



Dublin City Development Plan 2011 – 2017

WRITTEN STATEMENT

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Dublin City
Baile Átha Cliath



DUBLIN CITY DEVELOPMENT PLAN 2011 – 2017

FOREWORD

The City Development Plan 2011 – 2017 is a corporate policy document which will have a key influence on the future development of our city. This new Plan comes into effect at a particularly challenging time in the city's development, following fifteen years of unprecedented growth. However, I believe that these challenges will be converted into opportunities that will create a shared vision to achieve sustainable long term recovery for the benefit of the city and its residents.

These opportunities will be based on the enduring attributes of our city. These include its strong identity and culture; the fact that it is part of a city region and the premier gateway into the state, and most importantly, the recognition that the citizens of Dublin are its most valuable asset.

The Development Plan was made by the elected members of the City Council following extensive consultation which took place over a two year period with a wide range of interests including businesses, community groups, sectoral bodies and members of the public. I am grateful for all those who gave generously of their time to take part in this consultation process.

The development plan sets out a new approach to meet the needs and aspirations of the city and its inhabitants, not only for the six year life of the plan, but also in the long term.

Also, for the first time, the City Development Plan contains a core strategy which will guide all our policies and actions. This core strategy consists of three interwoven strands to make Dublin:

- a compact, quality, green, well connected city
- a smart city facilitating real economic recovery, and
- a city of good neighbourhoods and socially inclusive communities

Uniquely, the new plan sets out a clear strategy in relation to how density and height can be accommodated in our predominantly low-rise city.

The Plan also sets out a programme of Local Area Plans in order to focus the regeneration and the phased completion of key developing areas, such as the North Fringe (Clongriffin – Belmayne), Pelletstown and Naas Road.

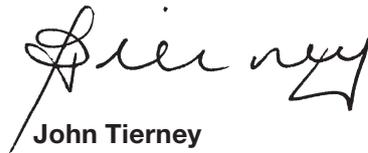
The promotion of economic growth is a priority in the new Plan. The City Council, together with South Dublin, Fingal and Dun Laoghaire Rathdown County Councils, has produced an Economic Action Plan to raise Dublin's profile as an internationally competitive city region.

There are other challenges which the city must address, including those in relation to climate change. The Development Plan stresses the need for a sustainable approach incorporating upgraded infrastructure, water conservation and flood resilient design in order to allow the city become a more competitive, liveable city region.

The connected city is another central theme of this Plan. Essential to this theme is the promotion of better public transport, cycling and walking facilities. The success of the Dublin Bike Scheme is an example of a City initiative which is changing the mental map of the city. The Development Plan also places a strong emphasis on the

contribution that good streets and quality public places can make to the identity and character of our city.

The successful implementation of the City Development Plan will necessitate on-going collaboration and a positive sense of goodwill from all sections of society. Dublin City Council will actively undertake a leadership role in fostering a shared approach, to resolving the challenges and opportunities facing our city. I am confident that with this approach Dublin can realise its vision as one of the most creative and sustainable city regions in Europe where people will want to live, work and visit as a matter of choice.



John Tierney
Dublin City Manager

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Deputy Lord Mayor, Councillor Edie Wynne
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1

BACKGROUND TO THE MAKING OF THE PLAN

1.1 STATUTORY CONTEXT

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 6 of the Habitats Directive 92/43/EEC.

The development plan sets out the spatial framework for the city within the context of the National Development Plan, National Spatial Strategy, National Climate Change Strategy, Smarter Travel – A Sustainable Transport Future, Regional Planning Guidelines for the Greater Dublin Area and Transport 21. The key provisions of the national and regional development frameworks and also the relationship between these higher level policy frameworks and this development plan for the city, are set out in the core strategy and Appendix 2 (see Chapter 3 and Appendix 2).

Taking account of the development framework set out in higher level regional and national plans, the proposed strategy for Dublin promotes the consolidation of the city, maximising efficient use of land and integrating land-use and transport, all within the context of an over-arching philosophy of sustainability and quality of life factors.

The Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes, undertaken in tandem with the preparation of the plan, have ensured full integration and consideration of environmental issues throughout each stage of the development plan process. The SEA Statement and AA Conclusion Statement demonstrate how the findings of the Environmental Report (ER) and Natura

Impact Report (NIR) were factored into the development plan and also indicate the reasons for the choosing the plan as adopted (see Appendix 31).

1.2 CONSULTATION

The preparation of this plan included pre-draft consultation with communities throughout the city, infrastructure providers, sectoral groups, statutory agencies and adjoining local authorities. The pre-draft public consultation extended over a ten-week period with the launch of an Issues Paper 'Your City, Your Say'. The consultation strategy included a number of public information and workshop events and an on-line discussion thread to encourage as much public engagement as possible. A total of 695 written submissions, together with the opinions and comments arising from the ten public consultation meetings, two sectoral meetings and comments posted on the on-line discussion thread, and other meetings held, were taken into account when formulating the development plan.

An even greater number of submissions were received during the public display of the draft plan, the total number being 1,208. Each submission was fully considered and the issues raised summarised in a manager's report submitted to the elected members for their consideration. A total of 976 motions were submitted at this stage by the elected members.

In response to the submissions and motions, a significant number of proposed amendments were put on display during the second public display period. 114 further submissions were made on the

proposed amendments, whilst over 280 motions were subsequently submitted by the elected members.

The number of submissions and contributions reflects a high-level of interest in the future of the city. Dublin City Council wishes to express its appreciation for the level of active involvement throughout the entire plan-making process and hopes that it will follow through for the implementation of the plan.

The making of the plan is a reserved function of the elected members under the Planning and Development Act, 2000 (as amended). The Dublin City Development Plan 2011-2017 was made by the members of City Council on 24th November 2010 and came into effect on 22 December 2010 for a six-year period.

1.3 IMPLEMENTATION

The numerous strategies, policies and objectives in the Dublin City Development Plan cannot be delivered by the City Council alone; rather as part of the shared vision and responsibility, the plan is to be implemented by a number of agencies at the city, city region and national level. The successful implementation of a significant number of the policies and objectives of the plan will necessitate on-going collaboration and a sense of goodwill across a range of agencies and stakeholders. Dublin City Council will actively engage with the relevant agencies and undertake a leadership role to progress and secure the implementation of the plan. Monitoring mechanisms will be put in place as a check-and-balance to ensure effective sustainable delivery and also to allow for greater transparency on the progress made

in the implementation of the plan ([see full details on Monitoring and Implementation in Chapter 13 and Appendix 30](#)).

1.4 FORM AND CONTENT OF THIS DEVELOPMENT PLAN

The written statement sets out the aims of the Council for the proper planning and sustainable development of Dublin city. The housing strategy and the Retail Strategy for the city are contained in Appendices 3 and 4 respectively, and the Record of Protected Structures for Dublin City is contained in a separate volume. The plan sets out the core strategy and the detailed policies and objectives, which the Council wishes to achieve in the six years of the plan, under the sub-strategies. It is within the framework of the plan that public services will be provided and investment decisions made.

The zoning maps give a graphic representation of the proposals in the plan, indicating land-use and other objectives of the Council. In particular, the maps contain the details of local objectives. They do not purport to be accurate survey maps from which site dimensions or other survey data can be measured.

Should any conflict arise between the written statement and the maps, the written statement shall take precedence.



2

CONTEXT FOR THE DEVELOPMENT PLAN

2.0 INTRODUCTION

The Dublin City Development Plan 2011-2017 provides a coherent spatial framework for the delivery of sustainable development to ensure an improved quality of life for its citizens. Following fifteen years of unprecedented growth, which has transformed the city, the recent economic downturn must be grasped as an opportunity to create a shared vision for a long term recovery, for the benefit of the city, the region and the country.

The new city development plan will operate in a very different context from that which prevailed when the last development plan was adopted in 2005. At that time the city had seen a major expansion in its urban renewal programme supported by strong economic activity and high demand for new residential development allied to a wide range of critical new infrastructure including the Luas and the port tunnel.

The last development plan resulted in considerable achievements for the city. With the aid of the strong economy up to 2008, new quarters and clusters have emerged in Heuston and the Docklands, extending the inner city to the east and west. New civic spaces, such as at O'Connell Street and Grand Canal Dock, have all enhanced the city. In the outer city, extensive new mixed-use neighbourhoods have been created at Pelletstown, North Fringe and Ballymun. In addition the City Council has engaged with communities in the making of a number of plans, such as the Liberties and Phibsborough local area plans.

While much has been delivered, it is also recognised that the pace of new development has resulted in a degree

of fragmentation and, in some cases, communities feel they have been left behind.

2.1 A NEW APPROACH

(see Figure 1)

This development plan sets out a new approach to meet the needs and aspirations of the citizens of Dublin and the country in the long term. This approach is based on the principles of sustainability and thematic integration. The philosophy imbues the development plan throughout, including the vision, core strategy, policies, objectives, zoning and implementation.

