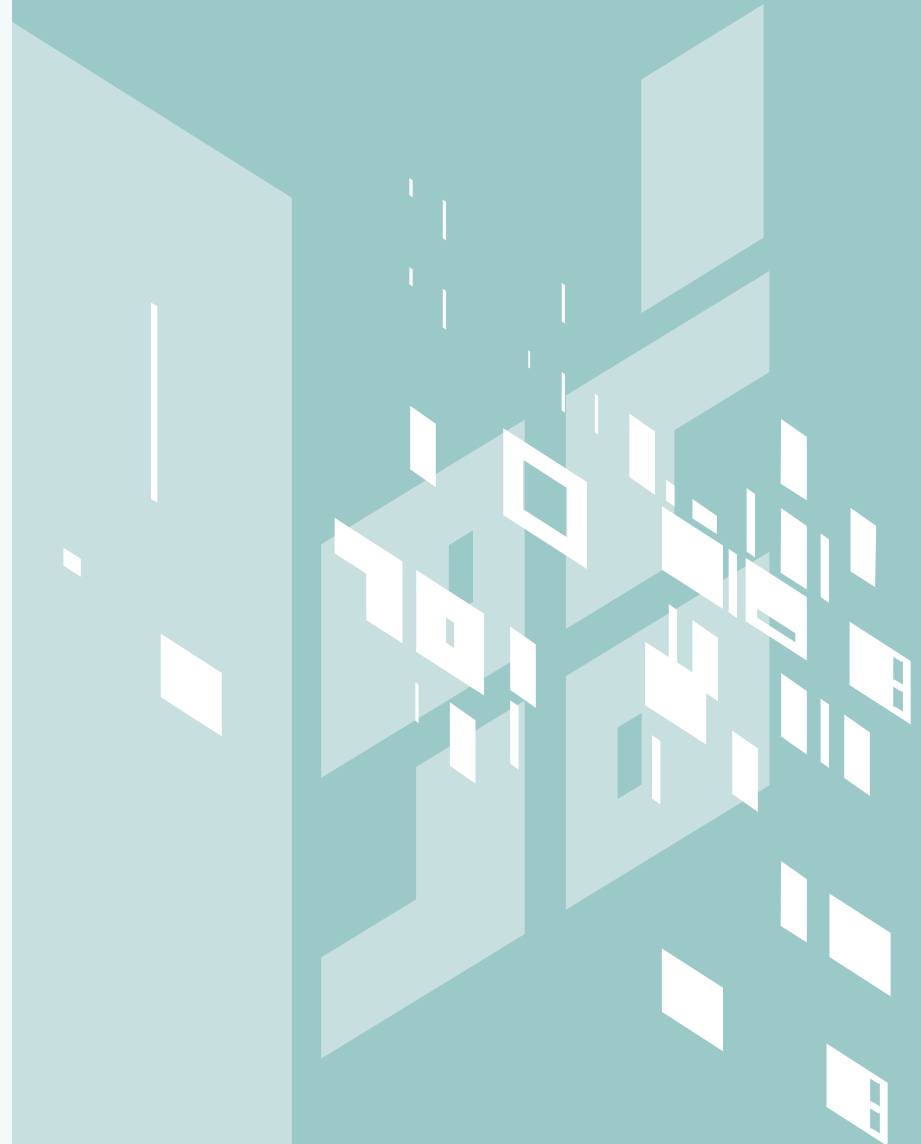


MAXIMISING THE CITY'S POTENTIAL

A Strategy for Intensification and Height

DRAFT

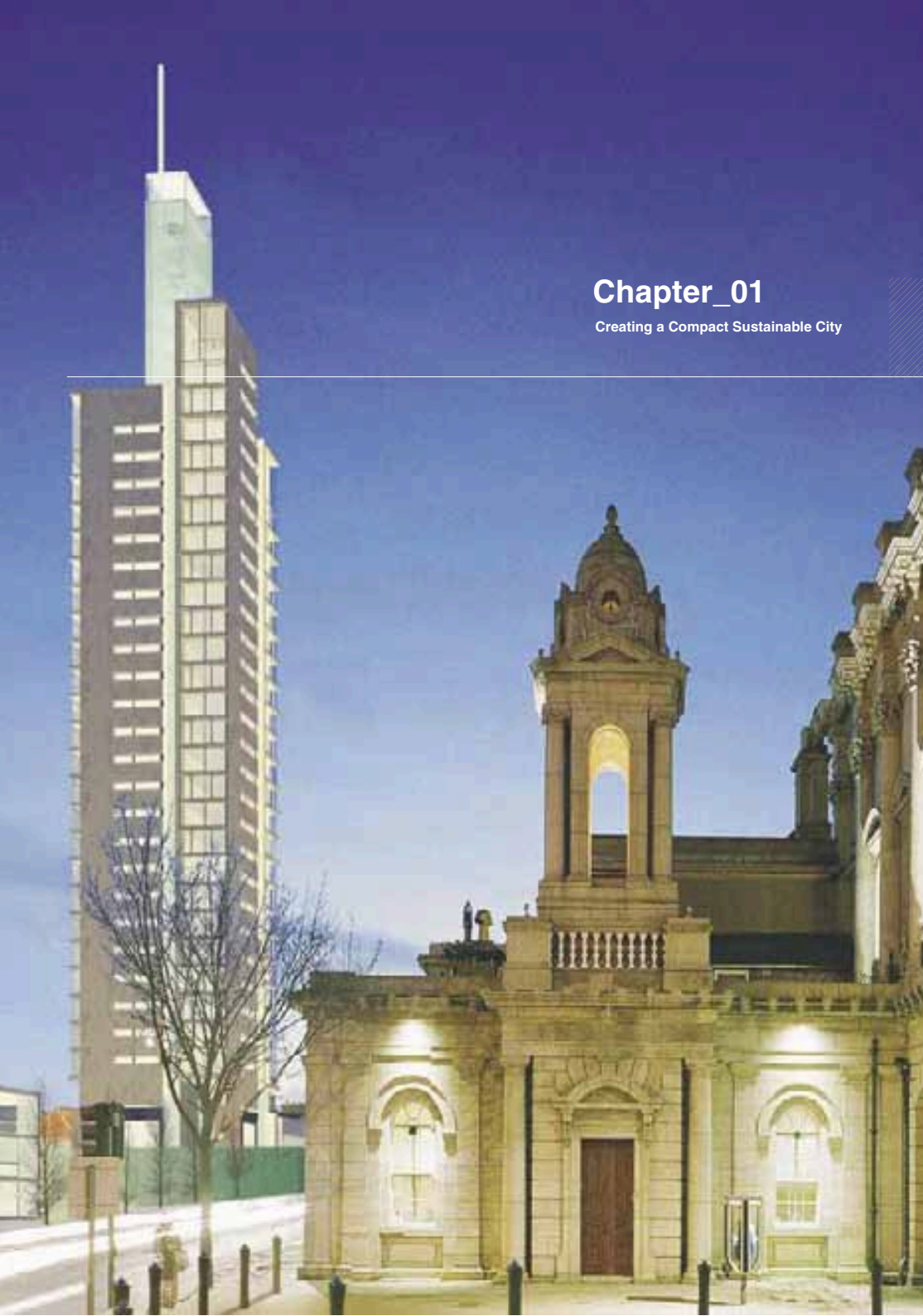


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Chapter_01

Creating a Compact Sustainable City



1.0 Introduction

A primary objective of Dublin City Council is to consolidate the city in order to achieve a compact urban form at the heart of the region. It is also acknowledged that a compact city must provide for an enhanced quality of life for both existing and future residents, whilst at the same time marketing the city as the creative and economic engine of the state. As the capital city, it is vital that Dublin continues to grow and operate on an international scale while at the same time retaining the essential character of the place and providing for the needs of residents, workers and visitors alike.

