.e. cinema and/or theatre) of floor area not less than the floor area of the existing Screen cinema, to be provided as part of any redevelopment of this part of the site.
9. The building heights in general across the site shall not exceed a maximum of eight storeys (32 meters) for office/mixed use to parapet level; with the possibility of 1-2 storeys set back behind the parapet, subject to assessment outlined in Sc 17.6.3 of the Development Plan. Provision is made for one mid-rise building within the north-eastern quadrant of the development, which can, provided design standards can be met; rise to a maximum of 12 storeys (48 meters). This building shall be designed and located so that it forms a coherent part of the design approach for the new civic plaza and pedestrian street.
10. The building heights to parapet level on Poolbeg Street and the impact of a new mid rise building within the site will be informed by the height of existing buildings, and subject to detailed overshadowing analysis.
11. To ensure that a minimum of 75% of the floor area of the proposed redeveloped ‘Hawkins House’ site shall be used for employment or employment related uses.





The City Quay site includes two separate sites within this city block, on either side of the Roman Catholic Church of the Immaculate Heart of Mary and City Quay National School.

The first site, bounded by City Quay to the north, Moss Street to the west and Gloucester Street South to the south, includes the now vacant Dublin Arts Centre. The site is approximately 2,203sqm. The second site is located to the east of the church. It is bounded by City Quay to the north, Prince's Street South to the east and Gloucester Street South to the south. This site is approximately 2,427sqm. Both sites have been cleared and are surrounded by hoarding. Currently the environment is poor, with no passive surveillance of the surrounding streets.

The Dublin City Development Plan 2011-2017 contains a number of guiding principles that relate specifically to the City Quay site-

- "To strengthen and make key public realm nodes throughout the area, including an improved concourse at Tara Street Station at the end of the new diagonal route across the 'Hawkins House Site'; and new civic spaces around City Quay Church and School"
- To provide for 1-2 mid-rise buildings combined with a new public realm around the City Quay Church/School, which would support the residential communities of the City Quay area, well set-back from the river 6-8 storey shoulder height."

Any future design of the site requires due regard to creating a safe and user friendly public realm around the site and should include:

- The implementation of cycle ways along Moss Street.
- Enhanced pedestrian crossing points, in particular at the corners of Moss Street and City Quay and Moss Street and Gloucester Street.

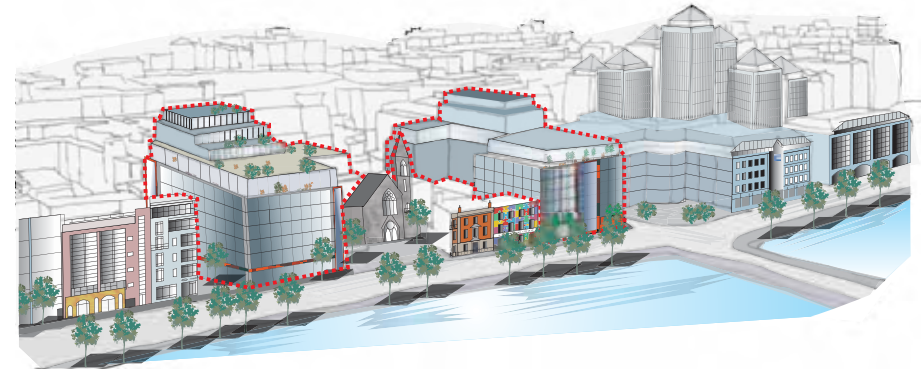


Fig 31: Conceptual Sketch of City Quay Site

- Traffic calming measures, particularly along Gloucester Street and in the vicinity of the church and school.
- Improved public lighting schemes.

Future development of these City Quay sites should, through good design and mix of uses seek to facilitate vibrancy by creating an attractive, interesting and safe environment with active street frontages. Integral to the success of the site will be the incorporation of leisure uses, public open space, commercial offices, community amenities such as art gallery/studio and health care and local retail, including café or similar uses.

Integral to strengthening the existing community qualities of the area is the retention and improvement to the setting of the existing church, presbytery, crèche and school. In this regard, the design of future development should seek to sensitively integrate the school alongside other uses.

The central location of the sites along the River Liffey should be supported by the creation of activities that engage with the public and the public realm. Accordingly consideration should be given to accessible amenities facing the river, such as a gallery/café or other activities that may be frequented by the public; and also that major access points address this elevation.

The elevation facing the river needs a strong design focus, with proposed headquarter type entrances well designed to achieve a significant, inviting, high standard finish and engaging with the street.

Dublin City Council would also support and encourage temporary community uses of units within the overall scheme.



Fig 31(a): Conceptual Sketch of City Quay Site

The heights of each block shall respect the quayside shoulder height of 6 storeys (24m) to the front of the Church building line and in the remaining portion of the sites, have the potential; subject to design, amenity and visual assessment, to rise to a maximum of 36m. This height will provide for no more than a 9 storey commercial building and a 9/10 storey residential use over a commercial/leisure/amenity use at ground floor level.

The architectural quality of any development of this site is of critical importance.

Any tower element should have due regard to the slenderness ratio of 3:1 as stated within the Dublin City Council Development Plan. High quality long life materials should be utilised. Built form should maximise the potential for natural light penetration throughout the area and within buildings.

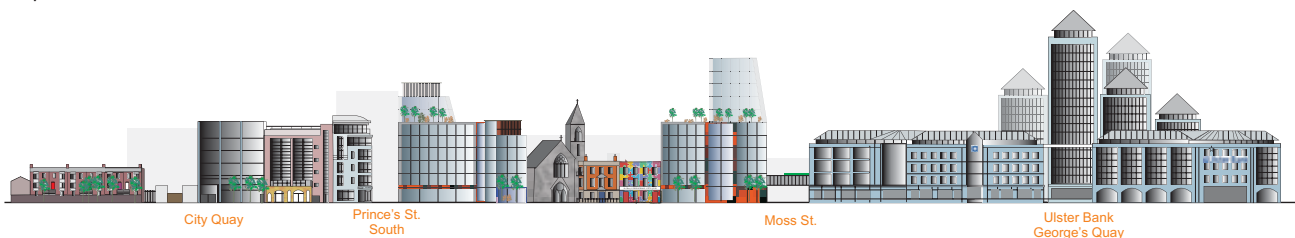
Access points and interaction with the street is an important element to be included in any proposal. Smaller grain units at ground floor are also encouraged to create a more vibrant mix of uses.

It would be encouraged to develop the main office entrance or high quality retail units on the corner elements of both sites as this would emphasise the legibility of the new developments.

Any proposals for green walls or other innovative methods of incorporating green infrastructure or sustainable systems into the proposed developments are be strongly encouraged. In particular the use of these to soften the new development when viewed from the church and school would be positively received.

In order to safeguard the amenities of the school, the site and building works required shall be minimised during school term time. In particular, the operation of heavy construction equipment/machinery, including pneumatic drills, construction vehicles, generators etc. shall be subject of assessment in relation to any planning applications and any permission will be the subject of conditions to ensure normal school activity is not disrupted. Similarly, in order to safeguard the amenities of local residents, a condition may be imposed by the Planning Authority on any planning permission limiting the hours of operation and level of noise generation.

The redevelopment of these sites provides an opportunity to create a new civic space around City Quay Church and also to improve the public realm around both the Church and City Quay National School. This space should be easy to maintain and be useable throughout the year.



City Quay Objectives:

1. To provide for a mix of uses on both sites, with a minimum of 20% of the floor area devoted to uses other than the primary use sought. Of this 20%, up to 10% can be provided a new public open space provided by the site to the benefit of the public, depending on suitability, delivery of objectives of the LAP and the design approach taken.
2. To provide a new public space to the east of the Church, set back to start at the front building line of the Church and returning to plot edge within the site to enable the built form fully shape the corner with Princes St. This space shall, through good design, street art and/or furniture and planting, provide an attractive space for relaxation and incorporate SUDS features.
3. To provide for small retail/café unit addressing the new square to enliven the space.
4. To require the provision within the western site of a new arts and/or community resource space within the building. This space, (approximately 250-300 sq m), to be designed in consultation with Dublin City Council Arts Office, will become part of the resources owned by Dublin City Council to support community and arts activity in this area of the City
5. The heights of each block shall respect the quayside shoulder height of 6 storeys (24m) to the front of the Church building line and in the remaining portion of the sites, have the potential; subject to design, amenity and visual assessment, to rise to a maximum of 36m. This height will provide for no more than a 9 storey commercial building and a 9/10 storey residential use over a commercial/leisure/amenity use at ground floor level.
6. The corner element at the north end of the site and addressing Moss Street and the Quays is of major visual importance within the overall site redevelopment. The form of this corner and the design approach must contribute to the streetscape and provide an interactive environment.
7. To seek a setback along Moss Street to create approximately a 3.5 metre pedestrian footpath to provide an attractive street environment and to encourage greater pedestrian activity. New buildings addressing the street should have a strong urban edge and provide activity and interaction at street level.
8. The design and form of the proposed buildings at City Quay shall address the need to protect the amenity and setting of City Quay Church, Presbytery, crèche facility and City Quay school.

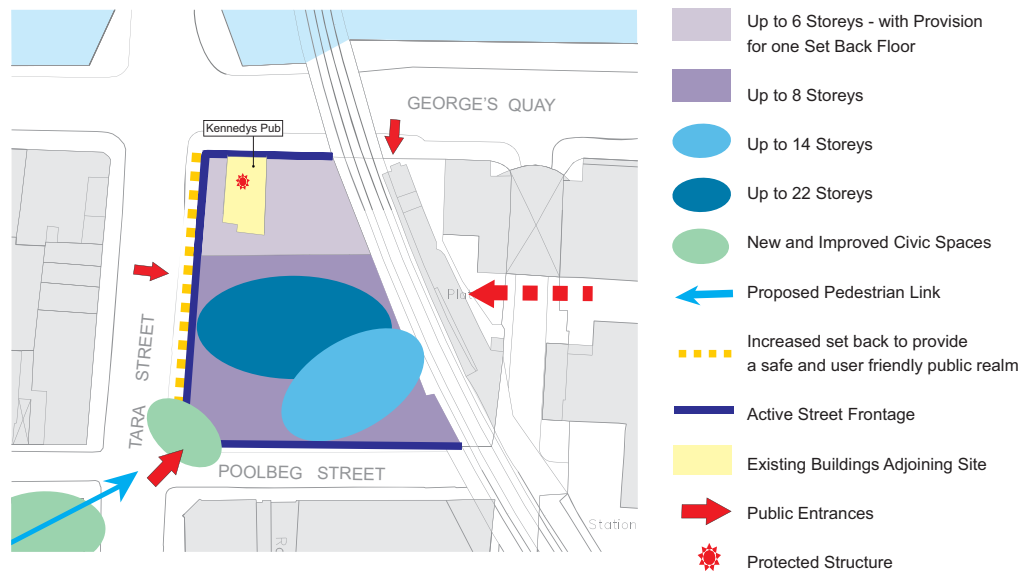


Fig. 32: Tara Street Station Design Framework (amended)

Location and Context

The Tara Street Station site is a relatively confined city block bounded by George's Quay to the north, Tara Street to the west, Poolbeg Street to the south and Luke Street to the east. The station functions as a key gateway into the city for commuters with 6,000 passengers travelling through the station per hour at peak times. Approximately 25,000 passengers pass through the station per day. The area has been identified as a future development site based primarily on the need to respond to Tara Street Station as a key transport hub on the public transportation network and hence the need to develop greater identity and passenger facilities.

The context of the wider area is generally defined by the physical character of existing buildings, the Loop Line Bridge, open spaces, historic areas and the River Liffey. The proximity of Trinity College and grounds is extremely significant in terms of historic context and the integrity of the college's architectural style and scale. The Custom House is located immediately across the River Liffey. Liberty Hall and the pyramidal George's Quay buildings are the most visually dominant taller buildings in the locality. The River Liffey Quays establish a 'shoulder' line height of 6 storeys to the river.

The plan area is located on one of the significant turning points on the River Liffey. The turning points on the river aid in the framing of important vistas where historically important buildings have been located. The river frames the contemporary landmarks along the stretch of water at Heuston Station, Liberty Hall and Ulster Bank Plaza. At the Custom House, the River Liffey begins to open out and extend to its widest form. This results in wider views along the Liffey corridor. As the plan area is located at the final turning point on the River Liffey before it enters Dublin Bay, the vista westwards from the river mouth and Dublin Docklands terminates in this area.

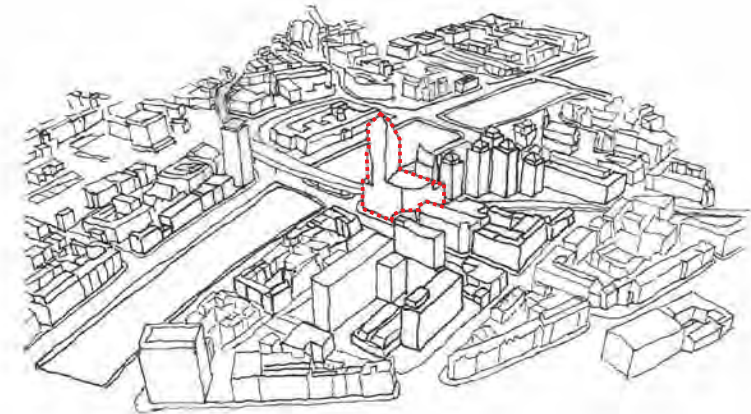


Fig 33: Conceptual Sketch of Tara Street Station Site

Rationale for Provision of a Taller Building

The Dublin City Development Plan 2011-2017 identifies the Tara Street Station site as appropriate for taller buildings with potential for 50 metres and above in height. This equates to above 12 storeys for office or 16 storeys for residential.

The redevelopment of the Tara Street urban block presents the opportunity to provide a positive visual focus in a quality landmark building. A quality building would express the city's commitment to public transport for the future and has the potential to anchor a new centre of civic life at Tara Street Station. The height provisions of the development plan have been incorporated into the local area plan height strategy. This strategy advocates the provision of a taller building at Tara Street Station for the following reasons;

- To serve as a distinctive landmark building providing identity for a key public transport node within the wider city landscape.
- To act as a visual counterpoint to Liberty Hall.
- To serve as a twin urban landmark or 'gateway' in tandem with Liberty Hall, marking the transition between the traditional city core and the docklands to the east.
- To act as a termination of long distance views on a pivotal turning point on the River Liffey by the Loop Line Bridge.
- To provide a more generous public realm that incorporates an accessible passenger concourse to accommodate increased passenger numbers.