This philosophy for the future planning of the city has evolved over recent years and takes on board global and national concerns, together with inputs from the development plan consultation process. At global level, there is increasing concern about climate change, carbon emissions, and depletion of the earth's resources. At national level, the Climate Change Strategy has been introduced. Dublin City Council has taken a number of initiatives such as the Climate Change Strategy for Dublin City, which sets out a series of actions to reduce the city's carbon footprint. The City Council is also at the forefront in flood management.

Secondly, the extensive consultation with the public, Strategic Policy Committees and sectoral groups which took place throughout the city as part of the preparation of this development plan, revealed a desire and an appetite to ensure that Dublin becomes a quality, clean, green and accessible city, supporting a creative, smart economy and good, thriving, whole-life neighbourhoods.



It is from the above processes that the overarching philosophy for this development plan period and beyond has begun to emerge. The following paragraphs describe briefly the two prongs of the philosophy which inform the vision and the core strategy in the plan (see [Chapter 3](#)).

2.2 THE SIX THEMES

The City Council has identified six broad themes which are integral to the future 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 future development of the city.

The six themes are:

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

In recent times, and during the consultation on this plan, the last theme relating to sustainability has become increasingly important and is seen as critical to the city’s future growth and success. It forms the second prong of the overarching philosophy.

2.3 SUSTAINABLE DUBLIN

Dublin must now make the transition to a low-carbon sustainable city. The evidence and costly implications of not doing so are indisputable and the benefits of a more sustainable city are numerous. Dublin has made some good progress, but the scale of the challenge is such that there is a need for a coherent and strategic response.

The Framework for Sustainable Dublin (FSD) has been developed as a way of thinking and as a tool to tackle the challenge of climate change and to understand, guide and plan the progress towards a sustainable society for Dublin. The FSD offers the strategic approach needed to guide plans from the systems to the action level. The first and most fundamental step in this approach is the creation of a shared vision of success with an emphasis on community engagement and open governance that is meaningful to individuals and communities across the city. This approach, which is fundamental to the city’s progress on sustainability, is elaborated upon in the Implementation Section (see Section 13. 4).

There are compelling reasons for making Dublin a sustainable city. A shift in behavioural patterns, renewable energy sources and sustainable infrastructure is critical for the city to make its contribution to emissions reductions, to address the challenges of peak oil and to increase the resilience of the city’s economy. There is also a strong economic case for climate change mitigation. The Stern Review (2006) for instance, states that the cost of inaction is far greater than the cost of early action. Dublin must make the transition to a low-carbon and ultimately a post-carbon economy to become a competitive, resilient and sustainable city.

The alternative is to continue along an unsustainable path of low-density development with extensive urban sprawl, unsustainable travel patterns, high levels of fossil fuel consumption and a reliance on imported energy sources. This unsustainable path will undoubtedly result in costly penalties for late or non-compliance on climate change commitments, irreparable damage to the city’s image and branding as a clean, green, knowledge economy and will impede the ability of the city to become a centre of innovation and creativity. It will also increase the likelihood of strategic risks in terms of the city’s vulnerability to uncertainties in global energy supplies and the impacts of extreme weather events due to climate change. This alternative is simply not a viable option for Dublin.

These components of the overarching philosophy for this new development plan have informed the vision and the core strategy for the city, both of which are elaborated upon in the next chapter (see Chapter 3).



3

**DEVELOPMENT PLAN VISION
AND CORE STRATEGY**

This Chapter has three main Sections: (1) The Vision for Dublin; (2) The Core Strategy; and (3) Translating the Core Strategy into Development Plan Priorities.

3.1 THE VISION FOR DUBLIN

This city development plan arrives at a time of economic uncertainty at national and global level, following fifteen years of economic growth and regeneration that has transformed the capital city economically, socially, and physically. The current economic downturn is an opportunity to create a vision for the city that will not only facilitate recovery but will seek to ensure that this recovery takes place in a coherent, sustainable manner for the benefit of the city, the region and the country.

It would be folly to adopt projections from either the economic boom years or the recent downturn as the basis for a vision for the city. Instead, the city must, collectively through its citizens and civic leaders, develop a shared vision of what sort of city we aspire to, not in the six-year lifetime of a development plan, but over the next 25 to 30 years. It is only by developing a shared vision for Dublin that we can deliver the core strategies of each successive development plan as crucial stepping stones towards the long term vision. This development plan is not so much based on short-term forecasts, but on ‘backcasting’ from the 30-year vision. Without a vision which enjoys broad support, short-term, often competing interests will prevail, ultimately to the detriment of the city.

The vision for the city is that;

Within the next 25 to 30 years, Dublin will have an established international reputation as one of the most sustainable, dynamic and resourceful city regions in

Europe. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods, all connected by an exemplary public transport, cycling and walking system and interwoven with a quality bio-diverse greenspace network. In short, the vision is for a capital city where people will seek to live, work and experience as a matter of choice.

This long term vision is based on the principles of sustainable development contained in the Framework for Sustainable Dublin (FSD) and also on the 6 Themes Approach utilised by Dublin City Council in the formulation and implementation of policy (see Chapter 2). In utilising this approach, the City Council can ensure that these 6 fundamental elements of successful urban development are incorporated into the vision for the future of the city.

3.2 THE CORE STRATEGY

It is the core strategy of this development plan to achieve the vision in a manner that is consistent with the guidance, strategies and policies at national and regional level. In particular, the National Spatial Strategy 2002-2020 (NSS), the Regional Planning guidelines for the Greater Dublin Area 2010-2022 (RPGs) and the government’s Smarter Travel – A Sustainable Transport Future 2009-2020, all guide and direct the fundamentals of the City Council’s housing, settlement and retail strategies, which in turn are integrated into the overall development plan vision and core strategy for 2011-2017. A summary of the national and regional policies which inform this plan is set out in Appendix 2.



3.2.1 Development Plan Consistency with the National Spatial Strategy (NSS) & the Regional Planning Guidelines (RPGs)

National Spatial Strategy

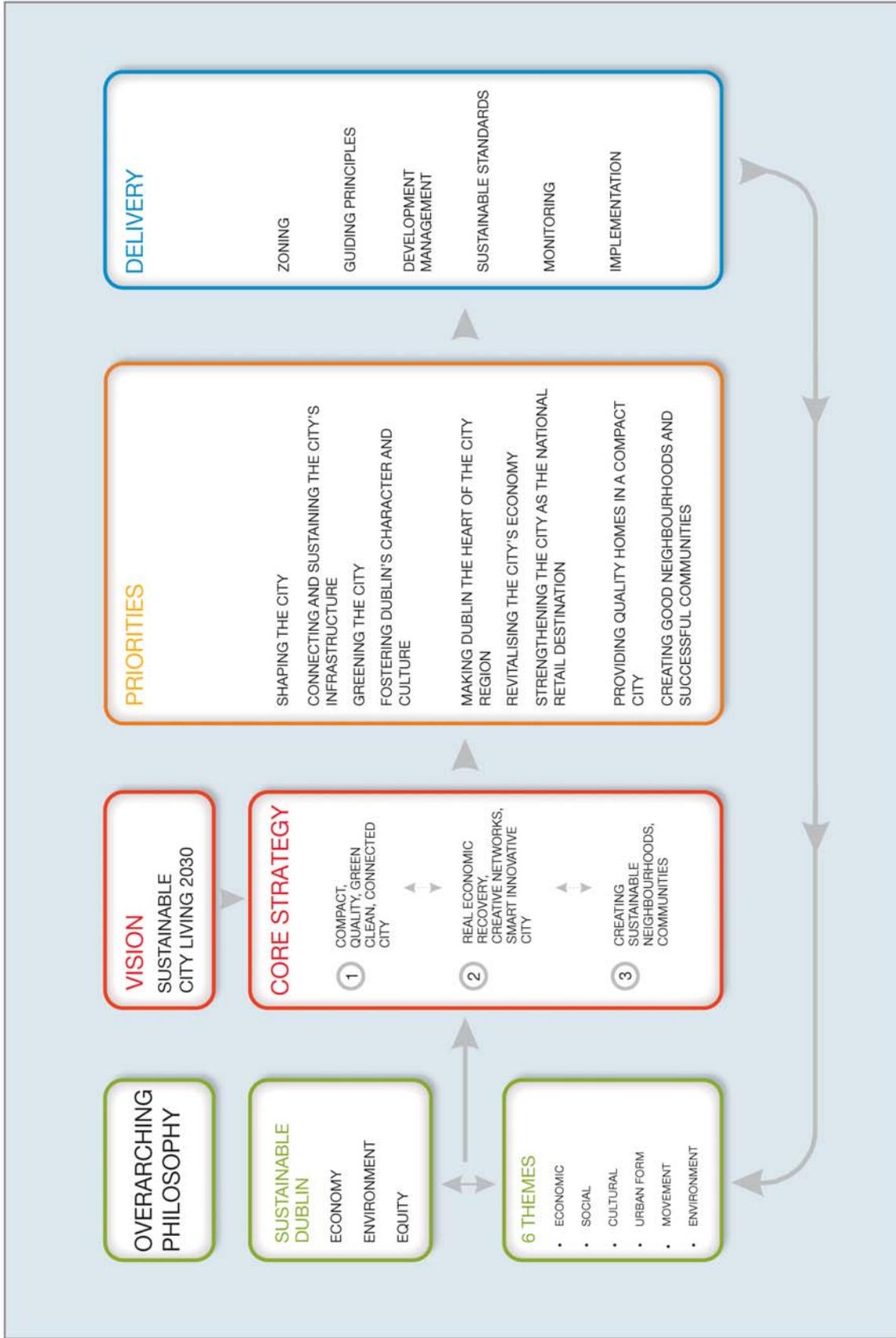
The National Spatial Strategy (NSS) sets out the strategic planning framework for the future development of Ireland. It recognises that Dublin, as the capital city, plays a vital national role and that the performance of its economy is essential to the success and competitiveness of the national economy. In order to sustain this role as the engine of the economy, it advocates the physical consolidation of Dublin, supported by effective land-use and transportation policies, as an essential requirement for a competitive Dublin.