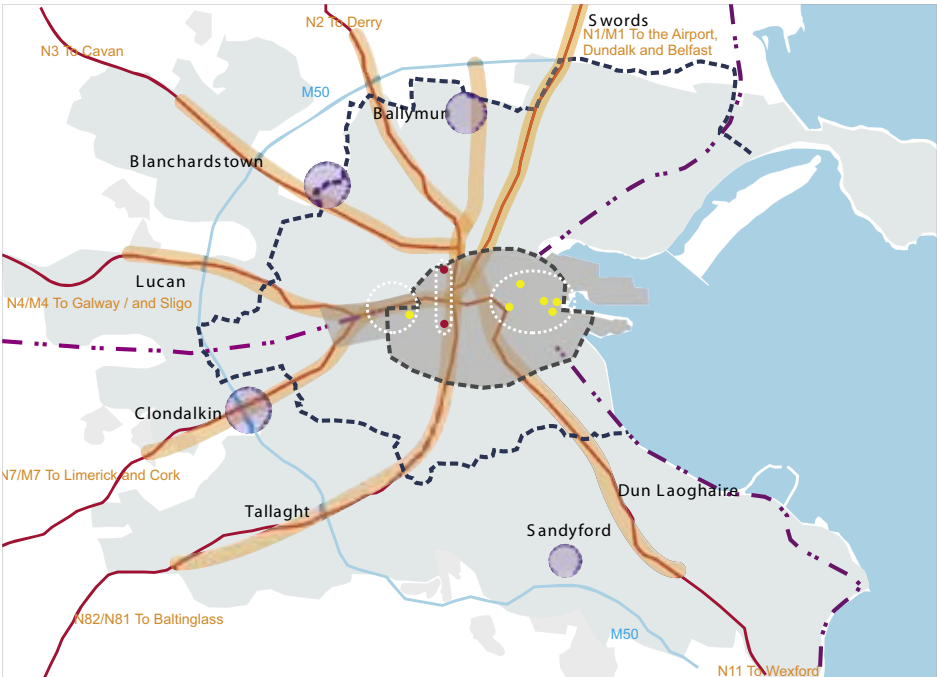
The magnitude and significance of this challenge needs to be recognised. It bears comparison with two other great challenges that Ireland faced and met in the past half century - the opening of the economy in the early 1960s and the establishment of the partnership approach in the mid 1980s. It is similar in three ways. First, it is essential to the social and economic future of Irish society. Second, it requires a widely shared understanding and consistent action by numerous organisations, both public and private. Third, it challenges not only our traditional behaviour but, more importantly, the self-perception that underpins that behaviour. The opening and modernisations of the economy challenged the self-perception that Ireland was a cohesive society, but

one that could not aspire to the levels of material prosperity found elsewhere. The recasting of policies and approaches in the 1980s challenged the self-perception that the Irish are a creative people, but not capable of high-grade manufacture of sophisticated objects. Achievement of the new principles of urban development seems to be blocked, more than anything else, by the self-perception that Ireland is so attached to low density development and so divided between competing interests, that although we can create a dynamic economy, we cannot make quality, sustainable cities and towns.

By combining this strategy for intensification and height with the six themes (set out in Chapter 03) which are integral to maximising the city's potential, Dublin City Council believes it can help deliver a quality, sustainable, dynamic world class city.

KEY

- Dublin City Boundary
- Dublin Metropolitan Area
- Dublin Inner City/Extended Core Area
- Strategic Gateways
- Potential High Cluster Areas
- 'Knowledge' Clusters



MAXIMISING THE CITY'S POTENTIAL : EMERGING CITY STRUCTURE

MAP A

1.1 Dublin - the international dimension

The pursuit of a higher density policy can help Dublin maintain a competitive position with respect to other global cities. A positive approach to higher densities will help the city to continue its high performance in top city rankings. To date, Dublin has achieved a ranking at 11th as one of the best cities to locate a business (Healy and Baker 2006) and accommodates 25% of Ireland's workforce.

The challenge here is to ensure that the city, through the synergies created by consolidation, can maintain and enhance the condition for a dynamic and competitive city economy on a global stage, while at the same time creating sustainable mixed use neighbourhoods in a culturally diverse city. The nurturing of a knowledge/creative economy in a city with a distinctive urban character and identity internationally is also a necessary component of a consolidating city.

Dublin City lies not only at the heart of the region, but also forms the core of an emerging eastern corridor. It is only by developing the critical mass of this eastern region that Dublin and Ireland can retain its competitive edge in a global economy, while nurturing the growth of the other strategic gateways in the country.

1.2 The policy framework for a more compact city

The National Spatial Strategy 2002-2020 recognises the central importance of Dublin as a national and international economic driver, and clearly states that it is not sustainable for low-density growth to spread throughout the region. The NSS outlines a number of requirements that are essential to achieving a consolidated city, including effective integration of land use and transportation policy in the Greater Dublin Area and the optimum use of all vacant or underutilised lands, particularly where they are in close proximity to public transport corridors. In this regard, the provision of the Heuston Rail Interconnector and Metro North will change the landscape of the city in terms of connectivity.

The Regional Planning Guidelines for the Greater Dublin Area 2004-2016 further emphasises the need to consolidate the Dublin Metropolitan Area. Given the diminishing supply of undeveloped land in the city, the RPG stresses that this approach will entail an increase in overall densities thereby facilitating the shift to an integrated public transport system. The Regional Planning Authority has recently increased the projected housing needs of the city from 37,000 to 43,000 units by 2010.

The Dublin City Development Plan 2005-2011 sets out a new spatial strategy to steer future growth in both the Inner and Outer City (See Map B). This strategy consists of three key initiatives: the consolidation and expansion of the city centre, both in an eastward and westward direction to incorporate the Docklands and the Heuston Area respectively; developing eight Prime Urban Centres of mixed use in the suburbs and thirdly, the development of a number of Framework Development Areas throughout the city, such as the North Fringe, Digital Hub etc. In addition the City Development Plan has specific policies to manage height, based on the Report "Managing Intensification and Change" (DEGW 2000).

1.3 Progress on consolidation to date

The policies outlined above have been pursued by the City Council for a number of years now in order to achieve sustainable densities. Sustainable consolidation of the central regeneration areas was a major theme of both the first generation of Integrated Area Plans (1998) and the current generation of Framework Development Plans. For example, the Fatima Mansions regeneration scheme increased density from fifteen units per hectare to 39 units per hectare (uph) and includes neighbourhood facilities such as playgrounds, shops, and a LUAS stop.

KEY
Dublin City Development Plan 2005 - 2011

Strategic Development Initiatives

- Prime Urban Centres
- Framework Development Areas
- City Centre Expansion

Public Transport

- Rail
- L.U.A.S
- Q.B.C./main radial
- Promenade & cycle way proposal



DEVELOPMENT STRATEGY MAP

MAP B

In recent years Dublin City Council has been producing residential densities far above those of comparable European cities (up to 250 uph), usually in the 4-8 storey perimeter block format, with occasional mid rise buildings e.g. Millennium Building and the Alto Vetro building on Grand Canal Dock. This format serves the city well, in that it achieves core objectives of making streets, sitting easily with the older city while allowing for occasional key landmarks. Moreover, this approach is producing an average density of 134 uph, which when applied to the 468 ha. of land available for residential development, could accommodate 62,000 units, which is sufficient for another eight years, without using any of the strategic industrial lands.