Public Plaza

As a key public transport hub, Tara Street Station functions as an important gateway and destination point for pedestrians in the city centre. The station area has a high flow of pedestrians as well as a role as a public space. The quality and usability of the public realm surrounding the station will become increasingly important as passenger numbers using the station are expected to double in the years ahead. Any future design proposals will therefore be required to develop the urban block and surrounding public space as a highly accessible public transport node that provides for a new urban meeting place or plaza in recognition of the civic importance of the site to the city. The provision of an improved public realm within and beyond the immediate station environs. is an essential component of the provision of a taller building.

Integration with Surrounding Area

Pedestrian accessibility and movement between Tara Street Station and surrounding areas is generally poor. This is principally due to unappealing streets dominated by heavy vehicular traffic, inadequate and narrow pedestrian facilities and difficult crossing points at a number of key junctions in close proximity to the station. Improvement of access to and from the station will be essential to safely accommodate the increase in passenger numbers associated with improved service levels and to provide satisfactory interchange with other transport modes within a local walking catchment.

Accordingly, in tandem with a general improvement of pedestrian routes to the station, it is essential that the design of the ground floor level responds to the proposed pedestrian route through the Hawkins House block and allows for movement through the station from Tara Street and Poolbeg Street. Permeability must also be provided from George's Quay and Luke Street.

Urban Form and Massing

It is a key consideration in the competitiveness of Dublin City that large scale developments at critical functional and visual nodes in the city should aspire to design excellence, comparable with the best international standards. The Tara Street Station site is complex and presents challenges in redesign and redevelopment; however it is essential that any proposed development achieves the highest standard of architecture and urban design commensurate with the prominence of the site in Ireland's capital city.

In principle, there are many design solutions for a taller building at Tara Street Station that would be consistent with the provisions of the local area plan and would provide for a high quality landmark building. Therefore, while the indicative proposal in this plan is considered to be the preferred design option for the redevelopment of the Tara Street urban block, other design approaches of merit which meet the LAP site objectives are also possible and will be fully considered.

Any redevelopment should provide an appropriate landmark building, terminating the long view along the River Liffey and announcing the presence of a major railway station. The building would be read as part of a vertical cluster of the taller buildings at George's Quay, with landmark quality provided by slenderness at upper levels. There is an opportunity to visually enhance this cluster of buildings, define a more dynamic relationship with the river, establish a visual relationship with Liberty Hall and take advantage of the visual fault line of the Loop Line Bridge.

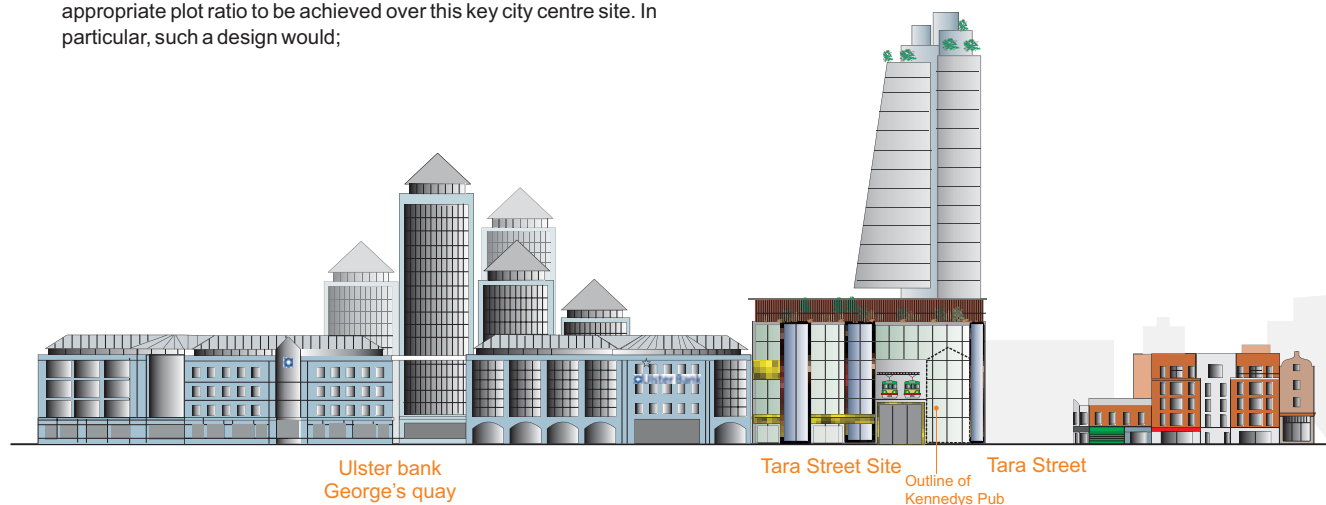
Any new building at Tara Street Station would be required to provide a new passenger concourse at the lower levels, with an office space to the quay side "shoulder" height, with one element rising to a maximum of 22 storeys (88 metres). Depending on the slenderness ratio achieved, there may be an opportunity for a second shorter (mid-rise) element. The division of the upper level of the proposed development into two distinct towers is considered to provide a possible design response to the site and surrounding context allowing for vertical emphasis, while enabling an appropriate plot ratio to be achieved over this key city centre site. In particular, such a design would;

- Enable taller built form with minimal visual impact on the wider environment, including the surrounding historic quarters.
- Achieve a landmark and identity function for Tara Street Station within the city landscape which helps reflect the civic function of the railway and a commitment to investment in public transport.
- It is proposed that the lower levels of the building would rise to 6 storeys along George's Quay, with provision for one set back floor (2m set back minimum) thus remaining consistent with the overall built form of the mid to upper quays.

Mix of Uses

It is recommended that a mix of uses be implemented at a redeveloped Tara Street Station. Such uses would include rail operations, retail and commercial offices at lower levels, and commercial offices (including headquarter offices) at the mid to upper levels.

A new concourse must provide a public space that provides for more than the normal activities of a train station concourse but also a mix of use. Facilities should be so incorporated to make them available to the general public and not ticket holders only.



Architectural Conservation

The Tara Street urban block includes “Kennedy’s” public house, which is a protected structure. This late 19th century structure originally formed part of a terrace of similar buildings but has now lost its setting and context as a result of demolitions and 20th century developments in the immediate vicinity. The structure now stands in isolation and is challenged by its current context, being surrounded by a block awaiting redevelopment and sitting close to the framework of the Loop Line Bridge. It would be preferable for future development proposals to provide for greater integration of Kennedy’s with new development as part of an overall design response to this strategic site. Proposals could include a comprehensive rear interface with the station concourse. Such integration would retain the positive relationship of Kennedy’s to the Quays while establishing a more dynamic, but comfortable relationship between Kennedy’s and the new development.

In seeking to achieve improvements to the railway station and concourse, the LAP recognises that a building was granted permission by An Bord Pleanála on this site. Whilst not achieving in full the policies and objectives of the Council regarding this site; amendments to this permission which deliver some of the objectives of the LAP which improve the public experience of the concourse, whilst also ensuring maximising the utility of the site as a headquarters location, will in principle be supported.



Tara Street Station Objectives

1. To provide a public plaza that coherently integrates public and private lands as part of an improved station concourse and responds to existing and future desire lines including a new pedestrian route through the 'Hawkins House site'.
2. To provide for a taller landmark building with a large commercial space comprising of one or two towers at the upper levels, with the main element having a potential height of up to 22 storeys (88 metres maximum) provided design standards can be met, and subject to assessment outlined in Sc 17.6.3 of the Development Plan. The design of any secondary height element in both design and form, must be subordinate to the main landmark building. The design of the building must respect a 6 storey datum along the River Liffey.
3. To require minimum footpath widths of 5.5 metres to Tara Street and 3 metres to Poolbeg Street to provide for an improved public realm and enhanced pedestrian circulation at Tara Street Station. (Please also refer to Section 4.3)
4. To closely integrate elements of “Kennedy’s” public house in any design proposal.
5. The newly designed rail station and plaza shall incorporate a Bicycle Parking Station to encourage sustainable commuting.



National Library of Ireland - Burgh Quay 1792-1874



LOCAL AREA PLAN

GEORGE'S QUAY



George's Quay

6

Implementation of the L.A.P.

- 6.0 Implementation
- 6.1 Introduction
- 6.2 Individual Sites
- 6.3 Planning Applications
- 6.4 Community Gain
- 6.5 Temporary Uses
- 6.6 Construction & Completion
- 6.7 Monitoring & Reviewing



6.1 Introduction

The implementation for the George's Quay LAP will largely be reliant on the actions of stakeholders in the area over the short, medium and long term. It is acknowledged that the redevelopment of the area will take place over different periods of time and is directly related to economic and property activity and therefore this Plan must be seen as providing aims for the short term through the life of this LAP and also providing clear policy direction, aims and objectives for the long term for this area.

Dublin City Council will take an interdepartmental approach to the implementation of this local area plan, and also will engage with the Department of the Environment, Community and Local Government, the NTA, Department of Education and Skills, the Office of Public Works and other agencies to coordinate the delivery of key infrastructure in the local area.

6.2 Individual Sites

Individual site master plans will need to be prepared for each of the key site discussed in Chapter 5. The content of any masterplan will need to reflect the objectives of this local area plan and the masterplan shall be subject to detailed discussion and agreement with the Planning Department of Dublin City Council. No planning applications for large scale urban development will be granted planning permission until such time as an agreed individual site masterplan is in place.



In some instances, identified key development sites are in multiple separate ownerships. In such cases all landowners will be required to cooperate in the preparation and agreement of an overall integrated site masterplan that delivers the objectives of this local area plan to the satisfaction of the Planning Department. Where an individual landowner fails to engage in this process, other landowners can proceed with master plans, but must address how their site will successfully integrate with the adjoining site(s). The detail of how this shall be achieved should be discussed and agreed with Dublin City Council.

Masterplans shall address in detail the following key issues:

- Site Layout
- Land Uses
- Building Density
- Building Height
- Urban Design
- Community & Social Infrastructure
- Education
- Open Space
- Public Realm
- Permeability
- Heritage Conservation
- Car Parking & Vehicular Access
- Natural Heritage
- Environmental Impact Assessment

Tara Street Station

The masterplan for Tara Street will need to respond to the policies and objectives listed for this site in Chapter 5; and specifically provide detail on the proposed plaza, the relationship of this space with the proposed new pedestrian route through to College Green and the design approach adopted to adequately respond to the issue of height within the site context. The Planning Authority is aware that a planning permission for major redevelopment exists. This planning approval is not in accordance with the overall objectives of this local area plan. Dublin City Council will engage proactively with the proponents of the Tara Street Station scheme with a view to achieving a mutually satisfactory revised scheme for the site.

City Quay

The masterplan for these two sites will give full detail of an urban design solution regarding the setting of the Church, the proposed new square addressing the Liffey and Church forecourt, integrating public realm improvements on adjoining streets of Moss Street,

Gloucester Street South and Princes Street, and detail on how design, access and uses for important corner elements fully benefit the setting. (See Chapter 5).

Hawkins House Site

It is an important component of the overall LAP strategy to create and enhance linkages throughout the George's Quay area. A key element of this strategy is the creation of a new diagonal route. This route will create a stronger pedestrian linkage between Tara Street Station and College Green. The Planning Authority will require as part a detailed phasing plan of this masterplan, related to the ownership pattern which demonstrates how the pedestrian links will be achieved in interim phases of the overall site redevelopment. The design approach for the plaza area to the south of the site and also how pedestrian routes will be shaped and treated will form an important part of the masterplan. (See Chapter 5).

6.3 Planning Applications

The overall objectives of this local area plan will largely be achieved through individual development proposals lodged in accordance with Section 34 of the Planning & Development Act 2000 as amended, or for Tara Street Station development possibly under Section 37E of the Act (Strategic Infrastructure).

Each planning application for other development in the LAP area will be considered by Dublin City Council on its individual merits with particular reference to the achievement of the objectives as set out in this local area plan. Dublin City Council will seek to proactively engage with all applicants through the pre-application process in order to deliver the objectives of the local area plan.

6.4 Community Gain

It is critically important that the local area plan delivers a balanced approach to the future development of the George's Quay area through the delivery of an enhanced public realm and community and social infrastructure in tandem with the achievement of an appropriate quantum of new development.

Community & Social Infrastructure

New development will generate an appropriate financial return for landowners and will underpin investment in and support the viability of community and social infrastructure. It is considered reasonable therefore that the identified key development sites shall each contribute to the provision of new community and cultural infrastructure to serve the local area plan area and wider city.

The delivery, phasing, operation and the costs associated with the provision of new community and social infrastructure shall be the subject of detailed negotiations between the developer, the Planning Authority, statutory agencies and key stakeholders.

Public Realm

The future development of all identified key development sites shall include detailed proposals for a new privately funded high quality public realm as an integral part of the overall development proposals. The overall public realm strategy for each of the key development sites shall be agreed in principle during the site specific masterplan preparation process.

Social & Affordable Housing

All residential and mixed use development will be required to comply with the Dublin City Housing Strategy as prepared under Part V of the Planning & Development Acts.

Section 48 Development Contribution Scheme

All development proposals within the local area plan are subject to general financial contribution levies as set out under the Dublin City Council's Development Contribution Scheme made under Section 48 of the Planning & Development Acts towards expenditure by the City Council for works, including roads, water and drainage schemes, open spaces, cultural/arts projects and other amenities, which facilitate development.

Section 48 (2)(c) Development Contribution Levies

In all cases it will be the preferred approach of the Planning Authority to reach consensus with landowners with regard to the direct funding and provision by agreement of particular infrastructure which would benefit a development proposal and where there are specific exceptional costs not covered by a Section 48 scheme. However, should this not be achievable the Planning Authority will utilise its powers under Section 48 (2)(c) to recover these costs.