The NSS places particular emphasis on the physical consolidation of the metropolitan area, which incorporates the entire functional area of Dublin City Council. This necessitates the sustainable development of all vacant, derelict, and under-used lands with a focus on areas close to public transport corridors as well as areas of under-utilised physical and social infrastructure. There is also an emphasis in the NSS on supporting the city's capacity for employment and innovation and achieving intensification without compromising amenity or environmental quality.

Regional Planning Guidelines

The Regional Planning guidelines for the Greater Dublin Area 2010-2022 (RPGs) 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, with clear direction for greater integration of land-use and transport planning. The RPGs settlement hierarchy seeks to prioritise and

Fig 1 Context for the Development Plan 2011-2017



focus investment and growth to achieve integration in services, infrastructure, transport, economic activity and new housing.

There is a clear link between both the NSS & RPGs and the Dublin City Development Plan 2011-2017, as well as with the plans and policies which complement and support their implementation such as the National Development Plan 2007-2013; National Climate Change Strategy 2007-2012; Transport 21 & Smarter Travel.

Dublin City Development Plan

All the policies and objectives of this Dublin City Development Plan flow from and are consistent with these higher-level national and regional policies in that they promote intensification and consolidation of Dublin city, all of which lies within the metropolitan area. This will be achieved by way of in-fill and brownfield development; regeneration and renewal of the inner city; redevelopment of strategic regeneration areas; and the use of higher densities especially in public transport catchments. These measures support an effective public transport system and the emergence of a critical mass for the city to compete at an international level and fulfil its role as the national gateway and driver of the national economy.

The development plan policies also underpin the creation of a compact city with mixed-use environments, sustainable neighbourhoods and green infrastructure, to reduce the city's reliance of fossil fuels and provide for carbon soakage, all in accordance with the National Climate Change Strategy.

In tandem with policies for a competitive and compact city, the plan addresses amenity and quality of life issues with a strategic and strong policy emphasis on the delivery of quality homes, sustainable neighbourhoods to support successful communities, timely social infrastructure provision and a city wide green network with links to the city region.

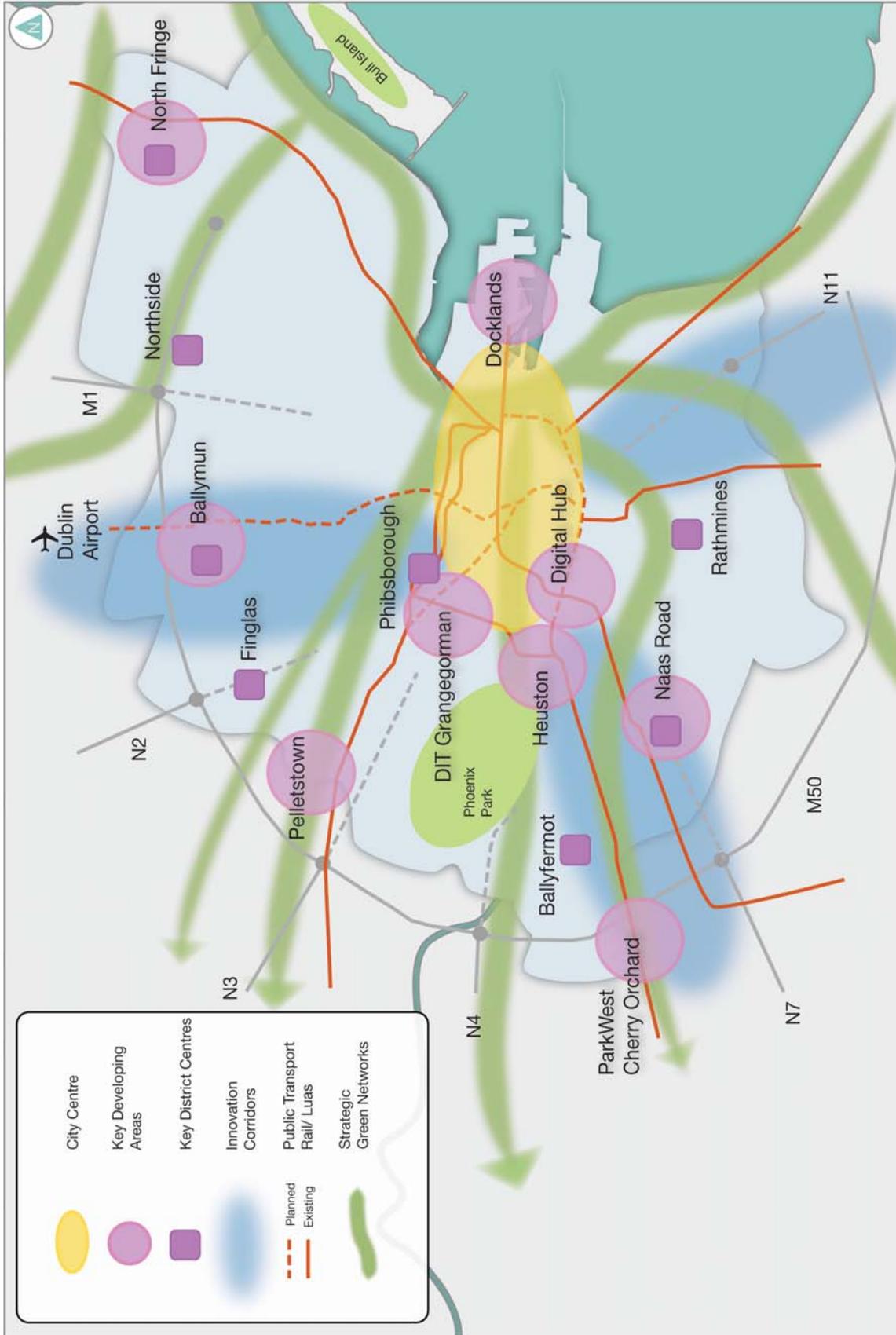
3.2.2 Housing Strategy

[\(see Appendix 3\)](#)

The housing strategy for Dublin city is based on the settlement strategy, minimum population targets and housing unit allocations as prescribed in the RPGs 2010-2022 (see Table 3.1 Below). The available zoned residential land under this plan equates to circa 503 Ha which is capable of meeting the RPGs housing unit allocation of 42,400 units for Dublin city for the period 2006-2016, while also allowing for a fifty per cent 'headroom' as advised in the DoEHLG guidelines on Development Plans (2007).

The minimum population targets and housing unit allocations as prescribed under the RPGs relate to an initial 10-year period of 2006-2016 and a longer-term projection from 2016-2022. To align these targets and unit allocations to the period of this development plan, it is necessary to take cognisance of house completions for the years 2006-2010. The completions for these years, with a notable decline in the past few years (2007-2010), equate to circa 19,700 units, which results in a requirement for Dublin city to deliver circa 22,700 units for the period 2011-2016. The average annual requirement for the period thereafter is 9,064. Therefore, the housing unit allocation for the lifetime of this plan is 31,700 units (approx) (see Table 3.2 Below).

Fig 2 Core Strategy





The RPGs calculations and assessment of housing demand take full account of the relatively high vacancy rates and excess of housing stock particularly for the short-term up to 2016, but it is also essential that each local authority makes adequate provision for housing supply and is in a good position for economic recovery in the medium to long term.

Dublin City Council is fully committed to supporting the physical consolidation of the metropolitan area and will continue to manage its available zoned residential land in a sustainable manner to accommodate the regional housing allocation figure, to provide for a quality compact city and an effective public transport system.