However, Dublin's population density, at 4,300 persons per sq kilometre (pp sq.km), remains low in comparison to other European cities, such as Copenhagen (6,000 pp sq.km) and Barcelona (16,000 pp sq.km). This is primarily due to the legacy of one and two storey housing built in the suburban expansion of the 20th century.

The supply of commercial/ office development in the city has increased by 100% in the last ten years, and the evidence is that this welcome growth continues to concentrate in the Dublin 2 part of the city. Again this concentrated growth is largely being accommodated

in a eight-storey format, partly in response to the prevailing urban form of Georgian Dublin etc., and partly due to the office market's own demands for groundscrappers in clusters. Nevertheless, if Dublin is to develop as the centre of a creative economic region, it is crucial that new clusters are formed and consolidated e.g. at Heuston and the Docklands. The current height policy promotes quality high buildings in such areas, as identified in Local Framework Plans. Tall buildings in locations such as these project an image of a modern city being at ease with the more mature city, while providing new elegant landmarks.

1.4 Consolidation and density through local plans / framework plans

The main tool used in the implementation policies for a more compact city has been the Framework Plan, widely applied to strategic sites and prime urban centres across the city. These sites were selected on the basis of their proven capacity to meet the city's residential, employment and leisure needs. The 'Framework Plan' has proved to be an efficient and flexible planning tool, facilitating the reconstruction and expansion of the city core as well as the construction of significant mixed-use developments on greenfield sites in the city's suburbs. They continue to play an important role in releasing space for the city to develop and providing places where people want to live and work.

Critically, they represent a conscious move away from more unsustainable forms of development towards intensification and, where appropriate, identify locations for additional height.

There is also a recognition of the need for a strong emphasis on the delivery of community facilities and social infrastructure as an integral aspect of the implementation of framework plans / local plans on the basis of social inclusion and the creation of sustainable neighbourhoods. There is in fact an even greater need for public facilities in areas of high-density. Thus, it will be necessary to ensure that the provision of community facilities and social infrastructure is afforded equal consideration and priority as the 'hard infrastructure' elements of water, drainage and transport. This approach will facilitate the creation of sustainable neighbourhood communities, in the various plan areas, whether strategic greenfield, brownfield or regeneration sites, as well as the intensification or enhancement of existing settlement centres.

The City Council has also focused on quality issues in the assessment of higher density proposals. The City Development Plan places an emphasis on the critical importance of place-making, including a range of supporting community infrastructure and positive urban design as part of this process. The enhanced quality of apartments



CONTEXT: THE CITY LANDSCAPE STRUCTURE - TOPOGRAPHY

MAP C

to provide a range of apartment accommodation, including families, has been targeted as a key policy objective in the recent document "Achieving Liveable Sustainable New Apartment Homes for Dublin City".

A consolidated city is conducive to creating a connected city; in turn a connected city becomes competitive which supports the flourishing of a creative economy. A healthy city economy provides jobs at a local level for an increased population, which strengthens local communities. Inward investment and buoyancy in the economic strength of the city and a population supported by strong employment opportunities supports a vibrant cultural scene etc. A creative city thrives in a city with inherent identity and character. Each attribute in turn supports another and will create the synergy for a sustainable city.

1.5 Emerging structure of the city

The spatial coherence and legibility of Dublin city is provided by both its natural features and man-made urban form. The River Liffey has always been at the heart of the city's identity. The area between the canals containing both the old city and the world famous Georgian squares help convey the city's strong identity and character. Topographically, the city between the



canals lies in a shallow 'bowl', such that travellers converging on the city up to the mid 20th Century would first see the spires of the city's churches. The edge of the bowl is further emphasised by an arc of high ground encircling the inner city, stretching from Drumcondra through Grangegorman to Phoenix Park on the north side (and affording commanding views across the city to the Dublin Mountains), and along the Mount Brown, Thomas Street ridge on the south side. (See Map C)

Within this geographical context, the city is expanding eastwards towards the Docks, including the key transport

hubs of Connolly, Tara Street and Spencer Dock and westwards to the Heuston area. A north south axis of creative clusters is also emerging including Grangegorman DIT Campus and the Digital Hub District (See Map A). As such, the challenge is to pursue densification of the city in a coherent, structured manner, building on the existing natural and man-made character. •



Chapter_02

Planning for Change



2.1 Policy Background

Brief overview - managing intensification and change (DEGW - 2000)

In 2000 Dublin City Council commissioned a report on intensification of land use - Managing Intensification and Change (DEGW - 2000). The purpose of this study was to provide a co-ordinated response to the rapid growth and change that Dublin was facing, addressing the issues of intensification and building height in the broader context of city design and development process. The strategy acknowledged the intrinsic quality of Dublin as a low to medium rise city with a presumption that it should remain so while simultaneously highlighting opportunities for the consolidation of the city core and intensification of use. This study considered many aspects of this complex issue, (See Map D) identifying:

- Distinct character areas within the inner city.
- Zones for change - determined by the physical character of an area and its potential for growth.
- Development areas i.e. areas with significant scope for change and the development of a new character and innovative building form.
- Sites for landmark buildings and areas for clusters of high buildings - Spencer Dock, George's Quay and environs of Heuston and Connolly Stations.

Policies evolving out of 'managing intensification and change'

Since 2000, Dublin City Council has given further consideration to the issues of intensification, density and height. The Dublin City Development Plan 2005-2011 sets out a strategy to steer future growth - the consolidation of the city centre, the development of suburban centres (Prime Urban Centres) and the development of key strategic Framework Development Areas. Since the adoption of the Development Plan, a review of the DEGW Strategy has been initiated and pending completion of that review the following policy refinements for the inner city have been applied:

- In line with the core policies of DEGW and in order to protect the bowl of the inner city, a maximum governor of eight storeys applies. However, even for this height a strong urban design analysis is required.
- In locations where the DEGW study indicated possible height clusters, higher buildings will only be considered in the context of a framework plan.

The above interim policies remain in operation while the DEGW review is being undertaken and until an updated planning framework is in place. The review focused on the development of a policy framework to address the following key issues:

1. The scope for intensification and/or height in framework development areas (FDAs) in the inner and outer city.
2. The scope for intensification and/or height in the Prime Urban Centres (PUCs).
3. The scope for intensification and/or height along new and planned public transportation corridors, in particular the Metro, although consideration has also been given to planned and potential Luas routes.
4. The scope for intensification and/or height in major underused industrial zoned lands (Z6/Z7).
5. The establishment of additional criteria to guide consideration of height enhancements in the inner and outer city, ensuring that any such proposals make a positive contribution to the city, do not damage the urban character or constitute an unwelcome precedent.

2.2 Understanding the city form

The historic city is circumscribed by the canals and circular roads and flanked by major natural features of the Phoenix Park to the west and Dublin Bay to the east. The River Liffey flowing through the centre is the axis along which the city has grown, and the city core is now extending and consolidating along this axis. Flanking the core at Heuston in the west and Docklands in the east there are areas where high transport accessibility coincides with large brownfield sites with significant development potential (See Map E).

KEY

Zones for change

Set piece and conservation area

1 Areas of strong character with intrinsic value.

Areas of existing value and fine grain.