Metro North

The local area plan falls within the area covered by the Section 49 Supplementary Development Contribution Scheme for Metro North.

6.5 Temporary Uses

Due to the current economic climate there is a possibility that a number of sites within the LAP area currently vacant or underutilised may remain so in the short or medium term. This lack of activity in combination with poor management can result in urban blight.

It is important to Dublin City Council that such situations do not arise. In responding to this challenge the Council will adopt a dual approach of (i) ensuring vacant sites are managed properly so that sites are kept clear of debris, buildings secured and boundary treatments are attractive and maintained and (ii) encourage temporary uses on the sites to bring activity and vitality to the area. Where a temporary use is proposed on a site, either as a change of use or a new use moving into the site which will improve the appearance, the urban environment and activity on the site, such opportunities will be encouraged, within the context of the City Development Plan.

Options to be considered for temporary uses on sites in the area are:

- “greening” to create a temporary park/biodiversity space;
- landscape screening and attractive railing to reduce negative visual impacts of rear elevations/vacant sites/exposed boundary walls;
- use of the space for local events, projects or festivals
- allotments or community gardens
- start up business/innovation activities (within an improved visual environment)
- temporary artistic “fake” frontages.

Temporary buildings, which may not meet the requirements of the LAP regarding street forming, may be considered where it is agreed with the Council that the use for the building brings a benefit to the area and that the building can be easily extended, raised or removed to allow for a full form, appropriately scaled building to take shape in the street/urban block.

Uses which undermine the visual fabric, or overall City policy, such as surface car parking, will not be encouraged.

Other temporary uses which may emerge to use vacant sites in the LAP area (for example site works base for an adjoining/nearby site) will be required to provide an improved visual boundary and ensure its regular maintenance. Such changes would include removing temporary hoarding, clearing derelict buildings and new attractive and durable boundary treatments; including planting, if suitable.

Within the public realm, other actions which animate the space, such as visual arts projects on the street as a joint Council/stakeholders partnership will be encouraged. Such initiatives, in tandem with other temporary uses can enliven the area and give it a new identity as an area of cultural activity.

6.6 Construction & Completion

Construction Phase

Dublin City Council recognises the negative impacts, albeit short term, that large scale construction projects can have on local business and community in terms of traffic generation, dust, noise and other nuisances. All major planning applications for large scale development will be required to be accompanied by a construction management plan to mitigate against any adverse impacts on the local business and community.

Taking in Charge

Dublin City Council is committed to the taking in charge of the public areas of completed developments, including where appropriate new community, social and recreational facilities. The overall approach to the taking in charge of completed developments or public spaces shall be agreed in advance with the relevant stakeholders during the individual site masterplan preparation process.

6.7 Monitoring & Review

This local area plan will have effect for a period of six years (in accordance with the Planning & Development Acts 2000-2010). Thereafter the local area plan will be reviewed as appropriate to reflect any changed planning policy or circumstances in addition to altered market conditions.

This local area plan will have effect for a period of six years (in accordance with the Planning and Development Acts 2000-2010). Thereafter, the local area plan may be reviewed or extended as appropriate by resolution of the members of Dublin City Council in order to reflect any changed planning policy or circumstances, in addition to altered market conditions.

The City Manager will present a report on the implementation of this LAP to the South East Area Committee on an annual basis, or as necessary at the request of the Area Committee.

Transitional Arrangements

Once formally adopted, this local area plan will apply to all planning applications lodged with the Planning Authority in the local area plan area. In the interim period, prior to the formal adoption of this local area plan, the Planning Authority can have regard to the contents of the plan in the assessment of planning applications.

APPENDICES



George's Quay

Introduction

Flooding is a natural process that can happen at any time in a wide variety of locations. Where human development takes place within areas at risk of flooding it can have serious consequences. Increased Flood Risk can also arise from inappropriate development or design that is not itself within an area at risk of flooding. *"Also important to this issue is the consideration of the consequences of climate change on sea level change, the nature and pattern of rainfall events and weather patterns generally. Whilst the exact impacts of climate change are not known, it is widely agreed that it will result in higher risk of flooding both inland and along coastal locations"*¹

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

Within the study area there are a number of significant threats from fluvial and/or tidal flooding. However it should be stressed that there are other sources of flooding which are also a risk to the LAP lands, including pluvial, groundwater and sewers. The main source of historic floods is the OPW National Flood Hazard Mapping website www.floodmaps.ie which provides an abundance of historic flood information throughout Ireland.

A Strategic Flood Risk Assessment (SFRA) is an area wide assessment of the existing risks of flooding and the impact on those risks arising from proposed spatial planning decisions. The methodology for preparing a Flood Risk Assessment is set out by the DoEHLG and OPW Guidelines *The Planning System and Flood Risk Management*, 2009. The draft SFRA, prepared for George's Quay Local Area Plan complies with these requirements and informs the policies and objectives of the LAP, as required under Section 28 of the Planning & Sustainable Development Act (as amended).

The Flood Risk Management Guidelines recognises that the local area plan is an important part of the planning process for more detailed area-based planning. Where an SEA is required, the Flood Risk Assessment can be integrated into the SEA process. An SEA is mandatory for Local Area Plans (where population of area is 5,000 persons or more), Planning Schemes in SDZ's, or where the area covered by the plan is greater than 50 square kilometres.

As an SEA is not required for the Georges Quay LAP, the Flood Risk Assessment has been prepared as a stand alone document, accompanying & informing the Draft LAP.

This document is divided into three main sections; the first which describes the policy and the context for undertaking an FRA for this LAP area; the second what is required for FRA and the final part sets out the process of FRA followed in the preparation of the George's Quay LAP.

¹ Regional Planning Guidelines for the Greater Dublin Area 2010-2022

Policy Context

At a national level the OPW are responsible for monitoring and addressing flood risk (in terms of fluvial and coastal flooding). The OPW in conjunction with the Department of the Environment, Community and Local Government (DECLG) have published Guidelines for Planning Authorities entitled *'The Planning System and Flood Risk Management'* (November 2009). These guidelines set out a clear and transparent process of assessment for flood risk at all stages in the planning process including the preparation of development plans and Local Area Plans and in the development management process. As these guidelines deal primarily with fluvial and coastal flooding, it is still the responsibility of the Local Authority, and the DoEHLG, to monitor the impacts of pluvial flooding. The OPW is currently preparing catchment-based flood risk management plans (Flood Risk Assessment and Management Studies (FRAMS)) with the relevant local authorities, the Environmental Protection Agency and other key agencies.

The guidelines require the planning system at national, regional and local levels to:

- a) Avoid developments in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.
- b) Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk, and
- c) Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

At the regional level, the Regional Planning Guidelines (RPGs) for the Greater Dublin Area 2010-2022, include Regional Flood Risk Appraisal (RFRA). The RPGs set out policy and recommendations regarding avoiding and managing flood risk within the Greater Dublin Area, informing Development Plans and Local Area Plans within the Greater Dublin Area. RPG policy requires that flood risk is managed pro-actively in the planning process. It recommends that Development and Local Area Plans include a Strategic Flood Risk Assessment, and in doing so optimise biodiversity improvements as part of flood avoidance/protection, contain policies supporting Sustainable Drainage, and ensure that key infrastructure development is subject to FRA. The RFRA acknowledges that Dublin City is vulnerable to two key sources of flooding, fluvial and coastal. Flooding from the sea and from rivers is probably best known but prolonged and intense rainfall can also cause sewer flooding, overland flow and flooding from groundwater.

In examining the appropriate locations for growth in the RPGs, the RFRA considers that the designated towns within the settlement hierarchy (many of which are sited partially in flood plains and includes Dublin City) comply with the requirements of the Justification test of the OPW//DoEHLG Guidelines in facilitating consolidation and development within the City and towns to achieve sustainable planning goals.

"The RPGs seek to emphasise the need to protect across the GDA the natural flood plains and riparian corridors of all rivers that have not already been built on, and seek that this is explicitly stated and spatially designated in all future Development and Local Area plans following the completion of CFRAMS for the area in question. In the absence of such data, Councils should identify these areas using other data from the OPW and existing studies and historical information available, and, where necessary, through additional studies or investigations. Land required for current and future flood management should be safeguarded from development.

In the preparation of Future Development Plans and Local Area Plans, Local Authorities are advised to:

- Identify and consider at the earliest stage in the planning process flood hazard and potential risk.
- Identify flood risk areas on the Development Plan and Local Area Plan maps.
- Review existing Development Plans and Local Area Plans to ensure that issues of Flood Risk has been addressed in a manner consistent with the Flood Risk Management Guidelines. Where lands are already zoned for housing or other vulnerable development in flood risk areas, the Council should undertake a re-examination of the zoning in accordance with the sequential approach. RPGs may need to identify Plans which will require a variation to take account of FRA (my emphasis).
- Include policies which ensure that flood risk areas targeted for development following the sequential approach should be planned, designed and constructed to reduce and manage flood risk and be adaptable to changes in climate.
- Include policies to ensure that flood risk and impact is considered as a key element in the assessment of future waste and mineral planning strategies and developments.
- Include policies that ensure that the location of key infrastructure will be subject to FRA.
- Include policies on the importance of the inclusion of Sustainable Drainage Systems (SuDS) in future developments, in accordance with the recommendations of the Greater Dublin Strategic Drainage Study Guidelines and Appendix B of the Flooding Guidelines published by the Department and the OPW"²

The Dublin City Development Plan 2011-2017 includes a Strategic Flood Risk Assessment (SFRA). This SFRA acknowledges that flood risk is an issue for significant areas of the City from pluvial, fluvial and coastal sources. The SFRA sets out how the Core Strategy of the Development Plan which seeks to consolidated the City meets the needs of the Flood Risk Guidelines, by demonstrating that consolidation within the Gateway core is justifiable and sustainable within the context of the existing and proposed flood protection schemes, and through policies for development to achieve flood resilience. This is integrated via Section 5.2.4.7 of the Development Plan, which includes a number of objectives for the management of flood risk. The Dublin City Council Water Services Strategic Plan 2009 sets out the City policy for responding to flood risk through a series of projects and studies, to address the three main types of flooding that affect the city.

²Regional Planning Guidelines for the Greater Dublin Area 2010–2022

These are-

- The 2005 Report on the Dublin Coastal Flood Protection Project (addressing Coastal flood risk)
- The preparation of Catchment Flood Risk Assessment Models (CFRAMS) (Fluvial flood risk)
- The implementation of the SAFER Project and the FloodResilientCity Project (Pluvial flood risk)

Dublin City Development Plan 2011 – 2017 Policy

The most relevant policies developed in the 2011 - 2017 development plan relating to flood risk are as follows:

S147 – To assist the Office of Public Works in developing catchment – based flood risk management plans for rivers in the Dublin City Area and have regard to their provisions/recommendations
S148 – To carry out flood risk assessment and introduce flood risk management in all areas which have been flooded in recent years recognising that areas of the City area at risk of flooding
S149 – To have regard to the Guidelines for Planning Authorities on Flood Risk Management November 2009, published by the Department of the Environment, Heritage and Local government when assessing planning applications and in the preparation of plans both statutory and non-statutory
S150 – To put in place adequate measures to protect the integrity of the existing flood defence infrastructure identified in Appendix 17 and to ensure that the new development do not have the effect of reducing the effectiveness or integrity of existing and new flood defence infrastructure and that flood defence infrastructure provision has regard also to nature conservation and amenity issues.
SI077 – To require all applicants where appropriate, to carry out a Flood Risk Assessment in accordance with the Development Guidelines on Flood Risk Management. The Flood Risk assessment shall accompany the planning application and should be sufficiently detailed to quantify the risks and the effects of any necessary mitigation. adaptation, together with the measures needed to manage residual risks. Local Area Plans or other land use plans, or policies drawn up by Dublin City Council under the Development Plan are also subject to a flood risk assessment as appropriate in accordance with the Guidelines.
GC7 - To co-ordinate between open space, biodiversity and flood management, in progressing a green infrastructure network.
GC19 - To protect, maintain and enhance the natural and organic character of the watercourses in the city, and to promote access, walkways and other recreational uses of their associated open space, incorporating flood strategies and subject to a defined of nature conservation in consultation with Inland Fisheries Ireland. The creation and/or enhancement of riparian buffer zones will be required where possible. It is the policy of Dublin City Council to maintain and enhance the safety of the public in its uses and enjoyment of the many public parks, open spaces and linkages to the city. This should, for example, too all areas of the Royal and Grand Canal

Requirements of Flood Risk Assessment

This section describes the requirements for Local Authorities in undertaking a Flood Risk Assessment for Plans and also to ensure that the results of the FRA are embedded into the decision making process of preparing plans.

Stages in the Assessment of Flood Risk

Stage 1 – Flood Risk Identification - to identify whether there may be any flooding or surface water management issues related to the plan area. This stage mainly comprises a comprehensive desk study of available information to establish whether a flood risk issue existing or whether one may exist in the future.

Stage 2 – Initial flood risk assessment – If a flood risk issue is deemed to exist arising from the Stage 1 Flood Risk Identification process, the assessment proceeds to Stage 2 which confirms the sources of flooding, appraises the adequacy of existing information and determines the extent of additional surveys and the degree of modelling that will be required. Stage 2 must be sufficiently detailed to allow the application of the sequential approach within the flood risk zone.

Stage 3- Detailed Risk Assessment – Where Stages 1 and 2 indicate that a proposed area of possible zoning or development may be subject to a significant flood risk, a Stage 3 Detailed Flood Risk Assessment must be undertaken.

The general approach is to avoid development in areas of risk of flooding, and where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.

As part of stage 2, a Flood Zone Map for the plan area must be prepared drawing on the most up to date available information. This map provides information on three zones of flood risk in the study area. Zone A where there is a high probability of flooding, Zone B where there is a moderate probability of flooding and Zone C where there is a low probability of flooding.