Table 3.1: RPGs 2010-2022 Population Targets & Housing Allocation for Dublin City

	2006 Census Figures	2016 RPGS	2022 RPGs
Population Target	506,211	563, 512	606, 110
Housing Allocation	223, 098	265, 519	319, 903

Table 3.2: Housing Unit Allocations For Dublin City Council

RPGs Allocation 2006-2016	DCC House Completions 2006-2010	Remaining RPG Allocation 2006-2016	RPGs Allocation 2017-2022	Annual Average Requirement 2017-2022	DCC Target 2011-2017
42, 400	19, 700	22, 700	54, 384	9, 064	31, 764

Note: 2010 House Completions Estimate from DoEHLG Quarterly / Annual Housing Statistics 2009

3.2.3 Settlement Strategy

The RPG Settlement Strategy for the metropolitan area includes a strong policy emphasis on the need to gain maximum benefit from existing assets, such as public transport and social infrastructure, through the continuation of consolidation and increasing densities within the existing built footprint of the city. A further key aspect is that future expansion, whether housing or mixed-uses occur in tandem with high-quality rail-based public transport and on a phased basis within the context of integrated local area plans (LAPs).

Dublin City in its entirety lies within the metropolitan area and the RPGs give direction to Dublin City as the 'gateway core' for high-intensity clusters, brownfield development, urban renewal and regeneration.

The development plan incorporates these principles in a settlement hierarchy which prioritises the inner city, key developing areas, key district centres and Strategic Development & Regeneration Areas. This hierarchy focuses investment and growth into identified locations to achieve integration in services, infrastructure, public transport, economic activity and new residential development (see [Core Strategy Figure 2](#)).

For the **inner city**, the plan seeks to strengthen and consolidate the robust city-centre mixed-use zoning area (Z5),

with active promotion of the inner city as an attractive place for urban living, the delivery of housing regeneration projects, the emergence of spatial clusters of economic specialisms, public realm improvements and the strengthening of the retail core, all supported by multiple levels of public transport accessibility in the city centre.

The plan designates **9 key developing areas** (KDAs) in addition to the inner city. These 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, such as Pelletstown, North Fringe and Naas Road Lands, whilst several will support the economic or cultural specialisms essential for the growth and diversification of the city's economy, namely, the Docklands, Digital Hub/Liberties, Grangegorman and Heuston. All of the KDA locations correspond to high levels of rail-based public transport accessibility, whether existing or planned under Transport 21 (Figure 2). The majority of KDAs relate to a zoning objective which seeks the social, economic, physical development or rejuvenation of an area with residential, employment and mixed-uses (Z14). The Table below sets out the relative share of housing growth and identifies the employment / commercial capacity of each KDA (see Table 3.3).



Table 3.3: Estimated capacity of key developing areas

KDAs		Housing Units (Estimate)	Zoned Commercial / Employment Lands (Estimate)
1	Inner City	6,340	475 Ha
2	North Fringe	4,000	170 Ha
3	Ballymun	3,950	60 Ha
4	Pelletstown	1,800	41 Ha
5	Park West / Cherryorchard	2,000	121 Ha
6	Naas Road Lands	2,100	63 Ha
7	Docklands	1,950	207 Ha
8	Digital Hub / Liberties	1,200	59 Ha
9	Heuston	1,200	49 Ha
10	Grangegorman / Phibsborough	800	34 Ha
	Rest of City*	6,340	350 Ha
	Total	31,680	1,629 Ha

Note: Units & Commercial Capacity are not mutually exclusive given mixed-use approach to land-use zoning

* Rest of City includes circa 1,000 Units of In-fill Development (Schemes < 20 Units)

Within the inner city and key developing areas, there are a number of **Strategic Development & Regeneration Areas** (SDRAs). These are important brownfield sites with the potential to deliver a significant quantum of mixed-uses and create synergies to regenerate their respective areas. The plan prioritises the renewal and regeneration of these areas by a series of guiding principles (see section 16.3).

The **key district centres** (KDCs) represent the top-tier of urban centres outside the city centre, a number of which form part of the larger KDAs. Each of the 8 KDCs (formerly Prime Urban Centres) underpin a wider area and act as strong spatial hubs providing a comprehensive range of commercial and community services to the surrounding populations. All of the designated KDCs closely align to public transport rail corridors, with the exception of two (Finglas and Northside) which perform an important regeneration role for local communities. This development plan will reinforce the KDCs as sustainable anchors for the suburbs and will create a new KDC at Naas Road, instead of the Crumlin Shopping Centre and retain all other KDCs from the Development Plan 2005-2011. The KDCs are as follows:

Key district centres (KDCs)

1. North Fringe East & West
2. Northside
3. Ballymun
4. Finglas
5. Ballyfermot
6. Naas Road
7. Rathmines
8. Phibsborough

This settlement hierarchy and land-use zoning approach reflects the over-arching objective to achieve sustainable development with mixed-use neighbourhoods throughout the city in close proximity to employment, local services and high quality public transport in accordance with national and regional guidance (see Core Strategy Figure 2).

3.2.4 Retail Strategy

The retail strategy for Dublin city is to consolidate the city centre retail core as the premier retail destination in the state, to promote an upper tier of retail development in the KDCs and a lower tier of district centres to cater for surrounding communities. Below this tier, the strategy provides for daily shopping needs and local services of a residential community in neighbourhood centres. This approach reflects the settlement strategy for the city and is consistent with the Retail Strategy for the Greater Dublin Area 2008-2016 (see Appendix 4).

3.2.5 Public Transport

This development plan seeks to ensure the further integration of land-use and transportation and fully accords with the provisions of Transport 21 and the Smarter Travel. In particular, it supports the DART Underground and Metro to achieve a consolidated metropolitan area. Significantly, a mixed-use, sustainable approach to city-living with an emphasis on quality, compact neighbourhoods, transcends the land-use zoning and overarching policies of the plan. The plan pursues a sequential approach to securing a modal shift from private modes of transport to alternative modes in favour of walking, cycling and public transport. The settlement and retail strategy align closely with sustainable transport policies in this plan.

3.2.6 Core Strategy and SEA / AA

This core strategy has also been informed by Strategic Environmental Assessment (SEA) & Appropriate Assessment (AA), undertaken as parallel processes in tandem with each stage of the development plan, thereby ensuring full integration and consideration of environmental issues throughout the plan-making process. This represents a further iteration of environmental assessments at development plan level, given that the higher level RPGs has also been subject to a separate SEA & AA.

3.2.7 Delivering the Core Strategy

To deliver the core-strategy a number of mechanisms will be employed as follows:

3.2.7.1 Area-Specific Plans

Dublin City Council will prepare area-specific guidance for the key developing areas (KDAs) and key district centres, using the appropriate mechanisms of local area plans and schematic masterplans. Local area plans will be prepared for areas subject to large-scale development within the lifetime of this Plan. A schedule of statutory plans is set out below, having regard to the core strategy, in particular the need to promote the inner city and the KDAs, all of which lie within the metropolitan area (see Table 3.4). The rationale for selection of these plan areas also has regard to the national guidance that LAPs are particularly suited to areas undergoing significant development (DoEHLG guidelines on Sustainable Residential Development, 2007).

Two local area plans for Phibsborough and the Liberties, were approved by the City Council in 2008 and 2009 respectively. In addition, there are a number of area-specific non-statutory framework plans in the city approved for development

management and guidance purposes (see Appendix 1). A review will also be undertaken of a number of existing framework plans within the inner city and for areas of significant development capacity in the outer city.

Table 3.4: Schedule of local area plans / Statutory Plans to Deliver the Core Strategy

1.	North Fringe Review (LAP)
2.	Ballymun Transboundary (LAP)
3.	Pelletstown (LAP)
4.	Park West / Cherry Orchard (LAP)
5.	Docklands (DDDA Masterplan & Section 25s)
6.	Heuston & Environs (LAP)
7.	Grangegorman (SDZ)

The City Council also intends to prepare LAPs for the following areas:

Table 3.5: Schedule of Other local area plans

1.	East Wall Area
2.	Croke Park & Environs (including the Ballybough / North Strand Area)
3.	Manor Street / Stoneybatter
4.	Smithfield
3.	Clonshaugh Industrial Estate
4.	Naas Road Lands
6.	Connolly
7.	George's Quay

Schematic masterplans will be prepared for the linear parks proposed along the length of the Dodder and Tolka rivers. A masterplan will also be prepared for Inchicore, including the Railway Works and surrounding area, which will emerge as a key transport hub on delivery of the DART Underground Project.

Table 3.6: Schedule of schematic masterplans

1.	Dodder & Tolka river Linear Parks
2.	Inchicore (to include the Railway Works)

3.2.7.2 Zonings and Standards

The zoning and standard provisions of this plan have been devised to support the delivery of the core strategy. In particular, the zoning provisions ensure adequate land to meet the population targets and economic role of the city as the national gateway; intensification along public transport corridors and a mixed-use approach to zonings (Z4, Z5, Z6, Z10, Z14) to underpin a compact and sustainable city. The standards reinforce this approach with clear guidance for quality residential development, successful neighbourhoods and green infrastructure as essential elements of the intensification of the city.

3.2.7.3 Framework for Sustainable Dublin

To make sure that the core strategy reduces the city’s eco-footprint and addresses the key factors of climate change, it will be delivered through a systematic approach to sustainability. This approach – the Framework for Sustainable Dublin (FSD) – is based on best international practice and is tailored to the needs of Dublin city. The approach places sustainability along with the six-themes as the over-arching philosophy that informs the core strategy and all the policies and objectives of the development plan. It also recognises the need for collective support and a partnership approach to successfully achieve the vision for a Sustainable City.