2 Existing areas of a dominant character

3 Potential new character area with considerable character change in medium to long term

Areas of diverse character

4 Potential new areas with contextual constraints

Potential locations for high intensity clusters

500m to 1km radius of transport interchange

Large brown field sites

5 Potential new character areas - possibility for developing new morphologies

6 Potential new character areas - possibility for developing new morphologies long term

Potential landmark locations

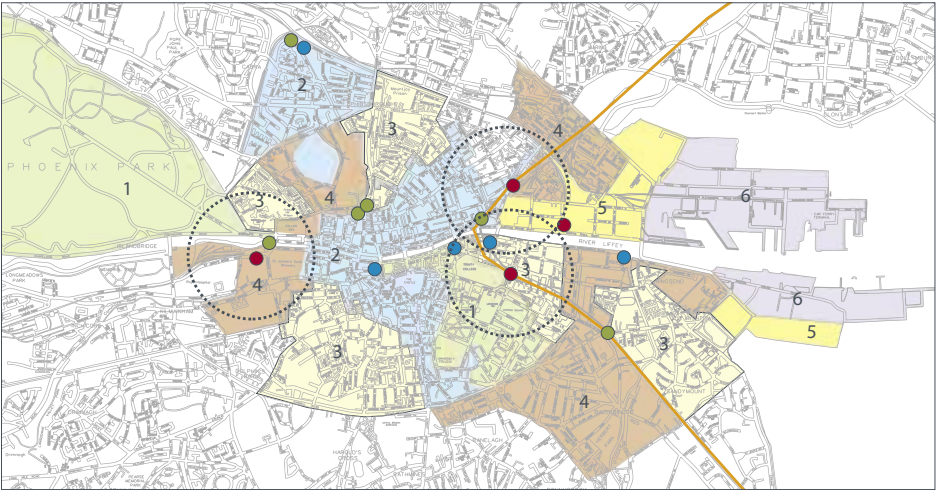
- Primary public transport nodes
- Termination point of long views along the river corridor
- Converging point of road structure

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Chapter_02

Planning for Change

13



Clusters

High intensity clusters of commercial and mixed use development have been emerging over the past decade in the city where existing and new centres for employment and the knowledge /creative economy are clustering together to create a critical mass which in turn is attracting other companies. These clusters are frequently underpinned by their capacity to generate significant quantum of new development, and by high accessibility to public transport. In addition to the established or emerging clusters such as IFSC and Docklands to the east of the city centre and Heuston to the west, there is also the prospect of a new north-south 'knowledge' axis formed by Grangegorman DIT campus and the Digital Hub, which will be facilitated by the release of institutional lands (See Map A).

Density

Density is a measure of how many people or households occupy an area of land, and is expressed either at the city scale as population densities per square kilometre, or at the local scale as units (households) per hectare.

Population densities per square kilometre

- | | |
|----------------|-------|
| 1. Barcelona | 16000 |
| 2. Lyons | 9500 |
| 3. Copenhagen | 6000 |
| 4. London | 4500 |
| 5. Dublin City | 4400 |

Dublin's population density is low compared with other European cities. However, these are average figures - Dublin has range of densities across the city from c.9000 per ha in many parts of the inner city to very low densities in the outer suburbs.

Density is not necessarily an indicator of a successful neighbourhood - some of the most disadvantaged communities and most affluent districts share the same density patterns. The irregularity of the urban form - where five storey streetscapes can be juxtaposed with one and two-storey terraces - is reflected in varying density patterns. The inner city has seen significant population increases - from 85,000 in 1991 to 125,000 in 2006, while in the same period population in the outer suburbs has remained static.

Height

Dublin is predominantly a low-rise city, and has remained so through the significant regeneration of the past 20 years, with heights generally maintained at the European scale of 6-7 storeys. In looking forward towards higher density and more sustainable forms of development, the role of high buildings has been considered. High buildings have a part to play as:

- Landmarks:** identifying places and key activities in the city - formerly spires and domes, now marking new centres and gateways and contributing to urban legibility.
- Icons:** images of modernity, signifying prosperity and ambition.
- High-density:** clusters with significant capacity to promote urban regeneration and increase Dublin's competitive edge.

WESTERN CLUSTER
Heuston

KNOWLEDGE AXIS
Grangegorman
Digital Hub

EASTERN CLUSTER
Grand Canal Dock
North Lotts
Spencer Dock
Connolly
Tara/Georges Quay
South Bank/Poolbeg
Port Lands

KEY

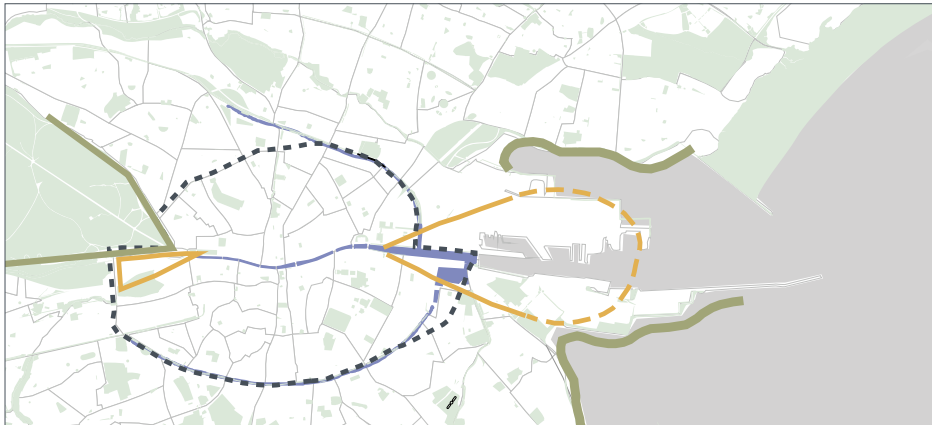
The 'Bowl' of the Inner City	■■■■■
Eastern and Western Edges	▲
Bounding Natural Features - The Park	~~~~~
Dublin Bay	■

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Chapter_02

Planning for Change

15



MAXIMISING THE CITY'S POTENTIAL : CITY FORM DIAGRAM

MAP E



Low Rise



Mid Rise



High Rise



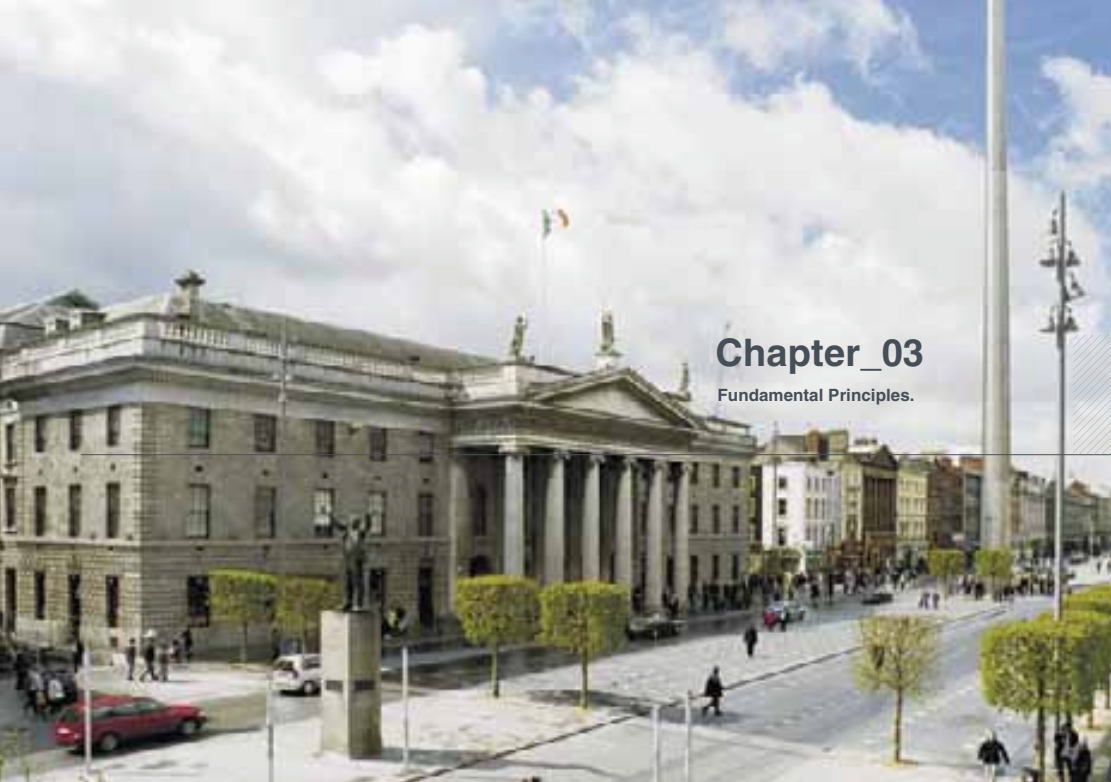
Super High Rise

DEFINITION OF HEIGHT

A high building can be defined as a building that is significantly higher than neighbourhood or surrounding development. The DEGW report identified four height thresholds for buildings:

- **Low Rise:** up to 15m, 4 storey.
- **Mid Rise:** 15 to 50m, up to 12-15 storeys.
- **High Rise:** 50-150m.
- **Super High Rise:** above 150m.

'Within the context of Dublin, Liberty Hall at 58m is a high rise landmark building, in contrast to the tower at Charlotte Quay of 48m (mid rise) which sits comfortably in context with its surroundings'. ✕



Chapter_03

Fundamental Principles.



3.1 The Six Themes

The City Council has identified six overarching themes, which are integral to the future growth and development of the city. In building on its recent achievements and through the practise of good urbanism, Dublin City Council will focus on quality of life issues, with specific reference to these themes: Economic, Social, Cultural, Urban and Spatial Form, Movement and Sustainability. These six themes constitute interrelated elements of an integrated and sustainable approach to the future development of the city and are central to the development of a density and height strategy for the city.

- **Economic vision:** To develop Dublin City as the heart of the 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.

- **Social vision:** To develop Dublin City as a compact city with a network of sustainable mixed neighbourhoods providing a range of facilities and a choice of tenure and house types, promoting social inclusion and integration of all ethnic communities.

- **Cultural vision:** To make provision for cultural facilities throughout the city and promote awareness of our cultural heritage. Promote a safe and active street use through design of buildings and the public realm.



- **Urban form and spatial vision:** To create a connected and legible city based on active streets and quality public spaces with a distinctive sense of place.

- **Movement vision:** To facilitate the building of an integrated transport network and encourage the provision of greater modal choice. Spatial planning and zoning objectives will be integrated to optimise the

opportunities close to transport hubs and corridors.

- **Sustainable vision:** To provide for an overarching framework incorporating key principles, strategies and objectives to drive a vision of sustainable Dublin over the next 20 years, and ensure that buildings can adapt for evolving use requirements and encourage effective waste management strategies.



3.2 Relationship with other plans and policies

The policies and criteria contained within this Strategy must be read, understood and applied in conjunction with the numerous other policies and standards being implemented by Dublin City Council, including those designed to:

- Ensure the provision of quality mixed use neighbourhoods, with good community infrastructure and a well managed public realm.
- Ensure sustainable transport.
- Ensure compliance with the new

- apartment quality standards.
- Provide social and affordable housing in accordance with the approved Housing Strategy.
- Provide for sustainable, energy efficient development in accordance with the Building Energy Ratings provisions.
- Deliver employment across all sectors, particularly in the creative economy.

3.3 The planning process and the development plan

The planning process works within the legislative requirements as set

out in the Planning and Development Acts 2000-2006. The act requires the Planning Authority to make a development plan and review it every 5 years. This document - Dublin City Development Plan 2005-2011 - provides the strategic framework and the policy context for all local planning decisions and provides detailed guidance on development policy and site development standards. The policies and objectives set out in the Development Plan are applicable to all developments. The policies and criteria specified in this density and height framework provide further guidance to those set out in the Development Plan. 

An aerial photograph of a city street, likely in Dublin, showing modern multi-story buildings with large windows and balconies. A wide pedestrian crossing with white markings is in the foreground. The street is lined with parked cars and a few people are walking. The sky is blue with scattered white clouds.

Chapter_04

The Policy Framework



4.1 Policy Context

Introduction

It is the policy of Dublin City Council to promote the development of higher densities inside and outside the Canal Ring in order to counter urban sprawl and create a more compact and intensive city core at the heart of the Dublin region.

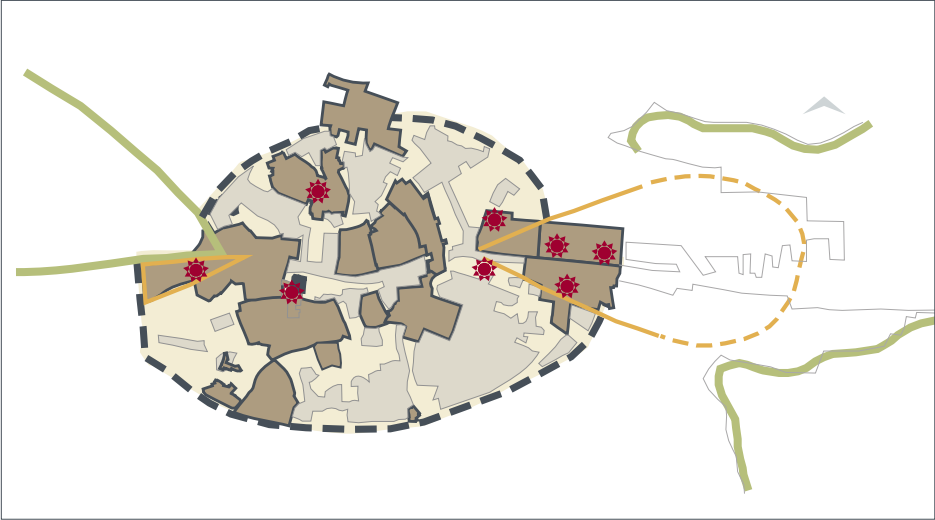
A study of best practise in Dublin and other competitive European cities clearly demonstrate that higher densities yield major economic, social and physical benefits to both the city and individual neighbourhoods. This is as a result of concentrations or clustering of firms and jobs, together with people, services and amenities. This clustering allows for the flourishing of ideas, innovation and creativity that in turn promotes economic growth and development. It also allows for the provision of a wider range and choice of homes, community facilities and amenities for new and established residents. Finally and critically, it facilitates the cost effective provision of large-scale urban infrastructure, in particular efficient and integrated public transport systems, which both support and are supported by higher density development.

It is the policy of Dublin City Council to promote height in a selected number of locations where it has been demonstrated that height can make a significant contribution to the economic growth and development of the city and to its visual coherence and legibility.

While promoting height, Dublin City Council is also adopting a co-ordinated policy in order to prevent visual clutter or unintentional negative disruption of the city skyline. In this regard, the City Council remains committed to the preparation and implementation of framework development plans and area/site specific urban design studies and briefs to successfully manage the positioning of taller building forms across the city.