- **Zone A – High probability of flooding** – Where the average probability of flooding from rivers and sea is highest (greater than 1% annually or more frequent than 1 in 100 for river flooding or 0.5% or 1 in 200 respectively for coastal flooding) most forms of development are deemed to be inappropriate here, only water compatible development including essential infrastructure which cannot be located elsewhere, would normally be allowed
- **Zone B – Moderate probability of flooding** – (Risk between 0.1% or 1 in 1000 and 1 % or 1 in 100 for river flooding, between 0.1% and 0.05% or 1 in 200 for coastal flooding) highly vulnerable development including dwelling houses, hospitals, residential care homes, Garda, fire and ambulance stations, and primary strategic transport infrastructure is generally inappropriate unless the requirements of the justification test is met.
- **Zone C – Low probability of flooding** – (Risk is less than 0.1% or 1 in 1000 for both rivers and coastal flooding) Development is appropriate from a flood risk perspective (subject to flood hazard from sources other than rivers and coast meeting normal proper planning considerations)

It is important to note that the above zonal approach and the flood mapping only cover coastal and fluvial flood risk / flood plains etc. They do not cover pluvial flood risk and the requirement in the sequential approach to “prepare land use strategy / detailed proposals for flood risk and surface water management as part of flood risk assessment The FloodResilientCity Project is developing equivalent risk bands.

Chapter 3 of the Flood Risk Guidelines sets out the principles and key mechanisms of a risk based approach to managing flood risk. In relation to pluvial flooding the following points are relevant.

Sect 3.1.7 Land required for current and future flood management, e.g. for conveyance and storage of flood water and for flood protection schemes, should be pro-actively identified on development plan and LAP maps and safeguarded from development.

Sect 3.1.8 Flood risk to, and arising from, new development should be managed through location, layout and design incorporating sustainable drainage systems (e.g. SuDS) and compensation for any loss of floodplain as a precautionary response to the potential incremental impacts in the catchment.

Sect 3.1.9 Strategic environmental assessment (SEA) of Regional Planning Guidelines, development plans and local area plans should include flood risk as one of the key environmental criteria against which such plans are assessed where flood risk has been identified.

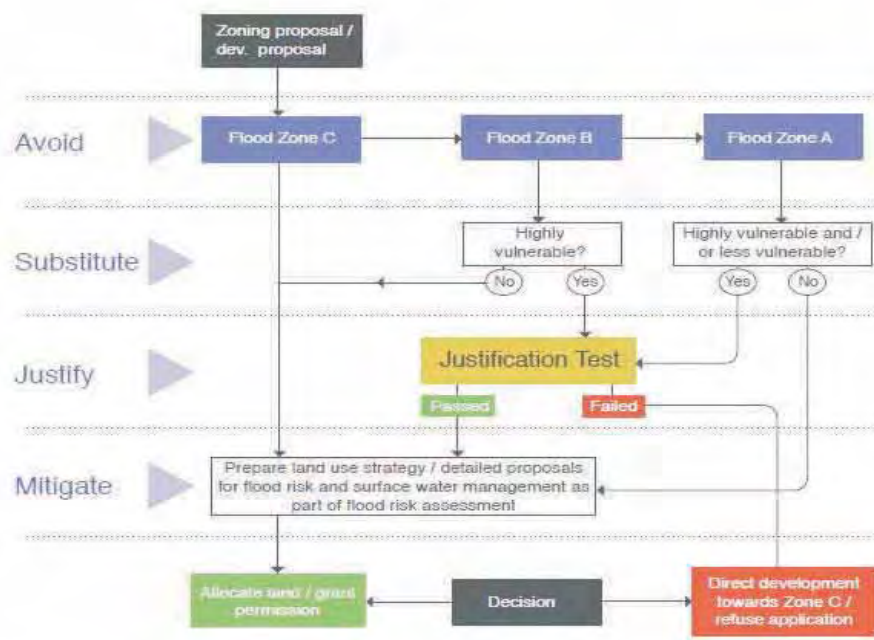
Sequential Approach

This is the key tool in the decision making process of preparing plans to ensure that development is first and foremost directed towards land that is at low risk of flooding. This approach makes use of existing flood risk assessments, FRAMs and of prior identification of flood zones for rivers, coastal flooding and pluvial flooding, and classification of the vulnerability of flooding of different types of development. The Guidelines set out a decision making tree setting the stages of the sequential approach to be followed- (Fig.1).

³
⁴

The FloodResilientCity Project is co-funded by the European Union INTERREG IVB programme.
The Planning System and Flood Risk Management. Guidelines for Planning Authorities, November 2009

Figure 1: Sequential Approach⁵



The sequential approach in terms of flood risk is based on the following principles:

The primary objective of the sequential approach is that development is primarily directed towards land that is at low risk of flooding (AVOID).

The next stage is to ensure that the type of development proposed is not especially vulnerable to the adverse impacts of flooding (SUBSTITUTION).

The Justification Test is designed to rigorously assess the appropriateness, or otherwise, of particular developments that, for various reasons, are being considered in areas of moderate or high flood risk (JUSTIFICATION).

The test is comprised of two processes, namely The Plan-Making Justification Test and The Development Management Justification Test. Only the former (Plan-Making Justification Test) is relevant to a Strategic Flood Risk Assessment for a Development Local area Plan.

The Plan-Making Justification Test

Where, as part of the preparation and adoption of a development / local area plan, a planning authority is considering the future development of areas in an urban settlement that are at moderate or high risk of flooding, for uses or development vulnerable to flooding that would generally be inappropriate as set out in the Guidelines, all of the criteria listed below, as stated in the Guidelines, must be satisfied. This is referred to as the "Justification Test for Development Plans.

- (I) The urban settlement is targeted for growth under the National Spatial Strategy, regional planning guidelines, statutory plans as defined above or under the Planning Guidelines or Planning Directives provisions of the Planning and Development Act 2000, as amended.
- (II) The zoning or designation of the lands for the particular use or development type is required to achieve the proper and sustainable planning of the urban settlement and in particular:
 - (i) Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;
 - (ii) Comprises significant previously developed and/or under-utilised lands;
 - (iii) Is within or adjoining the core of an established or designated urban settlement;
 - (iv) Will be essential in achieving compact or sustainable urban growth;
 - (v) There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.
- (III) A flood risk assessment to an appropriate level of detail has been carried out as part of the Strategic Environmental Assessment as part of the development plan preparation process, which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.

MITIGATION is the process where the flood risk is reduced to acceptable levels by means of land use strategies or by means of detailed proposals for the management of flood risk and surface water, all as addressed in the Flood Risk Assessment.

The decision to **PROCEED** should only be taken after the Justification Test has been passed.

Flood Risk Assessment - Georges Quay

The Georges Quay LAP encompasses an area between Burgh Quay, George's Quay and City Quay to the north, Hawkins Street to the west, Pearse Street to the south, and Lombard Street East to the east. (Figure 2). It is also proposed that two adjoining areas, intrinsically linked to the wider consideration of the George's Quay LAP be considered as 'Related Context Areas'. These include Custom House Quay and the Trinity College Campus.

⁵ The Planning System and Flood Risk Management, Guidelines for Planning Authorities, DOEHLG, OPW, 2009

APPENDIX A1. FLOOD RISK ASSESSMENT

Figure 2: George's Quay LAP boundary



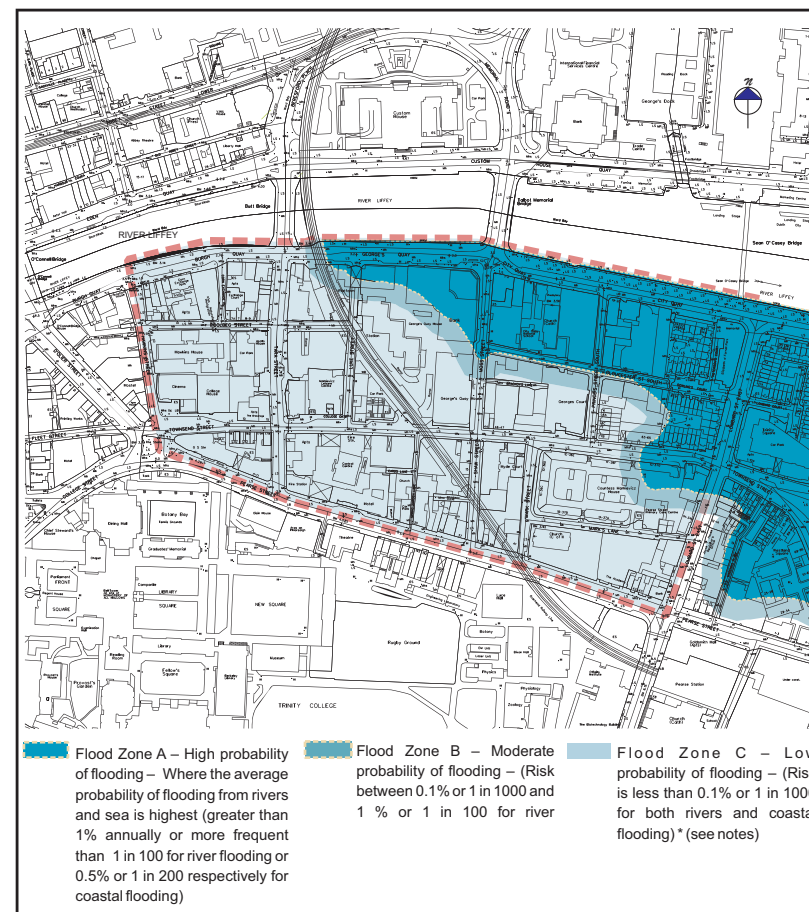
Flood Risk Identification /Assessment

Dublin City, including the Georges Quay LAP, is at risk from a number of different sources of flooding including fluvial, coastal, pluvial, and sewer flooding. However it should be noted for the purposes of the Flood Risk Assessment that there is a minor risk of infrastructural failure, associated with possible dam burst at Poulaphouca, which dams the River Liffey. This dam is one of four major sources of Dublin's water supply.

Following recent extreme flood events and also predictions of a rise in sea levels due to climate change, Dublin City Council has carried out a review of the capacity of the existing flood defences to provide protection against tidal flooding of urban areas. This review was carried out as part of Dublin Coastal Flooding Protection Project (DCFPP) which was published in 2005. Extensive follow up studies of the impacts of flooding of the River Liffey on the South Quays and the urban hinterland were carried out by Dublin City Council, which has identified a flood cell in this area of the city south of the Liffey would be at risk of flooding during a 200 year flood event. This flood cell includes all low lying lands which will flood during an extreme storm or tidal event.

It is clear from the map that a large area of Georges' Quay LAP will be at risk of coastal flooding during the 200 year flood event. Therefore it is decided to progress to a full assessment, using the most up to date available data, and to prepare a flood zone map.

Figure 3 – Flood Risk Assessment Map for Georges Quay LAP



Notes

Source of Information – Maps based on information from the Dublin Coastal Flooding Protection Project (DCFPP) 2005. In the absence of detailed CFRAM studies for the River Liffey it is not possible to clearly identify the 1 in 1000 year flood event, so Zones B and C cannot be accurately delineated until flood map outputs from the Eastern Region Catchment Flood Risk Assessment Management Study are received around the end of 2013. However any development adjacent to Zone A must be considered to be in Zone B unless disproved by hydraulic analysis. For the purpose of this study an indicative 20m band outside the Flood Zone A has been identified which will act as a rough estimate for flood Zone B. Flood Zone C would be anything outside this band again.⁶

⁶ Source : Dublin City Council, Indicative Map. Information based on Dublin City Council Flood Protection Project, 2005
(See disclaimer at end of Flood Risk Assessment)

In the absence of catchment flood risk assessment and management study (CFRAM) for the River Liffey, information on flood risk was obtained from a number of sources outlined below. This information culminated in the production of Flood Zone Maps

- Development plans, policies and recent planning applications were studied.
- Responses from statutory bodies during the consultation process were examined, with particular reference to concerns relating to flood risk.
- The nature and location of the area in the vicinity of the proposed development was described in terms of the existing hydrological environment.
- The existing site geology and hydrogeology was examined in terms of how it relates to the flooding history and the potential for drainage methods of the proposed scheme.
- All existing historical information on previous events, studies and surveys, was examined as made available from the Office of Public Works (OPW) flood hazard mapping website.
- The Greater Dublin Strategic Drainage Study flood maps which show the one in a hundred year flood events.

In preparing the flood zone map, the most recent source of information is the study and modelling carried out by Dublin City Council for the South Campshire Flood Protection Project, June 2011. This showed the effects of Coastal and fluvial flooding for the 200 year event. The main flood risk identified in this study was from coastal flooding from a 1 in 200 year event, which showed a large area of the coast flooding, including a portion of the Georges Quay Study area.

The draft map (Figure 3) shows that the main risk to the Georges Quay area is from coastal flooding. It is clear that a large area of the Georges Quay LAP would be in a high risk area, Zone A.

In the absence of detailed CFRAM studies from the River Liffey it is not possible to clearly identify the 1 in 1000 year flood event, so Zones B and C cannot be accurately delineated until flood maps outputs from the Eastern Region Catchment Flood Risk Assessment & Management Study are received around the end of 2013, however any development adjacent to Zone A must be considered to be in Zone B unless disproved by hydraulic analysis.

For the purposes of this study an indicative 20m band outside the Flood Zone A has been identified which will act as a rough estimate for Flood Zone B. Flood Zone C would be anything outside this band again.

Mitigation Measures Proposed

The South Campshire Flood Protection Project for Georges Quay and Sir John Rogerson's Quay ⁷ has identified the area along the South Quays of the River Liffey as a flood cell which would be at risk in the 200 year flood event.

In order to protect this hinterland south of the River Liffey which would include the LAP area of George's Quay, City Quay and Sir John Rogerson's Quay, Dublin City Council (DCC) in conjunction with the Office of Public Works (OPW) and Dublin Docklands Authority (DDDA) are proposing to construct a flood protection system along the South Campshires between Butt Bridge and Sir John Rogerson's Quay. The proposed flood defences consists of a new flood protection system, approximately 1.0km in length on the Southern Campshires of the River Liffey. This Project is currently with an Bord Pleanála and, subject to their approval, tenders for the construction of the works will be invited in 2012 with construction work likely to commence at end 2012 or start of 2013, subject to funding.

Until this scheme has been put in place however, the area shown on the flood maps (Zone A & B) is still considered at high risk during a 200 year flood event, and any application lodged before this will have to take this into consideration.