3.2.7.4 Monitoring Indicators

This is a dynamic plan that will be actively implemented. In order to consistently and properly track progress, priority is

given to monitoring and implementing its strategies, policies and objectives. A set of measurable indicators to measure progress on the implementation of the plan have been devised. The Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA), which have informed the policies in the development plan, will also be monitored. An Annual Report to the City Council will be prepared to demonstrate progress (see Chapter 13 and Appendix 30).

3.2.7.5 Engagement with City Stakeholders

Engagement around the vision and implementation of the plan is essential to achieving a sustainable Dublin. Through existing networks and bodies, engagement with citizens, thinkers, agencies and other stakeholders will be effected and a two-way communication on the plan and its delivery will be established. The Council will also utilise mechanisms such as on-line forums and discussion threads to engage with as many people and communities as possible.

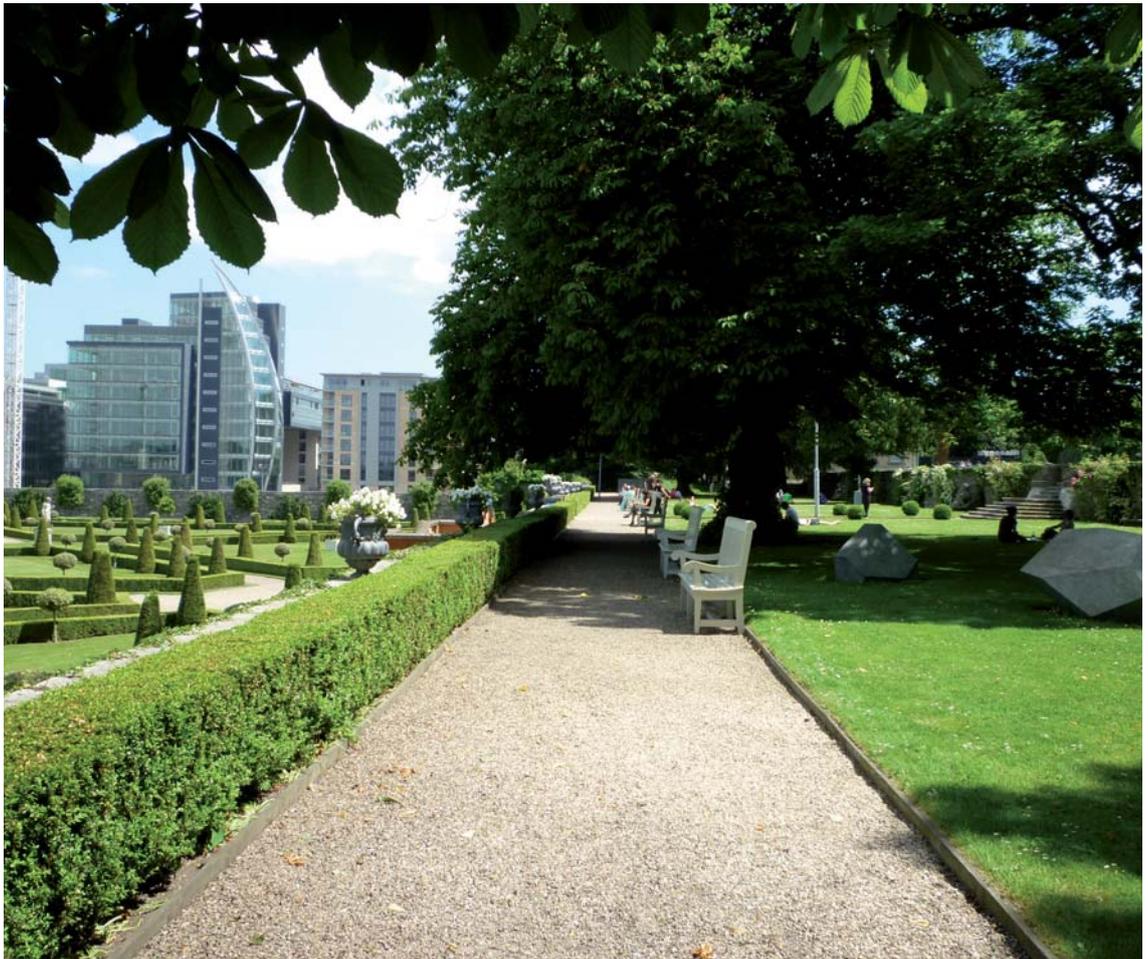
3.3 TRANSLATING THE CORE STRATEGY INTO DEVELOPMENT PLAN PRIORITIES

For the purposes of guiding this plan, both the long-term vision and the core strategy as set out above, can be translated into three strongly interwoven strands, to ensure Dublin becomes:

- A compact, quality, green, well-connected city, which generates a dynamic, mixed use environment for living, working, social and cultural interaction
- A smart city, creating real long term economic recovery
- A city of sustainable neighbourhoods and socially inclusive communities

These three strands are essential to realise the delivery of the core strategy for Dublin. The three strands are each made up of a number of priorities, as follows:

STRAND	PRIORITY
A compact, quality, green, well-connected city, which generates a dynamic, mixed use environment for living, working and cultural interaction.	<ul style="list-style-type: none"> ◆ Shaping the city structure, including the inner city ◆ Connecting and sustaining the city's infrastructure ◆ Greening the city ◆ Fostering Dublin's character and culture
A smart city, creating real long term economic recovery	<ul style="list-style-type: none"> ◆ Making Dublin the heart of the region ◆ Revitalising the city's economy ◆ Strengthening the city as the national retail destination
A city of sustainable neighbourhoods and socially inclusive communities	<ul style="list-style-type: none"> ◆ Providing quality homes in a compact city ◆ Creating good neighbourhoods and successful communities



The core strategy will guide development in both policy and spatial terms. Delivered together, the 9 priorities represent an integrated and holistic approach to the delivery of essential infrastructure and services within an over-arching sustainable framework. The core strategy supports the long-term vision for the city and will act as an important stepping-stone towards realising that longer term vision.

The application of the core strategy in spatial terms across the city is shown on the core strategy map (Figure 2).

3.3.1 CORE STRATEGY STRAND 1

A compact, quality, green, well-connected city, which generates a dynamic, mixed use environment for living, working and cultural interaction.

3.3.1.1 Shaping the City – Urban Form and Structure

(see Chapter 4)

It is a central aim of the core strategy to consolidate and enhance the inner city in order to augment its crucial role at the heart of the capital city and the city region. The inner city of Dublin is the most connected destination in the country and at international level, and supports a dynamic range of economic, educational and cultural clusters, together with a growing residential population. It is a central part of the core strategy to enhance the links between the existing and emerging clusters in the city, and to create synergies that extend along the three innovation corridors into the wider region, as depicted on the core strategy map (Figure 2). The strategy in the last plan of extending the inner city eastwards and westwards, towards the Docklands and Heuston respectively is now complemented with a strategy for the quality consolidation of the inner city, protecting heritage while promoting

diversity. The structure of the city will be augmented by the development of the KDAs and the KDCs.

This key priority places a renewed emphasis on how quality urban design, based on the principles of good urban spaces, active streets, and a sustainable mix of uses will contribute to the vision of a compact, green city with an enduring economy and quality neighbourhoods.

An emphasis on the contribution that good streets and architecture can make to regeneration and a re-affirmation that Dublin will remain a predominantly low-rise city with defined height in limited locations is also central to this priority. This development plan contains ‘guiding principles’ in relation to the public realm, to good architecture and to those limited areas where mid-rise buildings will be allowed.

3.3.1.2 Connecting and Sustaining the City’s Infrastructure

(see Chapter 5)

Connecting the city through a network of transport infrastructure that makes it easy to move around the city and, by making it accessible allows the city to intensify and grow. Providing infrastructure that delivers essential services in an effective and sustainable way is essential to the efficient functioning and development of the city. These infrastructures underpin and facilitate the delivery of all the other priorities.

Movement and Transport

In order to create a more sustainable city, this priority pursues a modal shift from private modes of transport, to public transport, cycling and walking and extends the use of travel plans. It prioritises the delivery of proposals under Transport 21 and seeks to progress strategic projects

in conjunction with the National Transport Authority. It is also a priority to facilitate sustainable accessibility and legibility within the city centre by recasting the public domain in favour of the needs of pedestrians, the mobility impaired and cyclists, as well as the creation of a network of strategic green routes within the city and extending into the region, catering also for recreational and amenity needs and quality of life as part of a compact city.

Services Infrastructure

This priority places an emphasis on achieving a clean, healthy city with improvements in air and water quality and bio-diversity value, the use of renewable energy sources, green technologies and sustainable urban drainage systems as integral elements of the city's infrastructure. This emphasis on sustainable infrastructure will help to mitigate climate change, protect and improve watercourses and ecosystems and support the creation of a green network. The active pursuit of flood risk management strategies and sustainable urban drainage systems also enables the city to adapt to climate change. There is also strong support for the provision of wastewater facilities to allow the city to consolidate as a city region.