KEY

- The 'bowl' of the Inner City
- Eastern and Western Edges
- Bounding Natural Features - The Park and the Bay
- Framework Plan Areas / Section 25
- Conservation Areas
- Remaining Areas
- Potential High Building Clusters



MAXIMISING THE CITY'S POTENTIAL : INNER CITY

MAP F

4.2 Section A - inner city

The following policies and criteria will apply to development proposals in the inner city in (1) The Historic Core, (2) High Intensity Clusters and (3) Framework Plan Areas (see Maps F and G):

1. Historic Core - Dublin City Council remains committed to the protection of the special character of the city's historic core located within the 'bowl' of the inner city. In this respect, it is the policy of Dublin City Council that development proposals for higher density and higher buildings within this historic core shall be determined by local context (i.e. the established urban form and building height, subject to a maximum height limit of eight storeys) or the relevant framework plan.

2. High Intensity Clusters - Dublin City Council has also identified a number of strategic sites located along the edges of the inner city 'bowl' i.e. outside or on the edge of the historic core. These sites were selected on the basis of their potential to generate High Intensity Clusters of activity and their accessibility to public transportation (see Map F).


In addition to the established clusters such as IFSC and Docklands to the east of the city centre, there are a number of emerging clusters developing around existing or planned major transportation nodes such as Spencer Dock, Connolly, Georges Quay and Heuston. There are also a number of potential clusters such as the new north-south 'knowledge' axis formed by Grangegorman DIT campus and the Digital Hub facilitated by the release of redundant industrial and institutional lands.

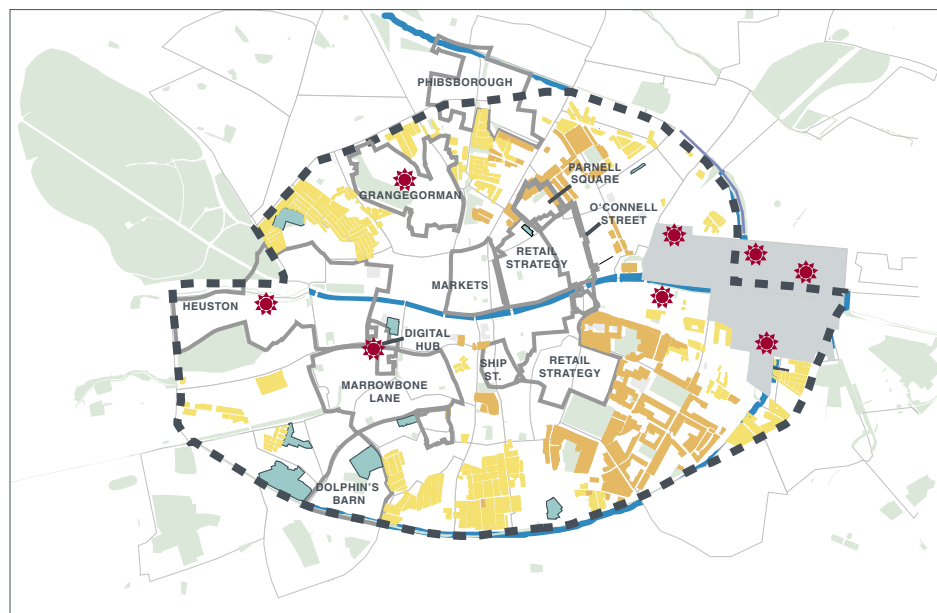
High Intensity Clusters

All of these high intensity clusters have significant scope for intensification and will be the main focus for clusters of high buildings and/or landmark buildings within the inner city. The principle tool used to guide the development of these key sites is the Framework Development Plan. Development proposals will be determined on the basis of their compliance with the objectives of the relevant Framework Plan including guidance on density and height. Some of these plans are at implementation stage, while others are currently in preparation; they will be monitored and reviewed on a regular basis.

WESTERN CLUSTER	KNOWLEDGE AXIS	EASTERN CLUSTER
Heuston	Grangegorman Digital Hub	Grand Canal Dock North Lotts Spencer Dock Connolly Tara/Georges Quay South Bank/Poolbeg Port Lands

KEY

Framework Plan Areas	
DDDA 'Section 25' Sites	
Housing Regeneration	
Z2 Zoning	
Z8 Zoning	
High Intensity Clusters	



Specific Criteria for Height - High Intensity Clusters

Western Cluster

Heuston FDP identified the following sites for high landmark buildings:

- Lands east of Military Road: 32 storey tower with planning permission.
- Guinness Lands: 60m + (15 to 20 storeys) - site identified in FDA.
- C.I.E. Lands: 60m + (15 to 20 storeys) - site identified in FDA.

Remaining lands in the Heuston area:

- General heights of 4 to 6 storeys will apply. However, opportunities could exist for greater height within the new emerging context. In such cases, these proposals should be justified by a thorough urban design analysis and illustrate compliance with the special standards set out in Section 15.6.0 of the 2005-2011 Development Plan.

Knowledge Axis

- **Grangegorman:** to be developed through the masterplan process under the auspices of the Grangegorman Development Agency.
- **Broadstone:** to be developed through framework plan to be commissioned by Dublin City Council.
- **Digital Hub:** to be developed through framework plan / urban design strategy with specific reference to urban form and height.

Eastern Cluster

Dublin Docklands: Section 25 Schemes - the following specific sites for iconic or landmark buildings have been identified:

- Point Village
- Sir John Rogerson's Quay - U2 Tower
- Spencer Dock Station Square

In addition, the capacity of the following sites for the development of high intensity clusters of high buildings are currently being assessed:

- Grand Canal Dock / Barrow Street
- North Lotts
- Spencer Dock

Southbank / Poolbeg: Urban form and heights to be developed as part of the review of Southbank/Poolbeg Framework Plan and under Section 25 Scheme recently initiated by Dublin Docklands Development Authority.



Connolly: This station provides an opportunity to act as a significant hub for inter-modal transportation in the City Centre with adjoining lands suitable for intensification. A local framework plan will be prepared to guide future height and intensification that balances the protected status of the station itself and opportunities for appropriate intensification at the station and in the immediate vicinity.

Tara: Urban form and heights to be determined by Georges Quay and Environs Urban Design Study currently at preparation stage.

Dublin Port: Urban form and heights to be developed through the Dublin Bay Study and further development of that plan.

Note: Although St. Stephen's Green is identified as a future significant transportation node, unlike the other city centre transport nodes identified as high intensity clusters, it is located within a set context of a Georgian Square and area of unique streetscape value. It should be noted that there are areas where substantial densities can be achieved in the vicinity which do not impinge on the character of St. Stephen's Green.

KEY

Framework Plan Areas	
Area Action Plans	
Ballymun Regeneration Area	
Selected Z6 / Z7 Sites	 ①

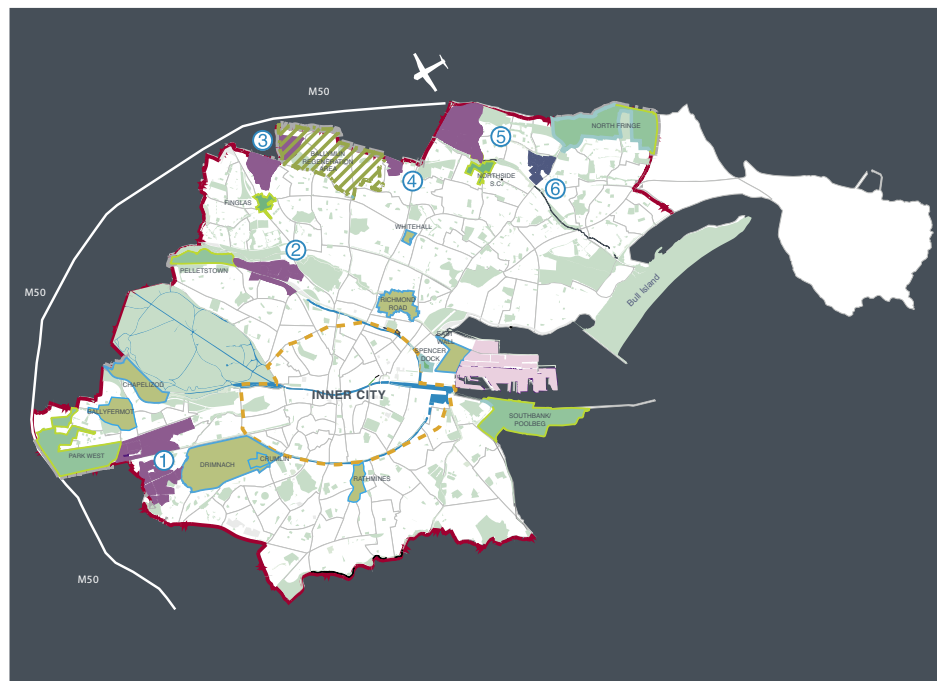
Port Lands	
Subject to Separate Study.....	