Figure 4 – South Campshires Flood Protection Scheme⁸



⁷ Source: South Campshire Flood Protection Project, George's Quay, City Quay & Sir John Rogerson's Quay, Dublin 2, EIS, Vol 1 of 4, June 2011

⁸ Source: South Campshire Flood Protection Project, George's Quay, City Quay & Sir John Rogerson's Quay, Dublin 2, EIS, Vol 1 of 4, June 2011.

Figure 5 - Section through Proposed Campshire⁹

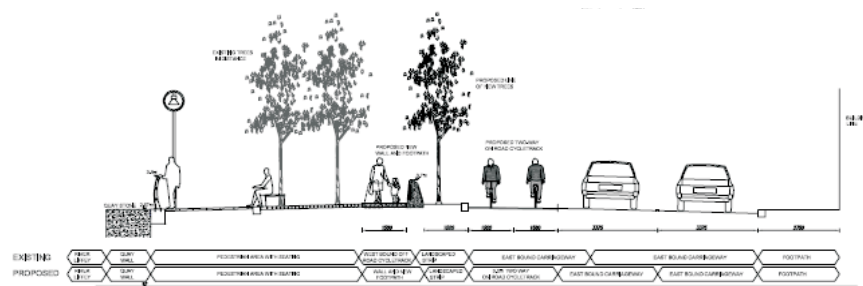


Figure 6 : Existing view from Custom House Quay



Figure 7 : Proposed view from Custom House Quay. Extract from South Campshire Flood Protection Project, George's Quay, City Quay & Sir John Rogerson's Quay, Dublin 2, EIS, Vol. 3, June 2011



⁹ Extract from South Campshire Flood Protection Project, George's Quay, City Quay & Sir John Rogerson's Quay, Dublin 2, EIS, Vol. 3, June 2011

Figure 8 : Existing view from City Quay looking East. Extract from South Campshire Flood Protection Project, George's Quay, City Quay & Sir John Rogerson's Quay, Dublin 2, EIS, Vol. 3, June 2011



Figure 9 : Proposed view from City Quay looking East. Extract from South Campshire Flood Protection Project, George's Quay, City Quay & Sir John Rogerson's Quay, Dublin 2, EIS, Vol. 3.



Justification Test

The flood risk assessment carried out for the purposes of the George's Quay LAP concluded that part of the lands is at high/moderate risk of flooding. All of these lands however will be protected when the new South Campshires Scheme is constructed. The following statement is therefore presented in accordance with the requirements of the Justification Test for plans. It should be noted that this area is within a heavily built up area within the city centre. There are only about 5 sites in the LAP area that are to be redeveloped.

In this context the designation satisfies the Justification Test, in that:

1. The urban settlement is targeted for growth under the National Spatial Strategy, regional planning Guidelines, statutory plans as defined above or under the planning guidelines or planning Directives of the planning and Development Act, 2000 as amended

The National Spatial strategy (NSS) recognises Dublin, as the Capital City, plays a vital national role and that the performance of its economy is essential to the success and competitiveness of the national economy. The NSS places particular emphases on the physical consolidation of the metropolitan area, which incorporates the entire functional area of Dublin City Council. The Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022 translates the national strategy to the Regional Level with an emphasis on Dublin as the driver of national development and the need to physically consolidate the growth of the metropolitan area.

The Regional Planning Guidelines for the Greater Dublin Area 2010-2022 translates the national strategy to regional level with an emphasis on Dublin as the driver of national development and the need to physically consolidate the growth of the Metropolitan area. The RPG recognises that "the settlement hierarchy selected by the Guidelines takes account of the fact that while a number of key towns and the City which are vulnerable to two key sources of flooding, fluvial and coastal, effective management of flood risk coupled to wider environmental, sustainability and economic considerations mean that it is possible to facilitate the continued consolidation of the existing urban structure of the GDA. In line with the sequential and justification criteria set out in the Department's Guidelines on the 'Planning System and Flood Risk Management' it is considered that these locations should be encouraged to continue to consolidate and to grow in order to bring about a more compact and sustainable urban development form while at the same time managing flood risk appropriately".

The Dublin City Development Plan 2011-2017 has been prepared in accordance with the requirements of the Planning and Development Act, 2000, (as amended) the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and Article 5 of the Habitats Directive 92/43/EEC.

The areas within the high/medium risk fall within the LAP boundary designated by Dublin City Development Plan, 20011 – 2017.

2. The zoning or designation of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and in particular.

i) To facilitate regeneration and/or expansion of the centre of the urban settlement

The LAP area is located just outside the inner city zoning in the current development plan, but forms part of the Key Development Areas. The Key Development Areas represent significant areas of the inner and outer city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city. The Docklands area in particular is seen as essential as supporting the economic or cultural specialism essential for the growth and diversification of the city's economy. All of these areas correspond to high levels of public transport accessibility, whether existing or planned under Transport 21.

The Georges Quay area is located at the southern bank of the River Liffey and faces the Custom House. The area is also located in a centre for public transport as Tara Street railway station is located on Georges Quay. Office Use in George's Quay accounts for two thirds of all development. The area is located in a Key Development Area, just outside the inner city boundary (see map K of the Development Plan) and the majority of the lands in the area are zoned Z5 in the Dublin City Development Plan 2011-2017 which is to 'consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design character and dignity'.

The Local area plan will facilitate the regeneration and expansion of the urban settlement.

ii) Comprise significant previously developed or under utilised lands

A significant amount of the LAP lands are developed or committed to development through planning permissions. There are a number of large sites that have development on them but are coming up for redevelopment, the primary ones are listed below:

1. Tara Street Station site:
2. Hawkins House, College House, Screen Cinema, Apollo House Site:
3. City Quay Block:
4. Moss Street/Townsend Street site (Ned's):

iii) It within or adjoining core of an established or designated urban settlement

The Georges Quay LAP lands lies just outside the inner city zoning as defined in Map K of the Dublin City Development Plan, and is a Key Development Area identified in the plan.

iv) Will be essential in achieving compact and sustainable urban growth and

The draft LAP proposes a development strategy that concentrates on the renewal and regeneration of the underutilised sites. These sites should be retained for land uses that are appropriate to a city centre setting, such as commercial, leisure, residential and retail.

The development of these key sites will be essential in achieving sustainable and compact growth of the city, and is also identified as an area suitable for high buildings in the Dublin City Development Plan 2011-2017.

v) there are no sustainable alternative lands for the particular use or development type in areas of lower risk

There are no suitable alternatives lands. This area forms part of the historic city centre and it vital to the long term growth of the city centre, and the development of the Quays.

3. A flood risk assessment to an appropriate level of detail has been carried out as part of the SEA which demonstrates that flood risk to the development can be adequately managed and the use or development of the lands will not cause unacceptable adverse impacts elsewhere.

Flood risk was considered as an issue in the screening process for the Strategic Environmental Assessment that was undertaken for the Dublin City Development Plan 2011-2017. The Georges Quay draft LAP was screened in line with implementation of SEA Directive (2001/42/EC), Assessment of Certain Plans and Programmes on the Environment – Guidelines for Planning Authorities to determine whether or not a full Environmental Report would, nevertheless be appropriate. It was determined that a full Environmental Report was not required.

A flood Risk assessment has been carried out to an appropriate level of detail. It is recognised that Dublin City is vulnerable to flooding. The majority of the lands in the LAP area, would be prone to periodic flooding and would be at risk from Coastal flooding, however Dublin City Council are undertaking a number of projects to improve the defences of Dublin City, including the South Campshires Flood Protection Project.

Having regard to important status of Georges Quay area, which is a major transportation hub, the existence of an already built up area, close to the city centre, the existing planning permissions already granted in the area, and also the key sites for redevelopment, the designation of development of lands contiguous to existing zoned lands and the lack of availability of alternative lower flood probability areas, the mitigation measures proposed with the South Campshires schemes, it is considered that the development of the lands in the high/medium risk satisfies the justification test as set out in the Planning System & Flood Risk Management Guidelines for Planning Authorities, November 2009. All Planning applications for proposed development within the LAP area should include a site specific flood risk assessment (FRA).

Settlement Strategy and Flood Risk

It is the strategy of Dublin City Council in accordance with the Guidelines to reduce the potential risk to people, property and the environment caused by flooding, through a hierarchy of avoidance (not possible in the Georges Quay LAP), followed by substitution of lower vulnerability used and, only if avoidance and substitution are not possible, reduction and management of the risks through a variety of techniques.

From an initial examination of the Flood Zone Maps, it is noted that coastal flooding is the main risk to the Georges Quay Area. This area is zoned for development in the Dublin City Development Plan 2011 - 2017, and there are a number of key sites within the LAP boundary due for redevelopment, some of which are within the Flood risk areas.

Generally the approach to deal with flood protection would involve raising the ground floor levels above the level of extreme high tides. However in most parts of Georges Quay which is already largely built up, in a dense urban context, setting high ground floor levels for flood protection could lead to floor levels being much higher than adjacent streets, thus creating a hostile streetscape for pedestrians. This would cause problems for infill development sites if floor levels were required to be significantly higher than those of neighbouring properties. In this regard for the key sites in Georges Quay, it has been recognised that ground floor levels below predicted high tide levels could be allowed, in limited circumstances, on a site by site basis. However, if this is the case then these would be required to be flood resistant construction using water resistant materials, and electrical fittings places at higher levels. For areas in high risk (Zone A & B) it would also be necessary to impose planning restrictions in these areas, with residential use not being favoured below tide levels.

Development in Flood Risk Areas - Plan Objectives

The following policies and measures are applicable to all development within the George's Quay LAP:

P1) All planning applications, for proposed development within the LAP area should include a site specific flood risk assessment (FRA)

P1a) Risk to other development

- If the development does not result in increased discharge to foul or surface-water sewers, then it can be confirmed in the FRA that the development does not cause an increased flood risk to other areas. Note that since the publication of the GDSDS, it has been a requirement that surface-water discharge rates are limited to green-field rates for the development, so compliance with this requirement results in compliance with flood risk management guidelines for surface-water discharge. This requirement is best achieved by properly incorporating SUDS techniques into the development.

It should be considered that green-field run-off rates for development in the George's Quay area are very low for most storm events. " Q_{sur} " Calculations will not necessarily be taken as appropriate for runoff calculations for small areas of development.

- If the development does result in increased discharge rates to sewers, then the developer may be required to confirm that there is adequate capacity in the local network to cater for the increased flows without surcharge of the system.

P1b) Risk to the development itself

- The FRA should address risks from all sources, including but not limited to coastal, fluvial and pluvial sources, possible flooding from sewer surcharging and flooding from groundwater.
- For large-scale development, risks from all sources should be designed out by:
 - i) For development sites in the LAP area, ground floor levels below predicted high tide level may be allowable in limited circumstances, to be agreed on a site by site basis. In these cases all buildings shall be required to be flood resistant construction including water resistant materials and electrical fittings at high levels. In high risk areas residential uses will not be permitted at ground floor levels. in the high-risk areas identified as flood zones A & B in Figure 3
 - ii) Where it is not appropriate to raise ground floor levels in order to design out risk from pluvial and fluvial events, commercial uses for ground floor space may be proposed. However, in this case, the ground floor should be designed to be flood resilient, that is, designed to accommodate floodwater ingress with minimum damage. This can be achieved by use of appropriate building materials and designing ways for water to drain, or be pumped out of the property once the flood water subsides. The decision whether to make properties flood resistant or flood resilient may be influenced by the structural condition of existing buildings.
 - iii) Incorporating storage within the development to cater for surface-water falling within the development for up to the 100-year pluvial event with 20% climate change applied.
- i) Designing basements and basement access to prevent ingress of water that may be caused groundwater sources or pluvial or fluvial flood events. Reference should be made to the DCC policy on basements as set out in the GDSDS Regional Drainage policy – Volume 6 – Basements. In particular, internal drainage must discharge from a level that is no deeper than 1.5m below ground level. This may require pumping in some case
- ii) Designing outfall manholes and connections to sewers such that the risk of flooding from backup from sewers is minimised. This may require the installation of non-return valves.

INTRODUCTION

The purpose of this report is to establish whether or not a Strategic Environmental Assessment (SEA) should be carried out on the proposed Local Area Plan (LAP) for George's Quay in accordance with SEA Directive 2001/42/EC, S.I. No. 436/2004 Planning and Development (SEA) Regulations 2004 and the DoEHLG document 'Implementation of SEA Directive 2001/42/EC Guidelines for Regional Authorities and Planning Authorities (Nov. 2004)'. The LAP does not fall directly into any of the categories where an SEA is mandatory.

The purpose of this new LAP is to provide a planning strategy on how the George's Quay area of the city should be developed and managed in a sustainable way in order to meet the needs of residents, employees and visitors in the area. It will focus in particular on policies and mechanisms that deliver the necessary physical, social and environmental infrastructure for the proper planning and sustainable development of the local area.

REQUIREMENT FOR A LOCAL AREA PLAN

Section 18-20 of the Planning and Development Acts 2000-2010 states that a planning authority at any time, and for any particular area within its functional area, can prepare a LAP in respect of that area. A LAP may be prepared in respect of any area, or any existing suburb of an urban area, which the planning authority considers suitable and in particular, for those areas which require economic, physical and social renewal and for areas likely to be subject to large scale development within the lifetime of the plan.

The Dublin City Development Plan 2011-2017 sets out that a number of LAPs will be prepared for different areas of the city over the life of the plan, in order to aid the delivery of the plan's Core Strategy. The George's Quay area has been identified for the preparation of a LAP in the Development Plan. The preparation of a LAP for the George's Quay area of the city is considered a fundamental element in the delivery of the Core Strategy and in the implementation of the Development Plan.

LOCATION CONTEXT

The George's Quay area is located on the south bank of the River Liffey at the south eastern end of Dublin City Centre. The study area lies east of Dublin's retail core(s), west of the south Docklands and north of the Trinity College campus. The designated study area encompasses sixteen city blocks within Burgh Quay, George's Quay and City Quay to the north, Hawkins Street to the west, Pearse Street to the South and Lombard Street East on its eastern boundary (See Appendix 1 for mapping). With the exception of the four city blocks west of Tara Street, the study area is located within the Dublin Docklands Development Authority (DDDA) Masterplan area.