3.3.1.3 Greening the City – Landscape, Biodiversity, Open Space & Recreation

(see Chapter 6)

A key priority of this development plan is to reinforce the importance of green infrastructure, recreation and biodiversity as a vital component of a compact city. The introduction of a green infrastructure strategy reflects an integrated approach to the city's open space, recreational, landscape and biodiversity assets.

Policies emphasise the importance of green corridors and connections between those areas, extending from the coast to the countryside.

Active and passive recreation as part of a healthy city is also promoted, in addition to recognition of the value of the two iconic sports stadia, Croke Park and the Stadium at Lansdowne Road, to the city.

3.3.1.4 Fostering the City's Character and Culture

(see Chapter 7)

Through this priority the development plan fully recognises that Dublin's built and natural heritage is both a major contributor to the city's character and is a unique resource that attracts tourism and the creative economies. In developing the city's cultural resources, this priority positions Dublin City Council as the driver behind the new cultural strategy for the city, to promote the cultural alliances between the Arts Council and other cultural groups. This priority also provides for a concerted effort to upgrade the public domain in the city to facilitate festivals, events and enjoyable movement between the city's cultural attractions. There are also policies to promote artists accommodation in new development and to allow for cultural uses in residential areas.

The city's built heritage makes it unique. Key to the approach of this plan is the balancing of the needs of a growing, dynamic city with the need to protect and conserve the elements that give the city its identity.

The plan seeks to rejuvenate the north Georgian squares to complement those on the south side. It is also proposed to extend the Architectural Conservation Area (ACA) designation to a number of late 19th Century terraced housing areas, where the

character of the streetscape is of prime importance, rather than the interior of the individual houses. In these cases where a streetscape ACA is designated, individual properties which should be removed from the Record of Protected Structures (RPS) will be identified.

3.3.2 CORE STRATEGY STRAND 2

A smart city, creating real long term economic recovery.

3.3.2.1 Making Dublin the Heart of the City Region

(see Chapter 8)

It is of crucial importance that Dublin, as the national gateway, employing almost half a million people, generates the critical mass to operate as a city region in Europe and worldwide. Dublin must operate effectively at regional, national and international level to attract creative talent and foreign investment. It is only by developing a strong city region, with polycentric economic clusters around a central city core that the necessary critical mass to compete and collaborate with other cities can be achieved.

This approach forms the basis of this priority, together with the government policy for a 'smart' economy. For the first time, the four local authorities in the Dublin city region have collaborated to produce an Economic Development Action Plan for the Dublin city region, which the respective development plans will help deliver. Other initiatives pursued in this development plan include three new innovation corridors extending from the city core into the sub-region, and a Creative Alliance between the business community, employment agencies, third level educational sector and the Regional Authority, which have multiple benefits for the whole country.

3.3.2.2 Revitalising the City's Economy

(see Chapter 9)

This priority seeks to stimulate the long term economic renewal of the city, consolidating and strengthening the role of Dublin as the main economic engine in the state and putting Dublin at the heart of the region. Through the Framework for a Sustainable Dublin (FSD), it seeks to develop sustainable employment in the areas of innovation, digital industries, science, academic research, medical research centres, leading edge green / clean technologies, in addition to the financial, legal and insurance services sector.

This priority promotes three new innovation corridors radiating from the city centre –

- Northwards to Dublin Airport, including clusters, knowledge, research and growth centres such as Grangegorman, the Mater, DCU and Ballymun / Finglas
- Southwards from Trinity College to UCD, primarily as a knowledge and innovation corridor including RTE as the national media centre and St. Vincent's Hospital
- Westwards from Heuston, including the Digital Hub, St. James Hospital, Park West, Cherry Orchard, the Naas Road developing area and extending into the wider metropolitan area to incorporate new urban centres such as Adamstown

These three corridors form part of a proposed innovation network to lever growth across the city region, leveraging on and supporting government policy to foster innovation and a smart economy.

The land-use zoning provisions in this development plan provide a range of zones to cater for the diverse economic needs of the city. Strategic Z6 lands zoned for employment and enterprise uses will be retained for employment uses and lands zoned for mixed use have been extended to areas throughout the city. Live work units are promoted in a wide range of zones, all to facilitate employment, close to public transport. In this context and in the interests of clarity, the innovation corridors have no additional implications for zoning or standards.

3.3.2.3 **Strengthening the City as the National Retail Destination**

(see Chapter 10)

Despite the growth of suburban shopping centres, Dublin city still retains its position as the prime retail destination in the region and the state. This priority of the development plan seeks to retain and indeed recapture market share through a variety of policies and initiatives, all in accordance with the Retail Strategy for the Greater Dublin Area.

This priority will facilitate healthy competition by providing for a variety of floorplates in the retail core, without compromising the architectural quality or retail heritage of Grafton Street or O'Connell Street, while promoting other streets to ensure vitality.

Making it easier to access the city centre retail core is an important element of this key strategy. It is proposed to develop linkages between the north and south retail cores, via the new bridges over the Liffey and via Westmoreland Street. The proposed Luas lines and DART underground will increase the connectivity of the city centre to the suburbs and should be exploited to attract more retail trade.

The creation of new streets and street based shopping is essential to the sustainability and expansion of the city's retail offer. The development plan supports the joint Business Improvement Districts (BIDs) initiative to improve the quality of the shopping streets in the city.

Providing quality shopping facilities for neighbourhoods across the city is also recognised as essential for sustainable communities. This priority also identifies a number of key district centres in the outer city where retailing will be promoted.

3.3.3 **CORE STRATEGY STRAND 3**

A city of sustainable neighbourhoods and socially inclusive communities.

3.3.3.1 **Promoting Quality Homes**

(see Chapter 11)

Consistent with creating a compact city and with Dublin's role in the region, the continued, sustainable management of land zoned for housing is a central element of this priority. This will be done in a way that reduces urban sprawl and provides for a quality compact city of mixed tenure neighbourhoods, catering for a wide range of family types, including the elderly. It is part of the core strategy to manage the release of the 503 hectares of zoned and serviced residential lands as a scarce resource and in a sustainable manner so that the housing needs of the city are met.

The provision of quality housing within the city, that is suitable for citizens throughout their lives and adaptable to people's changing circumstances is fundamental to creating a compact city with sustainable neighbourhoods. Requiring apartment schemes to have good local facilities, and that large schemes are phased to ensure support infrastructure is provided in tandem with residential development will assist in achieving this key strategy.

An emphasis on effective property management for both apartment and housing complexes will also improve the quality of residential development. Expediting the regeneration of those disadvantaged areas which remain in the city as sustainable neighbourhoods is also central to this approach.

Providing quality homes for all citizens includes the provision of social and affordable housing. The delivery of the housing strategy contained within this development plan will help meet the needs of those on lower incomes and those in special circumstances across the city.

3.3.3.2 **Creating Good Neighbourhoods and Successful Communities**

(see Chapter 12)

The creation of good, sustainable neighbourhoods which support thriving communities and provide for a wide range of household types, age groups and tenures with community facilities close by is a priority of this plan. In order to achieve this, criteria and standards for good neighbourhoods are a central part of this strategy. These principles are intended to ensure, for example, that infrastructure such as schools, shops and childcare facilities are provided in a phased and co-ordinated manner. The creation of good neighbourhoods and socially inclusive communities applies to both the inner and outer city.

The importance of local neighbourhood shopping centres within walking distance of residential communities is re-affirmed in this key strategy. Guiding Principles to promote the regeneration of certain social housing areas into attractive mixed use neighbourhoods is also included in the plan. Significantly, the development plan puts a new emphasis on institutional lands as an important community resource

for the city in providing educational, recreational, community and health facilities, for both the city and local neighbourhoods. The plan protects these lands as a strategic asset for the city.

In relation to the growth areas in the city, the City Council will work with the various stakeholders who fund and provide community services and facilities, including but not limited to the Department of Health & Children, the Department of Education & Science, the HSE, registered charities, not-for-profit companies and foundations, third level education institutions, religious orders, sports and community groups and organisations, to ensure social and community infrastructure is provided in a timely manner.