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Chapter_04

The Policy Framework

27



MAXIMISING THE CITY'S POTENTIAL : OUTER CITY

MAP H

3. Framework Plans - Dublin City Council has also identified a number of less strategic but significant regeneration areas and brownfield sites which have spatial capacity to accommodate substantial quantum of development, and/or major potential for intensification and in limited

instances for height enhancement. Development proposals in these areas will be determined on the basis of their compliance with the core principles and objectives of the relevant Framework Plan including guidance on density and height (see Map G).

Specific Criteria for Height - Framework Plans

Height has been determined for the following Framework Plans in accordance with a detailed plan making process which incorporated survey, analysis and consultation on an area by area basis:

- **Dolphin's Barn**
- **The Markets**
- **Ship Street**

Heights will be determined for the following areas as Framework Plans are prepared:

- **The Retail Core:** specific criteria to be established by detailed design and development briefs for the major development sites in the context of the assessment criteria for high buildings.
- **Phibsborough / Mountjoy:** to be developed through the Local Area Plan currently at advanced stage of preparation.
- **Newmarket:** to be developed through Framework Plan - at preparation stage.
- **Marrowbone Lane:** to be developed through framework plan - at initial stage of preparation.
- **East Wall Road and Environs:** to be developed through Framework Plan.
- **Spencer Dock North:** to be developed through Framework Plan.

All Framework Plans to be monitored and reviewed/updated where appropriate.

4.3 Section B - Outer City

The following policies and criteria will apply to development proposals in the outer city (1) Prime Urban Centres and Framework Development Areas, (2) Public Transport Corridors, (3) Major Underused Industrial Lands Z6/7 and (4) Remaining Lands in Outer City.






1. Prime Urban Centres (PUCs) and Framework Plan Areas (FDA's) - Outer City

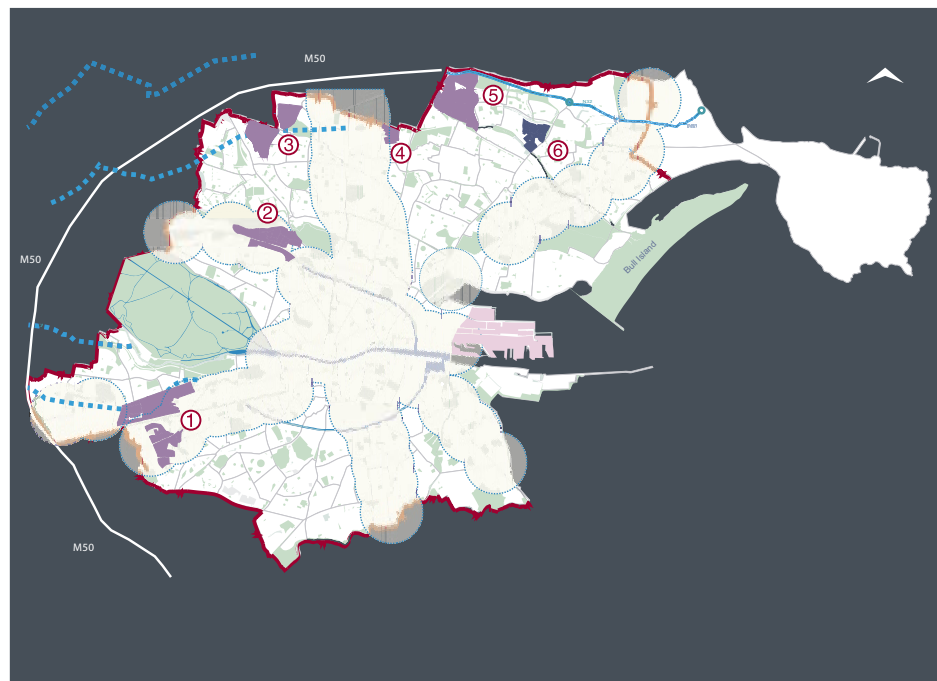
SPECIFIC POLICY FOR DENSITY

It is the policy in Prime Urban Centres and Framework Plan Areas that development proposals will be determined on the basis of their compliance with the core principles and objectives of Framework Plans/ Local Area Plans/Local Action Plans including guidance on density and building form.

Eight Prime Urban Centres have been identified in the Dublin City Development Plan 2005-2011 as key suburban centres with the capacity to provide a wide range of retail, leisure, community and social services to meet the needs of the local community. Local plans have been prepared for a number of these centres and for the remainder, plans are at an advanced stage of preparation. (See Map H).

KEY

Z6 Zone	
Z7 Zone	
Site Ref. No.	
Portlands Subject to Separate Study	
Catchment Zone	



MAXIMISING THE CITY'S POTENTIAL : SELECTED Z6 / Z7 SITES AND CATCHMENT ZONES

MAP I

Specific Criteria for Height - Prime Urban Centres (PUCs) - Outer City

Heights will be determined in each PUC on the basis of its Framework Plan which will be reviewed periodically. The following heights have been determined in each area:

- **North Fringe - East and West**
Standard height - 4 to 6 storeys.
Opportunity for two landmark buildings - 8 to 10 storeys plus.
- **Northside Shopping Centre**
Standard height - 5 to 6 storeys.
Opportunity for one landmark building 8 storeys plus.
- **Finglas**
Standard height - 4 to 6 storeys, as determined by local context.
Opportunity for some additional height to mark key corners.
Opportunity for three higher buildings (8 storeys plus) on (a) Iceland Site and (b) junction of Seamus Ennis Road and Jamestown Road, and (c) to rear of Drogheda Mall site.
- **Ballymun**
Advanced stage of implementation - includes landmark building at northern end.
- **Rathmines**
At preparation stage.
- **Ballyfermot**
At preparation stage.
- **Crumlin**
To be determined as part of the Drimnagh Area Plan, currently under preparation.

In addition a number of Framework Development Areas in the outer city have been identified in the Dublin City Development Plan 2005-2011, representing strategic regeneration or significant brownfield or greenfield development. Framework Plans have been prepared for these areas providing detailed guidance for their future development including appropriate heights. In most instances these are at an advanced stage of implementation, and have delivered significant intensification together with some height enhancements. (See Map H)

Specific Criteria for Height - Framework Development Areas - Outer City

Heights have been determined for the most part by individual framework plans which will be reviewed periodically.

- **Pelletstown:** Advanced stage of implementation; includes local landmarks.
- **Park West:** Advanced stage of implementation - 1 local landmark proposal.
- **Drimnagh Area Plan:** To be determined - currently under preparation.
- **Richmond Road:** Height related to context.
- **Chapelizod:** Height related to context.
- **Whitehall:** To be determined - currently under preparation.