The LAP applies to approximately 14ha of lands zoned predominantly Z5 'To consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design, character and dignity', with smaller areas of Z1 (residential) and Z2 (residential conservation) zoned land.

- ¹ The study area is dominated, both in terms of scale and land use, by office buildings. This office quarter is the most visible concentration of such buildings in the City of Dublin. Some traditional city centre mixed use development has been retained on the river quay side and on Pearse Street. The area is strategically located between O'Connell Street, College Green and Dublin Docklands. It is well connected, in close proximity to a number of transportation hubs providing mainline rail, suburban and commuter train services at Tara Street Station and Connolly Station. The 'Inner Orbital' road network traverses the area. It is part of the city which has undergone significant change and redevelopment in the past and contains a number of taller buildings e.g. Hawkins House, Apollo House and the

George's Quay seven tower development.

Despite the central location and high-levels of public transport accessibility, as well as proximity to the IFSC and the traditional office core of the south-east inner city, the area suffers from severance and lack of connectivity with the wider city, which in turn has resulted in a number of vacant and underperforming sites and a lack of vibrancy throughout the plan area. These factors have undermined the sustainable development of the area as an attractive place for residents, investors and visitors.

REQUIREMENT FOR A SEA

SEA is a system for integrating wider environmental considerations into plans and programmes thereby building environmental protection into the decision making process. Section 3.5 of 'Implementation of SEA Directive 2001/42/EC Guidelines for Regional Authorities and Planning Authorities (Nov 2004)' states that the key to deciding if SEA will apply will be whether a plan would be likely to have significant effects on the environment. The decision should not be determined by size of the area alone. It will also be influenced by the nature and extent of development likely to be proposed in the plan, its location (eg. close to or within and SAC, SPA or NHA) and its broad environmental effects. The Directive has been transposed into the land use planning sector through the Planning and Development (Strategic Environmental Assessment) Amendment Regulations 2011.

SEA is mandatory in the case of the preparation of a LAP where the population or target population of the area is 5,000 persons or more, or the area covered by the LAP is greater than 50 square kilometres. Screening is required for LAPs where the population or target population involved is less than 5,000 persons or the area covered is less than 50 square kilometres.

The Planning and Development Regulations state that the planning authority must determine whether or not implementation of the LAP or would be likely to have significant effects on the environment and that, in so doing, it must take account of the relevant criteria set out in Schedule 2A of the Planning and Development (Strategic Environmental Assessment) regulations 2004.

The LAP is still at preparation stage. However, having regard to the previous studies prepared for the area, the extent of planning permission for development granted and completed, the extent of planning permissions granted and not yet enacted and the Dublin City Development Plan designations for the area, it is possible to give an estimation of the nature and extent of development likely to be included in the plan for the purposes of screening.

The area of the proposed LAP is less than 50 square kilometres at circa 14ha and has a population less than 5,000 persons at circa 1,500 persons. The likely increase in population of the plan area is circa 1,356-2,260 based on the delivery of approximately 600-1000 new residential units, giving an overall total of between 2,856-3,760 persons. It is important to note that this figure will likely be delivered over a longer time period than the six year life of this first LAP for the area. As the LAP falls below the relevant thresholds for the mandatory preparation of SEA, it is proposed to carry out SEA Screening.

Using the Regional Planning Guidelines projected occupancy rate of 2.26 (2016 projection).

LIKELIHOOD FOR BROAD ENVIRONMENTAL EFFECTS

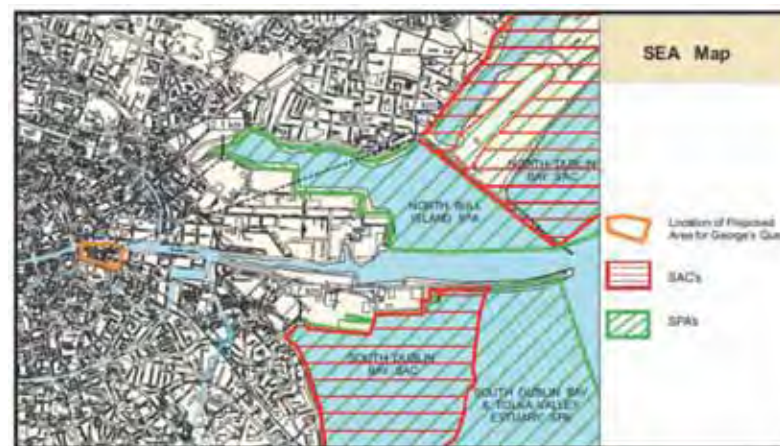
The LAP will set out a framework for future development on lands that are zoned and designated for future mixed use development under the Dublin City Development Plan 2011-2017. There are no EU habitat designated areas or natural conservation designations within the LAP boundaries but the location is close to the following sites in the Dublin area (see Maps 1 and 2):

- North Bull Island SPA (#00406)
- South Dublin Bay & River Tolka Estuary SPA (#004024)
- Howth Head Coast SPA (#004113)
- Irelands Eye SPA (#004117)
- Baldoyle Bay SPA (#004116)
- Baldoyle Bay SAC (#000199)
- North Dublin Bay SAC (#000206)
- South Dublin Bay SAC (#000210)
- Howth Head SAC (#000202)
- Irelands Eye SAC (#002193)
- Swords/Broadmeadow Estuary SPA (#004025)
- Malahide Estuary SAC (#000205)
- Glenasmole Valley SAC (#001209)
- Wicklow Mountains SAC (#002122)
- Baldoyle Bay SPA (#004116)
- Baldoyle Bay SAC (#000199)
- North Dublin Bay SAC (#000206)
- North Bull Island SPA (#00406)
- Howth Head SAC (#000202)
- Howth Head Coast SPA (#004113)
- Irelands Eye SPA (#004117)
- Irelands Eye SAC (#002193)

Policies of the LAP will be developed and assessed to ensure there are no direct negative impacts on designated sites. The likelihood of indirect impacts on all designated sites in the local and wider area will also be assessed.



MAP 1: The location of the LAP lands in context with Special Areas of Conservation, Special Protection Areas and proposed Natural Heritage Areas designated in close proximity.



MAP 2: The location of the LAP lands in context with Special Areas of Conservation and Special Protection Areas.

CRITERIA FOR DETERMINING WHETHER A PLAN IS LIKELY TO HAVE SIGNIFICANT EFFECTS ON THE ENVIRONMENT.

Section 3.6 of “Implementation of SEA Directive 2001/42/EC Guidelines for Regional Authorities and Planning Authorities (Nov 2004)” states that the Planning and Development (Strategic Environmental Assessment) Regulations 2004 require case-by-case screening of individual plans, based on the criteria in Schedule 2A of the Planning and Development Regulations 2001 (as amended). These criteria must be taken into account in determining whether or not significant effects on the environment would be likely to arise.

The determinations regarding the likely significance of effects on the environment of the proposed George's Quay LAP are set out in Table 1 based on Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004.

TABLE 1 – LIKELY SIGNIFICANCE OF EFFECTS ON THE ENVIRONMENT		
Dublin City Council		
Proposed George's Quay LAP		
Criteria for determining the likely significance of effects on the environment	Likely to have significant environmental effects? YES/NO	Summary of significant environmental effects (negative and positive)
1. THE CHARACTERISTICS OF THE PLAN HAVING REGARD, IN PARTICULAR TO: 1(a) the degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.	No	The preparation of the George's Quay LAP is an action of the Dublin City Development Plan. In tandem with the Development Plan, the LAP will provide a framework for future sustainable development in the plan area at a local level. The plan will focus on specific localised policies and objectives that will influence growth and development in the plan area of 14ha, and will ensure the integration of environmental priorities in future development, for example, protecting biodiversity, requiring the use sustainable urban drainage systems, etc. The LAP is being prepared in accordance with national and regional planning policy, as well as the Dublin City Development Plan. Full SEA and Appropriate Assessment were carried out at all stages of the Development Plan preparation and adoption process.

1(b) the degree to which the plan influences other plans including those in a hierarchy.	No	Strategic planning issues for the area are determined by the current 2011-2017 Dublin City Development Plan. The LAP proposals must be consistent with existing Development Plan policies including zoning provisions and development standards. The LAP is a lower tiered statutory land use plan that will guide future development with site specific objectives and will not influence other higher order statutory land use plans in the city's planning hierarchy. The plan may influence other local area plans or non-statutory plans in the city centre to a minor extent where, in the interest of good planning practice and achieving proper planning and sustainable development, consistency and coherence with the George's Quay LAP will be a planning necessity.
1(c) the relevance of the plan for the integration of environmental considerations in particular with a view to promoting sustainable development	No	The LAP promotes the sustainable development and regeneration of an existing inner city area based on the framework of existing land use zoning designations and sustainable development standards set down in the Dublin City Development Plan. In tandem with the Development Plan, the LAP will be of key relevance in the integration of environmental considerations in future growth and in promoting sustainable development. The promotion of sustainable development (which includes the integration of environmental considerations) is a statutory requirement of the LAP preparation and adoption process. The LAP area is bounded by Trinity College Dublin and the River Liffey, both important biodiversity locations in Dublin City. There is little biodiversity within the George's Quay area. Most of the trees and shrubs are non-native varieties and are of limited benefit to native wildlife. In particular, the LAP will seek to provide better ecological connections between the river Liffey and also Trinity College Dublin and improve biodiversity potential generally. The sustainable development principles issued by

		the Department of Heritage and Local Government under its guideline documents Sustainable Residential Development in Urban Area and Best Practice Urban Design Manual (May 2009) will be incorporated into the LAP.
1(d) environmental problems relevant to the plan	No	There is no predicted direct impact on the natural environment or conservation function of any Designated Sites including proposed Natural Heritage Areas (pNHA's), Natural Heritage Areas (NHA's), Candidate Special Areas of Conservation (cSAC's) or Special Protection Areas. The area of the local area plan is zoned for development and has an established precedent of existing urban development. The proposed development of the area will occur within the context of sustainable development guidelines included in the LAP. This will include policies and objectives for increasing the connectivity of the area with other areas of high ecological value such as Trinity College and the river Liffey, reducing surface water run-off through development which will incorporate sustainable urban drainage systems and practices, promoting the use of public transport, walking and cycling and the planting of areas with native species. The LAP will therefore result in environmental improvement in the area.
1(e) the relevance of the plan for the implementation of European Union legislation on the environment (e.g. Plans linked to waste-management or water protection)	No	The LAP has relevance at a local level to the implementation of European Legislation on the environment, for example, the Water Framework Directive, and is being prepared in full consultation with all internal divisions of Dublin City Council (including working groups with the Drainage and Water Services Departments, the Economic Development Section, the Parks Department, the Arts Office and the Roads and Traffic Department) and in accordance with the existing Dublin City Development Plan 2011-2017, in addition to all relevant governmental guidelines and legislation on the environment. Building on the policies, objectives and development standards contained in the Dublin City Development Plan, the local area plan will include policies and objectives to ensure that the plan

		addresses compliance and implementation of European Union legislation on the environment at a local level. Such measures will include; reduction of surface run off through development which will incorporate sustainable urban drainage systems, general water protection and conservation measures, requiring the use of energy efficient design and construction, the promotion of public transport, walking and cycling, the planting of areas with native species, linking of biodiversity hotspots, etc.
2. CHARACTERISTICS OF THE EFFECTS AND OF THE AREA LIKELY TO BE AFFECTED, HAVING REGARD, IN PARTICULAR TO:	No	The LAP will have a six year lifespan, and can be amended, revoked or extended in accordance with the Planning and Development Acts. It is anticipated that the LAP may put forward longer term objectives. No negative significant effects have been identified. In broad terms, positive environmental effects will include the promotion of sustainable development in the George's Quay area, in addition to the closer integration of environmental priorities in decision making at a local level.
2 (a) the probability, duration, frequency and reversibility of the effects	No	
2 (b) the cumulative nature of the effects	No	The LAP will provide a comprehensive phasing programme for future development in the area to ensure coordinated and sustainable development. The overall development of the area may likely have cumulative effects however, it is envisaged these would largely be positive effects, for example reduced reliance on the private car, improved cycle infrastructure, water conservation measures, the reduction of untreated surface run-off into local river systems through the development of sustainable drainage practices, the development of energy efficient buildings, etc. Any future development will be dependant on the necessary service infrastructure being in place and is subject to the normal statutory planning approval process. Where the necessary capacity or infrastructure has not been provided, future development will not be progressed until the necessary upgrades have been completed. The LAP will include the necessary policy safeguards and standards to ensure that no negative significant environmental effects will arise, singularly or in a cumulative manner.
2 (c) the transboundary nature of the	No	The study area for the LAP is located entirely within

effects		the City Council boundary. No transboundary effects are anticipated.
2 (d) the risks to human health or the environment (e.g. due to accidents)	No	There are no Seveso Sites within the area. No risks to human health or the environment are identified.
2 (e) the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)	No	No significant effects on geographical areas or populations have been identified.
2 (f) the value and vulnerability of the area likely to be affected due to- (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use.	No	(i) The LAP area has a significant number of Protected Structures and a number of buildings which are not on the Record of Protected Structures but appear to be either local landmarks or of historical value. The sustainable approach of the plan will ensure that cultural heritage is maintained and protected. The LAP will have regard to the 2011-2017 Dublin City Development Plan policies and objectives in protecting the natural characteristics and cultural heritage of the area. (ii) It is not expected that any environmental quality standards will be exceeded. The objectives and principles of the LAP will help improve the environmental quality of the George's Quay area with high quality, sustainable, mixed use developments in full accordance with all relevant standards and guidelines. (iii) It will be an objective of the LAP to ensure that the future redevelopment of the area and efficient use of urban zoned land does not undermine the conservation/heritage value of the area. Sustainable densities will be promoted in accordance with the DoEHLGs guidelines for Sustainable Residential Development in Urban Areas (May 2009) and to the accompanying Design Manual. High qualitative standards will be provided in accordance with the Dublin City Development Plan.
2 (g) the effects on areas or landscapes which have a recognised national, European Union or international protection status	No	The LAP does not impact upon an area or landscape, which has recognised National, European Union or International Protection Status.