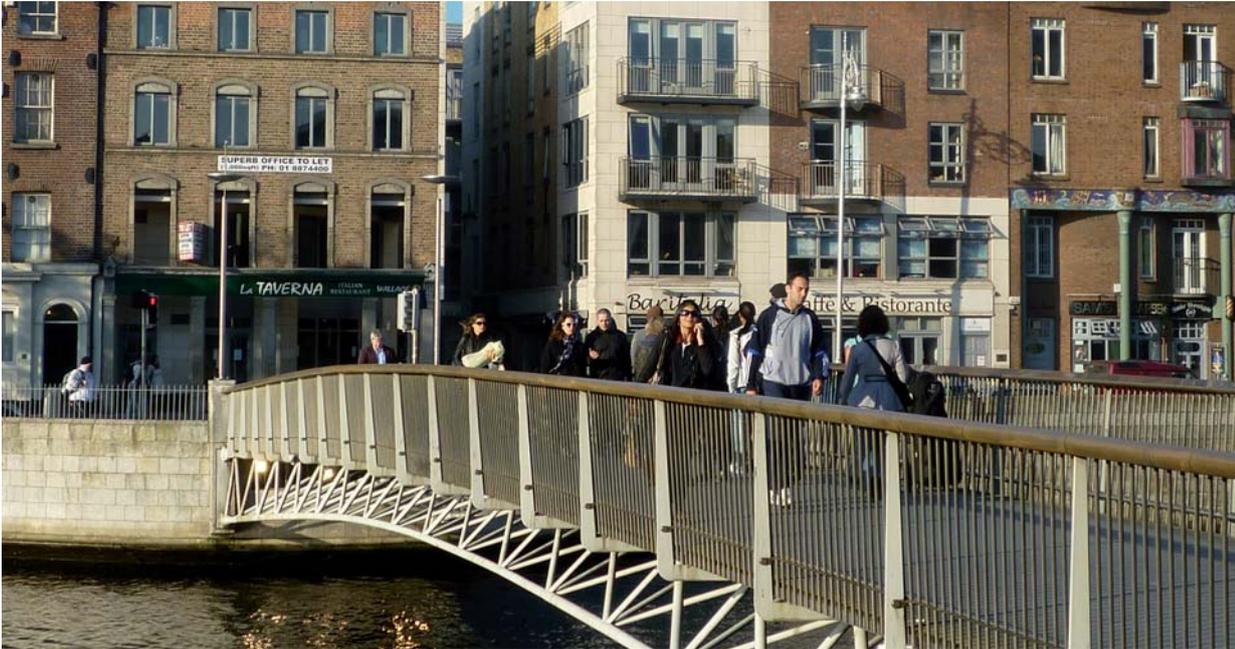
3.3.4 **Conclusion**

The purpose of the above nine priorities is to ensure effective delivery of the core strategy. These priorities are elaborated on further in the following chapters of the development plan, with a range of supporting policies and objectives (see Chapters 4 – 12).



4

SHAPING THE CITY



4.0 INTRODUCTION

The spatial structure of Dublin is provided by both its natural and man-made features. The river Liffey, with the canals, containing both the 'old' city and the unique Georgian squares and streets, together with the larger areas of Victorian architecture both north and south of the canals, underpin the city's strong character and identity, which is recognised internationally.

This identity is expressed in a pattern of streets and urban spaces within the natural setting of the river, the bay and the mountains to the south. The basic building blocks of this unique urban character consist of individual buildings, streets (both vibrant and sedate), urban spaces and neighbourhoods. Streets and urban spaces, which attract people to live, work, shop and exchange ideas, are essential features of a sustainable compact city and the promotion of streets and mixed uses is one of the strategies in this development plan.

In developing strategies for shaping the city it is important to take stock of the changes which have taken place over the last two decades and to set out policies and strategies to ensure Dublin retains and builds on its renowned urban form and character, while developing new city neighbourhoods connected back to the city heart. This development plan also emphasises the contribution that good places, streets and buildings can make to regeneration and reaffirms Dublin as a predominantly low-rise city with height in limited locations.

4.1 ACHIEVEMENTS

The previous development plan strategy for the spatial structure of the city had three key elements:

- a). Expanding the city centre eastwards to the Docklands and westwards to Heuston
- b). Developing Prime Urban Centres as sustainable hubs to anchor the suburbs, e.g. North Fringe, Ballymun, Crumlin and Rathmines

- c). Creating new Development Areas and Regeneration Areas, such as Pelletstown, the Digital Hub and Poolbeg

Considerable progress has been made on all these fronts. With the aid of the strong economy, up to 2008, new quarters and clusters have emerged in both Heuston and the Docklands, all creating a more extensive inner city. In addition new civic spaces, such as at O'Connell Street, City Hall and Grand Canal Dock, together with the recent and proposed Liffey bridges, have all enhanced the urban structure and attractiveness of the city centre.

Eight Prime Urban Centres (PUCs) serving the outer city were designated in the last development plan to provide a comprehensive range of commercial and community services, to serve the surrounding population. (Finglas, Ballymun, North Fringe, Northside, Phibsborough, Rathmines, Crumlin Shopping Centre and Ballyfermot.). Prime Urban Centres are renamed as key district centres (KDCs) in this development plan, primarily to reflect the regional retail hierarchy.

Dublin City's urban form is now filling out to the city boundaries, for example at the North Fringe, Pelletstown and Park West. Again, there have been significant achievements in providing an urban structure to accommodate up to 50,000 people when completed. The innovative Father Collins Park lies at the heart of the 'North Fringe' Area. One of the major challenges for the city is to ensure that these communities are integrated with the rest of the city.

While the majority of KDCs are successful in achieving a new spatial form and identity in the suburbs, such as the North Fringe and Ballymun, it is also acknowledged

that others, such as the Crumlin Shopping Centre have been less successful to date. Others such as Rathmines, Phibsborough and Northside are the subject of local plans, designed to deliver sustainable, dynamic suburban centres. This development plan strategy is to reinforce the KDCs as the main urban centres outside of the city centre. A new KDC at the Naas Road will replace the former PUC at the Crumlin Shopping Centre.

4.2 CHALLENGES

The challenges are threefold,

- To manage change within the canals in a sensitive and creative manner, neither making an urban museum or condoning piecemeal, sporadic development, conscious that the value of our city lies in its unique character
- To cultivate the inner suburbs, and provide neighbourhoods with a choice of homes for a diverse mix of households
- To extend the form and structure of the city for the benefit of communities in the new developing areas such as the North Fringe and Cherry Orchard/ Park West and in doing so embrace the potential for architectural invention and quality urban design

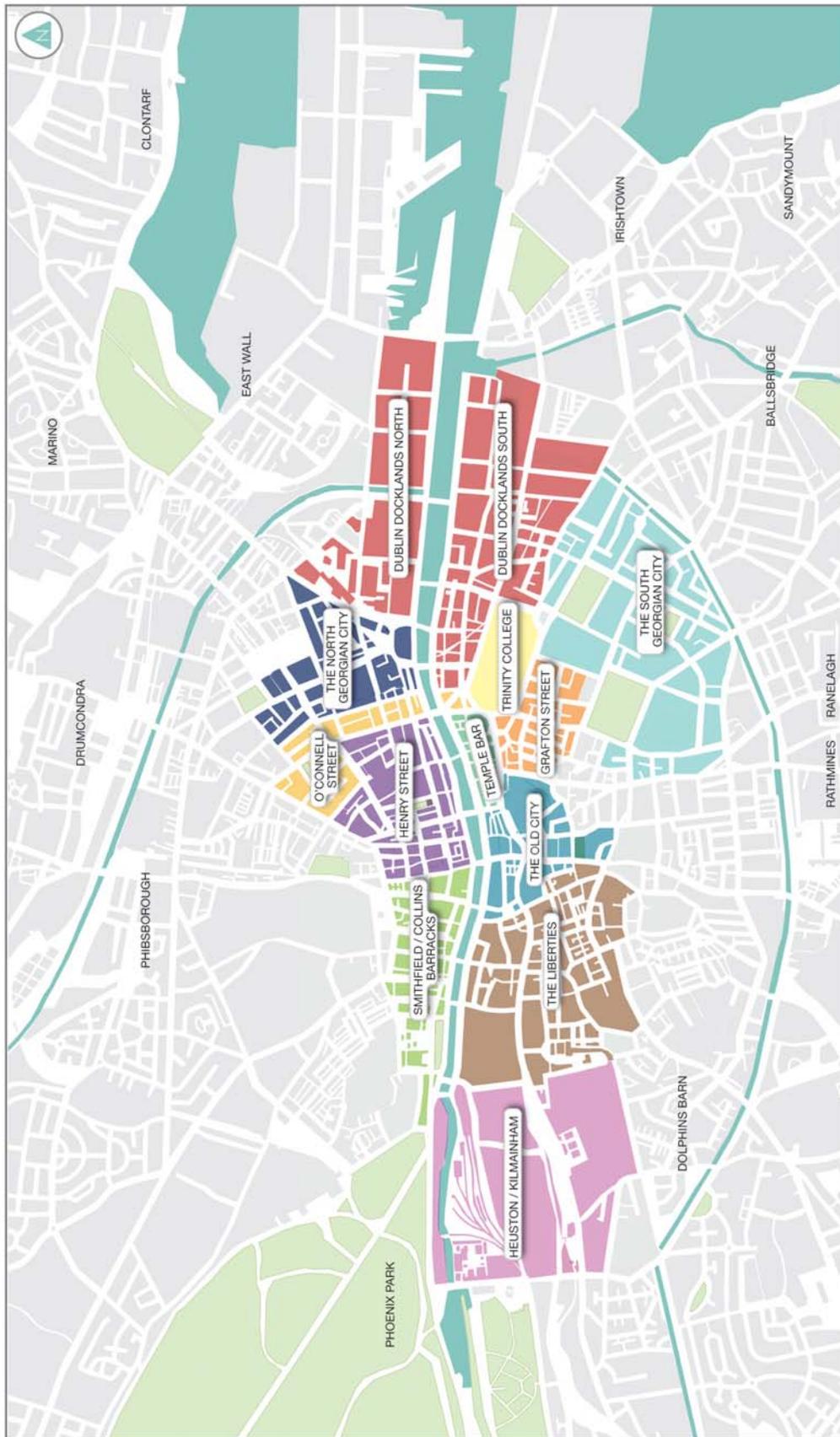
4.3 THE STRATEGIC APPROACH

(see Figures 2, 3, 4, 5 and 21)