2. Public Transportation Corridors

SPECIFIC POLICY FOR DENSITY

It is the policy for Public Transportation Corridors in the Outer City that development proposals will be determined on the basis of their compliance with the core principles and objectives of Framework Plans including guidance on density and building form. In the absence of a Framework Plan, development proposals will primarily be determined by reference to the proximity to new public transport infrastructure and to the area character. On large scale sites, higher densities and built form will be considered, subject to an analysis across the six themes including an urban design analysis.

Public Transportation Corridors have been identified along the suburban rail, Metro and Luas lines (See Map I). There is recognised scope for intensification and the provision of higher densities within the catchment areas of these major public transportation corridors. There will also be opportunities for intensification at designated public transport stations (Metro station points etc). Along the alignment of such routes, residential and business locations should expect reasonably close access to the nearest public transport stop.

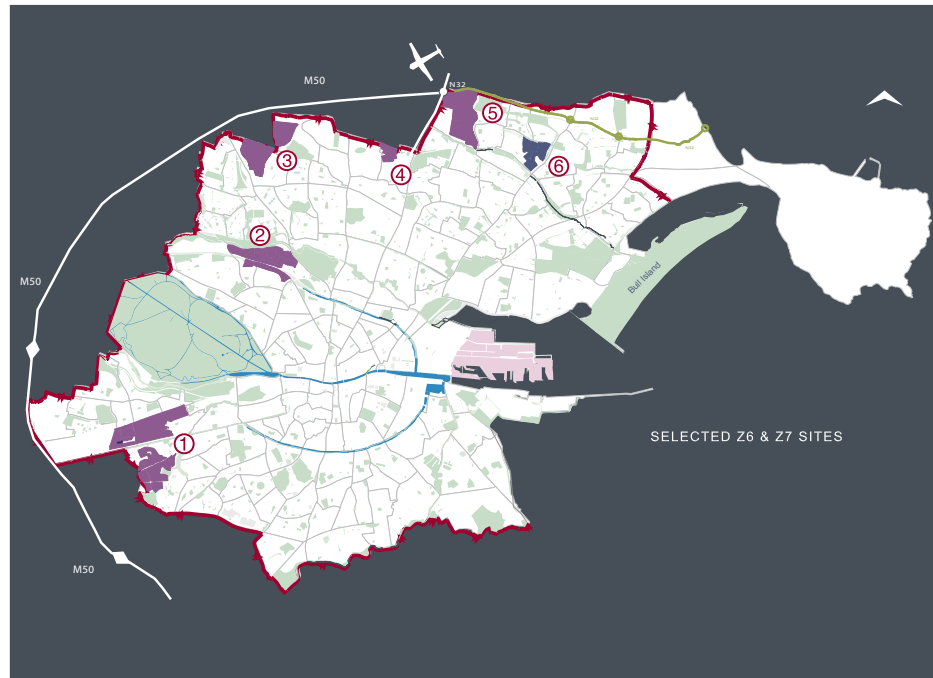
Key

Z6 Zone ■

Z7 Zone ■

Portlands
Subject to separate study ■

Site Ref. No. ①



There is also scope for intensification and increasing densities along major radial routes accommodating QBCs. Within the outer city area, larger land banks could play a strategic role in maximising the potential of public transport to consolidate the urban area.

Specific criteria for height - public transport corridors

Heights will be determined by proximity to the transportation node. The following general height recommendations are provided subject to suitability with the local context.

- Standard height of 4 to 6 storeys will apply on sites located on a transportation corridor. There may be some opportunities for higher buildings that add variety and visual interest to the streetscape. These proposals should be justified by a thorough urban design analysis and illustrate compliance with the special standards set out in Section 15.6.0 of the 2005-2011 Development Plan and the criteria set out under Assessment Criteria for High Buildings below.

3. Major industrial zoned lands (Z6/Z7) outer city

Six major sites zoned Z6 and Z7 in the Dublin City Development Plan 2005-

2011 have been identified as having significant potential for intensification and growth. Taken together, they represent a significant land bank comprising approximately 350 hectares of land well served by existing or planned public transport. (See Map J)

It is proposed to carry out a detailed evaluation of each of the selected sites, with a view to devising a planning and development strategy appropriate to the specific characteristics and context of each area. These zones are important for the economic functioning of the city. The process for interrogating the selected sites and developing a strategy is currently on going and a Framework Development Plan will be proposed in each case in accordance with the process below:

- Consultation with a wide range of stakeholders, including, landowners, employment bodies, elected representatives, residents and other interest groups.**
- Site analysis - to include adjacent lands; employment and mixed use potential and connectivity.**
- Identification of site potential and devise development strategy, with an emphasis on sustainable place making.**

4. Remaining lands in the outer city

It is the policy in remaining lands in the outer city that proposals for intensification and height will primarily be determined by local context i.e. established urban form and building height. Opportunities on sites of 0.5ha or greater may exist subject to compliance with Section 3.3.1 of the Residential Density Guidelines.

Remaining lands are defined as parts of the outer city that are located outside the framework development areas, prime urban centres and public transportation corridors.

Due to the established character of many of these areas i.e. lower density two storey mature suburbs, opportunities are more constrained for intensification and height. However, opportunity sites on lands above 0.5 ha, as set out under Section 3.3.1 of the Residential Density Guidelines, may be capable of creating their own character and density and facilitate intensification.

Specific criteria for height for remaining lands in the outer city

Heights subject to local context. Opportunities on sites of 0.5ha or greater may exist subject to compliance with Section 3.3.1 of the Residential Density Guidelines.

4.4 Assessment criteria for structures over eight stories (not addressed in Section A or B above)

The strategy recognises that there is scope for exceptional high quality buildings with taller forms (over eight storeys) in certain areas of the city. The council encourages innovation in this regard. The following areas are considered the most appropriate locations for these exceptional buildings.

- On residual Lands in Docklands.
- On lands within the catchments areas of Transport Nodes.
- In Framework Development Areas in the Inner City.
- On the strategic flank approaches to the city.
- On sites of a significant scale in the Outer City. (see sections below)

Each proposal must prove full compliance with the **Assessment Criteria for High Buildings** as detailed in the table below and must clearly demonstrate that it will not set an undesirable precedent either within the immediate area or the wider city. This is to ensure that any such proposals will make an outstanding contribution to the regeneration of the city and to its economic and cultural life, have no adverse environmental, economic or social impacts on the local area and

wider city and will achieve exceptional architectural design. These criteria are further to, and, in addition to Section 15.6.0 of the Development Plan.

The policy will seek to reinforce the recommendations of Section 15.6.0 of the current Development Plan by promoting architectural competitions and assessing different architectural

concepts for sites on which higher buildings (above eight storeys) are proposed. The City Council will have a role in monitoring and agreeing the best architectural solution for these significant proposals in the interests of achieving best practise in urban design and quality. [o](#)

Assessment criteria for high buildings (not addressed in Sections A or B above)		
Represent strategic intervention in terms	No adverse impacts on:	Exceptional architectural character
<ul style="list-style-type: none"> • Strategic Regeneration and /or • Significant Economic contributor and/or • Significant Cultural contributor 	<ul style="list-style-type: none"> • Built and natural heritage of the city • Environmental Amenities including micro climate and shadow impacts • Quantitative/ Qualitative standards for proposed and existing residential areas • Established or emerging residential communities 	<ul style="list-style-type: none"> • Creating New Identity • Exceptional Architectural Design Quality • Creating positive Urban Design solutions including public space • Promoting Sustainable Urban Design and Building Solutions • Process of design selection by means of architectural competition or assessment by an urban advisory panel