DETERMINATION

Having considered;

- The character of the proposed plan,
- The existing population of the study area,
- The potential population capacity of the developing area,
- The character of the study area location, close to natural amenity areas,
- The provisions of the Planning and Development (Strategic Environmental Assessment) Regulations 2004,
- The provisions of the DoEHLGs "Implementation of SEA Directive 2001/42/EC Guidelines for Regional Authorities and Planning Authorities (Nov 2004)" and
- The criteria of Schedule 2A of the Planning and Development Regulations 2001 (as amended);

The Planning Authority has determined that an SEA is NOT required for the proposed LAP for George's Quay. There are no significant environmental problems identified in relation to the LAP and it is not anticipated that the LAP will have any strategic environmental effects.

REFERRALS:

In accordance with S.I. No. 201 of 2011 (Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011, this report has been referred to the following environmental authorities to outline the reasons why the Planning Department has determined that an SEA is not required for the LAP;

- The Environmental Protection Agency,
- Department of Environment, Community and Local Government,
- Department of Agriculture, Food and the Marine,
- Department of Communications, Energy and Natural Resources,
- Department of Arts, Heritage and the Gaeltacht.

INTRODUCTION AND TERMS OF REFERENCE

Dublin City Council are currently preparing a draft Local Area Plan (LAP) for the George's Quay area as a required implementation action of the Dublin City Development Plan 2011-2017. The purpose of this new LAP is to provide a planning strategy on how the George's Quay area of the city should be developed and managed in a sustainable way in order to meet the needs of residents, employees and visitors in the area. It will focus in particular on policies and mechanisms that deliver the necessary physical, social and environmental infrastructure for the proper planning and sustainable development of the local area.

This is an Appropriate Assessment Screening Report of the George's Quay LAP, in accordance with the requirements of the Article 6(3) of the EU Habitats Directive (92/43/EEC):

"Any plan or project not directly connected with or necessary to the management of the [Natura 2000] site not likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public."

The Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora, better known as "The Habitats Directive", provides legal protection for habitats and species of European importance. Articles 3 to 9 provide the legislative means to protect habitats and species of Community interest through the establishment and conservation of an EU-wide network of sites known as Natura 2000. These are Special Areas of Conservation (SACs) designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC). In general, these sites are considered to be of exceptional importance in terms of rare, endangered or vulnerable habitats and species within the European Community. The principle trigger for undertaking an 'Appropriate Assessment' would be if the LAP was likely to have significant effects on a Natura 2000 site.

The requirement for Appropriate Assessment has been integrated into Irish law through the *Planning and Development (Amendment) Act 2010*, having specific regard to the implications of any proposed development or 'project'. Circular Letter SEA 1/08 & NPWS 1/08 issued by the Department of Environment, Heritage and Local Government requires that, as a result of European Court of Justice

Case 418/04 EC Commission v Ireland, any draft land use plan proposed under the *Planning & Development Act 2000 (as amended)* must be screened for any potential impact on areas designated as Natura 2000 sites. The results of the screening should be recorded and made available to the public.

ASSESSMENT METHODOLOGY AND LITERATURE REVIEW

Methodology for the screening assessment process follows *Appropriate Assessment for Plans and Projects in Ireland: Guidance for Planning Authorities*, which was issued by the Department of the Environment, Heritage and Local Government in 2009. This methodology also applies elements of guidance and good practice as set down by the following documents:

-
- Managing Natura 2000 sites. The provisions of Article 6, of the 'Habitats' Directive 92/43/CEE.
- Assessment of plans and projects significantly affecting Natura 2000 sites Methodological guidance on the provision of Article 6(3) and (4) of the Habitats Directive 92/43/EEC. (2002) European Commission.
- Guidance document on Article 6(4) of 'Habitats Directive' 92/43/EEC.
- Department of the Environment Heritage and Local Government (DoEHLG) circular letter SEA 1/08 and NPWS 1/08.
- Department of the Environment Heritage and Local Government (DoEHLG) Circular letter NPWS 1/10 and PSSP 2/10.
- Department of Environment, Heritage and Local Government (DoEHLG). Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities.
- Directive 2000/60/EC of the European Parliament and of the Council establishing a framework for the Community action in the field of water policy.
- Natura Impact Report of the Dublin City Development Plan 2011-2017.
- Eastern River Basin Management Plan.
- Greater Dublin Strategic Drainage Study.
- The Planning System and Flood Risk Management Guidelines for Planning Authorities.
- Appropriate Assessment is an assessment of the potential effects of a proposed plan 'in conjunction' with other plans and projects on one or more European Sites. The four key stages are set out below:

Stage 1 – Screening for Appropriate Assessment

Stage 2 – Appropriate Assessment

Stage 3 – Alternative Solutions

Stage 4 - Imperative Reasons of Overriding Public Interest (IROP)/Derogation

SCREENING FOR GEORGE'S QUAY LAP

The Screening (Stage 1) methodology applied in the case of the proposed Local Area Plan has followed the approach advised within the EC and DoEHLG guidance. The structure of the Screening process is as follows:

1. Describing the nature of the proposed LAP and site characteristics.
2. Identifying the relevant Natura 2000 sites that could be affected by the proposed LAP and compilation of information on their qualifying interests and conservation objectives.
3. Predicting any likely effects – direct, indirect and cumulative – undertaken on the basis of available information as a desk study.
4. Screening statement with conclusions.

STAGE 1 – SCREENING

DESCRIPTION OF THE PROPOSED LAP AND THE SITE CHARACTERISTICS.

The proposed LAP will set out the vision and an overall spatial strategy for the proper planning and sustainable development of George's Quay. The plan will contain the policies and objectives that will guide the development of the area in terms of physical growth and renewal, economic, social and cultural activity and environmental protection and enhancement in accordance with the National Development Plan, National Spatial Strategy, the Regional Planning Guidelines for the Greater Dublin Area and the Dublin City Council Development Plan.

The George's Quay area is located on the south bank of the River Liffey at the south eastern end of Dublin City Centre. The study area lies east of Dublin's retail core(s), west of the south Docklands and north of the Trinity College campus. The designated study area encompasses sixteen city blocks within Burgh Quay, George's Quay and City Quay to the north, Hawkins Street to the west, Pearse Street to the South and Lombard Street East on its eastern boundary (See map – Appendix 1). With the exception of the four city blocks west of Tara Street, the study area is located within the Dublin Docklands Development Authority (DDDA) Masterplan area.

The LAP applies to approximately 14ha of land zoned predominantly Z5 'To consolidate and facilitate the development of the central area, and to identify, reinforce and strengthen and protect its civic design, character and dignity', with smaller areas of Z1 (residential) and Z2 (residential conservation) zoned land.

The study area is dominated, both in terms of scale and land use, by office buildings. This office quarter is the most visible concentration of such buildings in the City of Dublin. Some traditional city centre mixed use development has been retained on the river quay side and on Pearse Street. The area is strategically located between O'Connell Street, College Green and Dublin Docklands. It is well connected, in close proximity to a number of transportation hubs providing mainline rail, suburban and commuter train services at Tara Street Station and Connolly Station. The 'Inner Orbital' road network traverses the area. It is part of the city which has undergone significant change and redevelopment in the past and contains a number of taller buildings e.g. Hawkins House, Apollo House and the George's Quay seven tower development.

Despite the central location and high-levels of public transport accessibility, as well as proximity to the IFSC and the traditional office core of the south-east inner city, the area suffers from severance and lack of connectivity with the wider city, which in turn has resulted in a number of vacant and underperforming sites and a lack of vibrancy throughout the plan area. These factors have undermined the sustainable development of the area as an attractive place for residents, investors and visitors.

BRIEF DESCRIPTION OF THE NATURA 2000 SITES (including compilation of information their qualifying interests and conservation objectives)

There are no Natura 2000 Sites in the LAP area. The closest Natura 2000 sites to the LAP area are North Bull Island SPA, South Dublin Bay SAC and South Dublin Bay and Tolka Valley Estuary SPA. Distances are set out below.

There are 15 Natura 2000 sites within 15km of the LAP area. A 15km buffer zone was chosen as a precautionary measure, to ensure that all potentially affected Natura 2000 sites are included in the screening process, in accordance with best practice in Ireland and the UK. The Natura 2000 sites within the wider vicinity of the LAP area are as follows:

1. North Dublin Bay SAC (#000206) (2.1km from plan area)
2. South Dublin Bay SAC (#000210) (2.7km from plan area)
3. North Bull Island SPA (#00406) (4.7km from plan area)
4. South Dublin Bay & River Tolka Estuary SPA (#004024) (2.7km from plan area)
5. Howth Head Coast SPA (#004113) (14km from plan area)
6. Baldoyle Bay SPA (#004116) (10km from plan area)
7. Baldoyle Bay SAC (#000199) (10km from plan area)
8. Howth Head SAC (#000202) (13.5km from plan area)
9. Irelands Eye SAC (#002193) (13.7km from plan area)

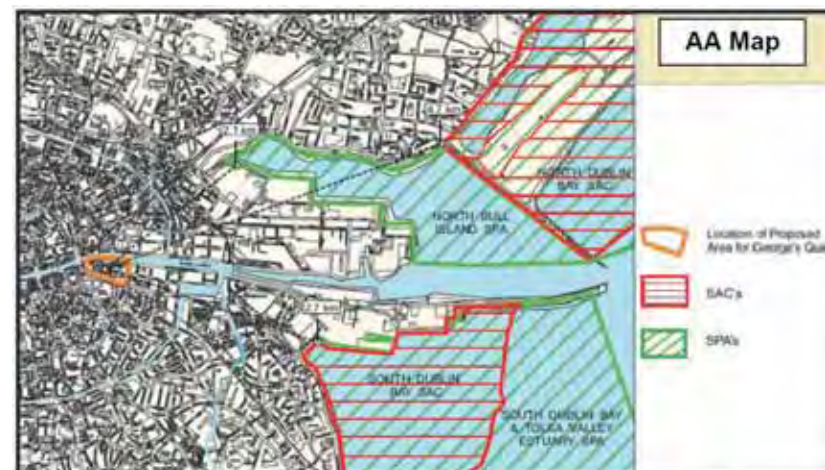
10. Irelands Eye SPA (#004117) (13.7km from plan area)
11. Malahide Estuary SAC (#000205) (13.6km from plan area)
12. Malahide Estuary SPA (#004025) (13.6km from plan area)
13. Glenasmole Valley SAC (#001209) (12.2km from plan area)
14. Wicklow Mountains SAC (#002122) (12km from plan area)
15. Dalkey Island SPA (#004172) (12.9km from plan area)

There are no Natural Heritage Areas (NHAs) or Proposed Natural Heritage Areas (pNHAs) in the LAP area. Although NHAs/pNHAs do not form part of the Natura 2000 network they have been included here for the purposes of completeness. The following pNHAs are present in the wider vicinity of the LAP area

- Royal Canal pNHA (002103)
- Grand Canal pNHA (002104)
- Liffey Valley pNHA (000128)
- South Dublin Bay pNHA (000210)

Figures 1 and 2 below illustrate all of the designated sites in the vicinity of the LAP area.

Table 1 describes the Natura 2000 sites.



APPENDIX A3. APPROPRIATE ASSESSMENT (AA) SCREENING

TABLE 1: NATURA 2000 SITES WITHIN 15KM OF THE DUBLIN CITY COUNCIL ADMINISTRATIVE BOUNDARY

Site Code	Site Name	Approximate Distance from Plan area	Qualifying Feature	Likely Impacts
000199	Baldoyle Bay SAC	10km	The site is a Special Area of Conservation (SAC) under the EU Directive. It contains four habitats listed on Annex I of the directive: <i>Salicornia</i> Mud, Mediterranean salt meadows, Atlantic salt meadows and Tidal mudflats, <i>Spartina</i> I Swards. Also has two legally protected plant species Borrer's Saltmarsh-grass (<i>Puccinellia fasciculata</i>) and Meadow Barley (<i>Hordeum secalinum</i>).	At sufficient distance from the Plan area to not be impacted directly or indirectly
000202	Howth Head SAC	13.5km	The site is a Special Area of Conservation (SAC) under the EU Directive for two habitats listed on Annex I: Vegetated Sea Cliffs of the Atlantic and Baltic Coasts and European Dry Heaths.	At sufficient distance from the Plan area to not be impacted directly or indirectly
000205	Malahide Estuary SAC	13.6km	The Malahide Estuary is the estuary of the River Broadmeadow. The site is a Special Area of Conservation (SAC) under the EU Directive. It contains four habitats listed on Annex I of the directive: Fixed Coastal Dunes with Herbaceous Vegetation (Grey Dunes), Mudflats & Sand flats not covered by seawater at low tide, Atlantic Salt Meadows, <i>Spartina</i> Swards, Mediterranean Salt Meadows, <i>Salicornia</i> & other annuals colonising mud and sand and Shifting Dunes along the shore line with <i>Ammophila arenaria</i> (White Dunes).	At sufficient distance from the Plan area to not be impacted directly or indirectly
000206	North Dublin Bay SAC	2.1km	The site is a Special Area of Conservation (SAC) under the EU Directive for the following habitats	At sufficient distance from the Plan area to not be impacted directly or

Site Code	Site Name	Approximate Distance from Plan area	Qualifying Feature	Likely Impacts
			listed on Annex I: Fixed dunes, Marram dunes, Embryonic shifting dunes, Dune slack, Vegetation Drift lines, <i>Salicornia</i> mud, Atlantic salt meadows, Mediterranean salt meadows and Tidal mudflats. Fixed dunes are listed with priority status. The site also contains three rare plant species legally protected, Lesser Centaury (<i>Centaurium pulchellum</i>), Hemp Nettle (<i>Galeopsis angustifolia</i>) and Meadow Saxifrage (<i>Saxifraga granulata</i>). The site also contains Petalwort (<i>Petalophyllum ralfsii</i>), a species which is listed on Annex II of the EU Habitats Directive.	Indirectly
000210	South Dublin Bay SAC	2.7km	The site is a Special Area of Conservation (SAC) under the EU Directive as it contains Tidal mudflats and sandflats a habitat listed on Annex I of the directive and also the site contains Petalwort (<i>Petalophyllum ralfsii</i>), a species which is listed on Annex II of the EU Habitats Directive.	At sufficient distance from the Plan area to not be impacted directly or indirectly
001209	Glenasmole Valley SAC	12.2km	The site is a Special Area of Conservation (SAC) under the EU Directive as it contains Semi-Natural Dry Grassland and Scrubland Facies on Calcareous Substrates, Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinia caerulea</i>) and Petrifying springs with tufa formation as listed on Annex I of the directive, two of which have listed with priority status.	At sufficient distance from the Plan area to not be impacted directly or indirectly
002193	Ireland's Eye SAC	13.7km	The site is a Special Area of	At sufficient distance from

APPENDIX A3. APPROPRIATE ASSESSMENT (AA) SCREENING

Site Code	Site Name	Approximate Distance from Plan area	Qualifying Feature	Likely Impacts
			Conservation (SAC) under the EU Directive as it contains Vegetated Sea Cliffs of the Atlantic and Baltic Coasts and Perennial Vegetation of Stony Banks both listed in Annex I of the directive.	the Plan area to not be impacted directly or indirectly
004006	North Bull Island SPA	4.7km	This site is listed as a Special Protection Area (SPA) as it contains the following species which are found under the EU Birds Directive: Light-bellied Brent Goose, Shelduck, Pintail, Shoveler, Oystercatcher, Grey Plover, Knot, Dunlin, Black-tailed Godwit, Bar-tailed Godwit, Redshank, Turnstone and 20,000 wintering waterbirds. Additional Special Conservation Interests include: Teal, Ringed Plover, Golden Plover, Sanderling, Curlew, Black-headed Gull and wetland & waterbirds.	At sufficient distance from the Plan area to not be impacted directly or indirectly
004016	Baldoyle Bay SPA	10km	This site is listed as a Special Protection Area (SPA) as it contains the following species which are found under the EU Birds Directive: Light-bellied Brent Goose, Ringed Plover and Bar-tailed Godwit. Additional Special Conservation Interests include: Shelduck, Golden Plover, Grey Plover and Wetland & Waterbirds.	At sufficient distance from the Plan area to not be impacted directly or indirectly
004024	South Dublin Bay And River Tolka Estuary SPA	2.7km	This site is listed as a Special Protection Area (SPA) as it contains the following species which are found under the EU Birds Directive: Light-bellied Brent Goose, Knot, Sanderling, Bar-tailed Godwit, Redshank, Roseate	At sufficient distance from the Plan area to not be impacted directly or indirectly

Site Code	Site Name	Approximate Distance from Plan area	Qualifying Feature	Likely Impacts
			Tern, Common Tern and Arctic Tern. Additional Special Conservation Interests include: Oystercatcher, Ringed Plover, Golden Plover, Grey Plover, Dunlin, Black-headed Gull and Wetland & waterbirds.	
004025	Malahide Estuary SPA	13.6km	This site is listed as a Special Protection Area (SPA) as it contains the following species which are found under the EU Birds Directive: Light-bellied Brent Goose, Goldeneye and Black-tailed Godwit. Additional Special Conservation Interests include: Great Crested Grebe, Shelduck, Pintail, Red Breasted Merganser, Oystercatcher, Golden Plover, Grey Plover, Knot, Dunlin, Bar-tailed Godwit, Redshank and Wetland & Waterbirds	At sufficient distance from the Plan area to not be impacted directly or indirectly
004113	Howth Head - Coast SPA	14km	This site is listed as a Special Protection Area (SPA) as it contains the Kittiwake, a species which is found under the EU Birds Directive	At sufficient distance from the Plan area to not be impacted directly or indirectly
004117	Ireland's Eye SPA	13.7km	This site is listed as a Special Protection Area (SPA) as it contains the Cormorant which is found under the EU Birds Directive. Additional Special Conservation Interests include: Herring Gull, Kittiwake, Guillemot and Razorbill	At sufficient distance from the Plan area to not be impacted directly or indirectly
004172	Dalkey Islands SPA	12.9km	This site is listed as a Special Protection Area (SPA) as it contains the following species which are found under the EU Birds Directive: Roseate Tern,	At sufficient distance from the Plan area to not be impacted directly or indirectly

Site Code	Site Name	Approximate Distance from Plan area	Qualifying Feature	Likely Impacts
			Common Tern and Arctic Tern	
002122	Wicklow Mountains SAC	12km	The site is a Special Area of Conservation (SAC) under the EU Directive as it contains blanket bog and northern atlantic wet heaths with Erica tetralix habitats listed on Annex I of the directive and also the site contains the European Otter, Lutra Lutra a species which is listed on Annex II of the EU Habitats Directive.	At sufficient distance from the Plan area to not be impacted directly or indirectly

ASSESSMENT CRITERIA (Predicting any likely effects – direct, indirect and cumulative)

Describe any likely direct, indirect or secondary impacts on the plan (either alone or in combination with other plans or projects) on the Natura 2000 sites by virtue of:

(a) Size and Scale

(b) Land Take

(c) Distance for Natura 2000 sites or key features of the site

(d) Resource Requirements (water abstraction etc)

(e) Emissions (disposal to land, water or air)

(f) Excavation Requirements

(g) Transportation Requirements

(h) Duration of Construction, Operation, Decommissioning etc).

(a) Size and Scale

No impact on any qualifying habitat.

There is no Natura 2000 site located in the George's Quay LAP area. The George's Quay LAP area equates to circa 14ha of existing urban land in the city centre. The land is already developed with a combination of commercial, residential and other miscellaneous development. The land is zoned for development in the Dublin City Development Plan 2011-2017. It is an action of the Development Plan to prepare a LAP for the area to provide a sustainable framework for future growth and redevelopment in the area. It is anticipated that the area can accommodate in the region of 600-1,000 new residential units.

(b) Land Take

No impact on any qualifying habitat.

The LAP will not have any impact on the Natura 2000 sites by way of land take.

(c) Distance from Natura 2000 sites or key features of the site

No impact on any qualifying habitat.

The lands of the LAP are located approximately 2km from the nearest Natura 2000 sites in Dublin Bay (See Table 1 for Natura 2000 sites descriptions and also distances from plan area.). The LAP will not have any impact on the Natura 2000 sites by way of proximity.

(d) Resources Requirements (water abstraction etc.)

No impact on any qualifying habitat.

Resource supply, including potable water, will be provided from existing municipal infrastructure.

Any potential indirect or secondary impact on the conservation function of any Natura 2000 site as a result of potential increased population equivalent (P.E.) demand for potable water supply will be subject to a separate higher level Appropriate Assessment/Strategic Environmental Assessment (SEA) at regional level and to other statutory approvals.

(e) Emissions (disposal to land, water or air)

No impact on any qualifying habitat.

No predicted likely direct impact on the conservation function of any Natura 2000 site is predicted as a result of the preparation of a LAP for the George's Quay area. The most likely potential indirect or secondary impact on a Natura 2000 site is by way of effluent discharge from the Ringsend waste water treatment plant which serves the entire Dublin region to Dublin Bay.

This potential source-pathway-receptor link is ruled out as any future development will be dependant on the necessary service infrastructure being in place and is subject to the normal statutory planning approval process. Where the necessary capacity or infrastructure has not been provided, future development will not be progressed until the necessary upgrades have been completed. The LAP will include the necessary policy safeguards and standards to ensure that no negative significant environmental effects will arise, singularly or in a cumulative manner. In addition, there is a commitment under the Dublin City Development Plan 2011–2017 to which the LAP must be consistent, to "provide additional and improved wastewater treatment capacity by the upgrading of the Ringsend Waste Water Treatment Plant" (objective SI45). Through these and a combination of other measures, it is an objective of the Eastern River Basin District Management Plan to achieve good water status in the Liffey Estuary by 2027

(f) Excavation Requirements

Not Applicable. No impact on any qualifying habitat.

(g) Transportation Requirements

Not Applicable. No impact on any qualifying habitat.

(h) Duration of construction, operation, decommissioning etc

Not Applicable. No impact on any qualifying habitat. The LAP will have a six year life and can be amended, extended or revoked.

Describe any likely changes to the site arising as a result of:

- (a) Reduction of habitat area
- (b) Disturbance of key species
- (c) Habitat or species fragmentation
- (d) Reduction in species density
- (e) Changes in key indicators of conservation value
- (f) Climate change

(a) Reduction of habitat area

The plan will not impact on Natura 2000 sites through habitat reduction.

(b) Disturbance to key species.

The plan will not impact on Natura 2000 sites through disturbance of key species.

(c) Habitat or species fragmentation.

The plan will not impact on Natura 2000 sites through on habitat or species fragmentation.

(d) Reduction in species density

The plan will not impact on Natura 2000 sites through a reduction in species density.

(e) Changes in key indicators of conservation value

The plan will not alter key indicators of conservation value

(f) Climate Change

The development of the George's Quay LAP lands will not have any impact on climate change in terms of the Natura 2000 sites.

Describe any likely impacts on the Natura 2000 sites, as a whole in terms of:

- a) Interference with the key relationships that define the structure of the site and:
- b) this development with key relationships that define the function of the site

The preparation of a LAP for George's Quay will not impact on the key relationships that define the structure of the Natura 2000 sites, or on the key relationships that define the function of the Natura 2000 sites.

Provide indicators of significance as a result of the identification of effects set out above in terms of:

- a) Loss
- b) Fragmentation
- c) Disruption
- d) Disturbance
- e) Change of Key elements of the site (water quality etc)

An evaluation of the proposed development has not identified any effects on the Natura 2000 sites.

Describe from the above of those elements of the project or plan, or combination of elements, where the above impacts are likely to be significant or where the scale or magnitude of impacts is not known

There are no elements, or combination of elements of this project that have a significant impact on the Natura 2000 sites, or combination of elements where the scale of magnitude of impact is not known.

CONCLUDING SCREENING STATEMENT – (Findings of No Significant Effects Matrix)

Name of plan or project

Proposed Draft George's Quay Local Area Plan.

Description of the plan or project

As provided above.

Name and location of the Natura 2000 sites

No Natura 2000 sites are located in the proposed LAP Area.

Is the project or plan directly connected with or necessary to the management of the site?

No.

Are there other projects or plans that together with the project or plan being assessed could affect the site?

No. The LAP will provide for the sustainable future development of existing developed urban land that is zoned for development under the Dublin City Development Plan 2011-2017. The LAP will be consistent with the Dublin City Development Plan which was subject to Strategic Environmental Assessment and Appropriate Assessment processes during its preparation and adoption. There are no interactions identified with other plans or projects that together with the proposed amendment could affect the sites.

THE ASSESSMENT OF SIGNIFICANCE OF EFFECTS

Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 sites:

Potential source-pathway-receptor linkages with Natura 2000 sites were identified in Dublin Bay. The potential pathway was effluent discharge into Dublin Bay via discharge from the Ringsend Wastewater Treatment Plant into Dublin Bay. This pathway was ruled out following analysis, as any future development will be dependant on the necessary service infrastructure being in place and will be subject to the normal statutory planning approval process. Where the necessary capacity or infrastructure has not been provided, future development will not be progressed until the necessary upgrades have been completed. The LAP will include the necessary policy safeguards and standards to ensure that no negative significant environmental effects will arise, singularly or in a cumulative manner. In addition, there is a commitment under the Dublin City Development Plan 2011–2017 to which the LAP must be consistent, to “provide additional and improved wastewater treatment capacity by the upgrading of the Ringsend Waste Water Treatment Plant” (objective SI45). Through these and a combination of other measures, it is an objective of the Eastern River Basin District Management Plan to achieve good water status in the Liffey Estuary by 2027

It is therefore it not considered necessary to undertake any further stages of the Appropriate Assessment process.

Explain why these effects are not considered significant:

No effects have been identified.

Who carried out the assessment?

Planning Department
Dublin City Council

Sources of Data

NPWS Website
Dublin City Council, Drainage Division
Dublin City Council, Parks and Landscapes Services
Dublin City Council, Planning Department

Level of Assessment Completed

Desktop Screening Study.

CONSULTATION

This document contains the full results of the Appropriate Assessment Screening Exercise and will be placed on display with the proposed local area plan.

This screening report has been referred to the following Environmental Bodies for consultation and comment.

- The Environmental Protection Agency,
- Department of Environment, Community and Local Government,
- Department of Agriculture, Food and the Marine,
- Department of Communications, Energy and Natural Resources,
- Department of Arts, Heritage and the Gaeltacht.

APPENDIX A4: SCHOOLS CONSULTATION



Consultation with Pupils of City Quay National School

In December 2011 the LAP team visited the school. The class of was split into 4 working groups of between 4 and 8 students and an LAP team member was appointed to each team.

Questionnaires were distributed and discussion with each group followed focussed around the questionnaire, which contained 6 questions relating to the George's Quay area. (See appendix A4 for a copy of the questionnaire). The large maps of the area were also distributed to each group and the children drew their ideas onto the maps.

The questionnaire and subsequent discussion revealed that the majority of the children either lived in the George's Quay area, the immediate vicinity or had family members within the area. The majority of the children also shopped and played in the immediate vicinity of the LAP area, in the Eurospar on Townsend Street and in the Pearse House Playground. The children highlighted the Gloucester Street sports centre and Markievicz Leisure Centre as the major positive elements of the area, with the strong community and St. Andrew's Resource Centre also strongly featured.

The negatives of the area included several poor quality streets (Brackens Lane and Mark's Lane), the several empty buildings, the cleanliness of the area, insufficient areas to play, lack of street lighting and general anti-social behaviour which is prevalent in the area, particularly close to the school.

When asked if they could change one thing in the area there were several interesting responses. More play spaces, apartments and shops were all discussed. Several children mentioned the need for more pedestrian crossings, in particular around Tara Street Station. Rejuvenation of existing empty premises, through either the use as homeless facilities, such as soup kitchens, or for the use of local community groups and sporting clubs in the area was considered. They also suggested the regeneration of Elizabeth O'Farrell Park, to include some sort of play space for older children (6-12years). In general the children wanted the area to be cleaned up, with more litter collection facilities, less graffiti, more CCTV cameras, better lighting, more colour, more shops and more play facilities for all age groups, not just small children.