The development plan vision for the urban form and structure of the city is based on a number of key approaches which imbue the whole plan, namely:

- The creation of a more compact city, where residents can live and work in close proximity, thereby reducing urban sprawl and unsustainable travel patterns

Fig 3 Character Areas





- The creation and nurturing of sustainable neighbourhoods, close to public transport and a range of community infrastructure, in quality, more intensive mixed use environments
- The form and structure of the city must be enduring to support real economic recovery, and provide a critical mass to support investment, innovation and the smart economy
- The development of a well designed and defined network of streets and quality urban spaces and the achievement of a good mix of uses to encourage vitality, in well-designed buildings
- The development of a green infrastructure strategy, for recreation, amenity, biodiversity and climate change reasons
- The pursuit of a distinctive Dublin brand and identity
- The integration of the Transport 21 programme into the urban form and structure of the city
- The integration of a cultural and social vision into place-making

4.4 POLICIES AND OBJECTIVES

4.4.1 The inner city and Docklands at the Heart of Region

Comparable to cities like Barcelona and Copenhagen, Dublin is now at the heart of a city region, with the inner city performing the function of a capital city core, linking to a number of regional polycentric centres, such as Swords, Tallaght and Sandyford, through the proposed innovation corridors described in the core strategy.

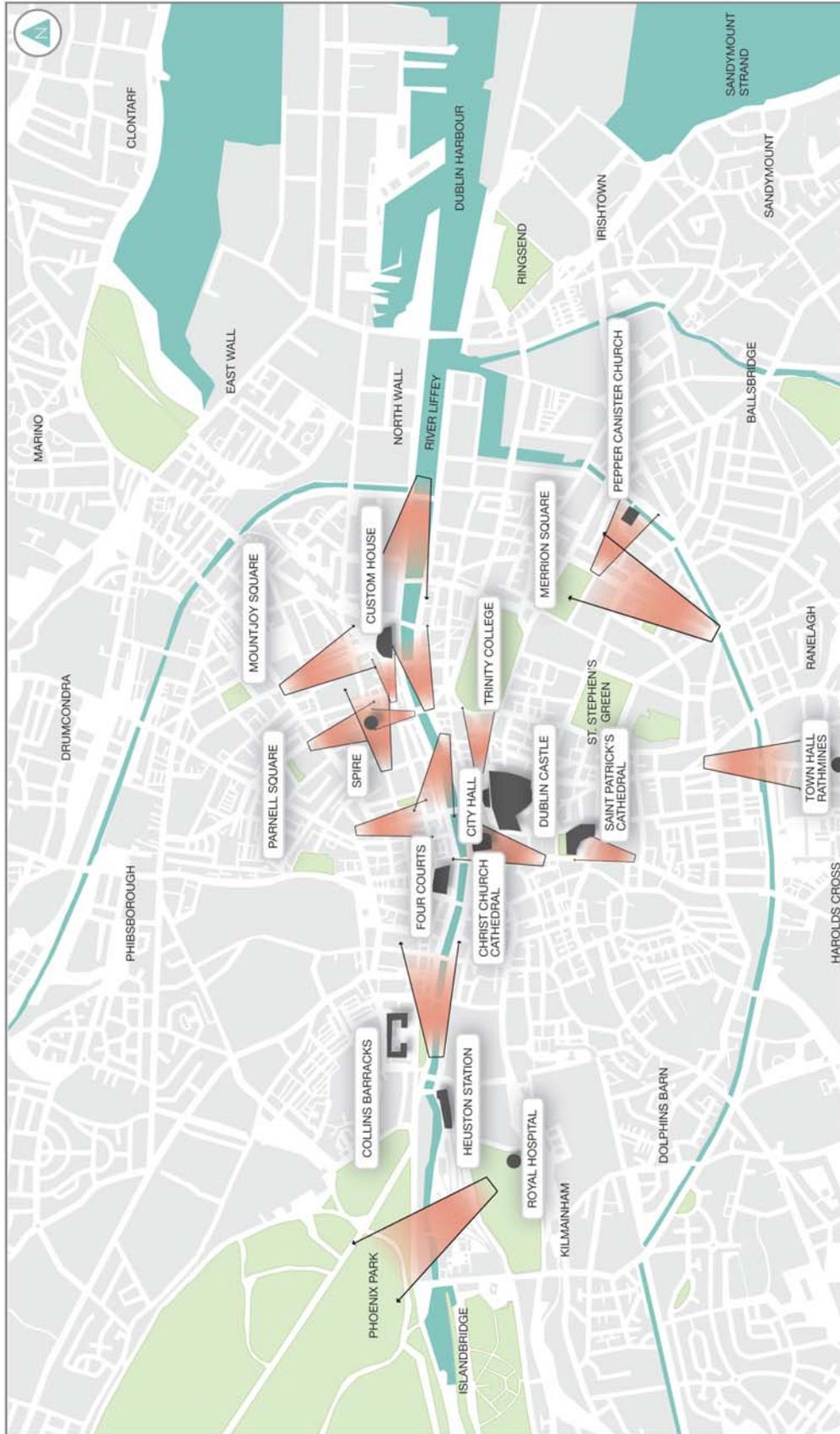
With regard to the expansion of the city centre, there has been a remarkable turnaround from the mid-eighties when there was extensive dereliction in the inner city, including the quays. The recent strong economy, together with the integrated area plans and the Luas system has pushed investment through the inner city. The inclusion of streets in large retail schemes is also a welcome enhancement of the desired urban form for the city.

4.4.1.1 Approach to the inner city

[\(see glossary\)](#)

The rapid expansion of the city has led to isolated clusters. The proposed Public Realm Strategy will help make the city

Fig 4 Key Views and Prospects



more coherent and connected. This, together with the proposed pedestrian and cycle network will help address this challenge.

While a tremendous amount of urban regeneration has lifted many areas of the new extended inner city, there remains a great sense of unevenness, with pockets of excellence contrasting with areas still in need of rejuvenation, including the social housing regeneration areas. There are a significant number of vacant sites in the inner city which detract from its character and coherence.

A positive feature of the identity of the inner city is the strength of local character existing in different areas. In order to promote this diversity of character, the main character areas have been identified and mapped. (see Figure 3)

The development plan seeks to strengthen individual character areas in order to consolidate and enhance the city centre, at the heart of the city region.

However the areas of character must also be interconnected. This will be achieved by delivering a high quality public realm in and between key public spaces, both established and in emerging clusters. The key lynch pins of this public space network are:

- The river Liffey quays, including the campshires and boardwalk
- The grand civic spine from Parnell Square to Christchurch, via O’Connell Street, College Green and Dame Street
- Extending this network to adjacent regeneration areas, e.g. the Liberties, Grangegorman, Docklands

(See Figure. 5)

It is the policy of Dublin City Council:

SC1	To consolidate and enhance the inner city by linking the critical mass of existing and emerging clusters and communities such as Docklands, Heuston Quarter, Grangegorman, Digital Hub, Parnell Square, the Ship Street Area and Smithfield with each other, and to regeneration areas
SC2	To develop the city’s character by cherishing and enhancing Dublin’s renowned streets, civic spaces and squares; to create further new streets as part of the public realm when the opportunities arise; to protect the grain, scale and vitality of city streets; to revitalise the north Georgian squares and their environs; and to upgrade Dame Street/College Green as part of the grand civic spine
SC3	To continue to develop a network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable
SC4	To promote a variety of recreational and cultural events in the city’s civic spaces
SC5	To promote the urban design principles set out in Chapter 16, Guiding Principles, in order to achieve a quality, compact, well connected city (see section 16.1)
SC6	To promote the reinstatement of the Georgian façade of the sixteen Georgian houses on Fitzwilliam Street Lower which were demolished in 1965

It is the policy of Dublin City Council:

SC7 To protect important views and view corridors into, out of and within the city, and to protect existing city landmarks and their prominence. These important views will be identified through the views and vistas programme that will be undertaken under Objective SCO6

It is an objective of Dublin City Council

SCO1 To prepare a local area plan for the Liffey quays in the lifetime of this plan in order to develop the public realm of the river and anchor it as a central civic spine, to avail of the enhanced environment arising from the HGV 5-axle Ban and the opening of the port tunnel

SCO2 To implement a programme of environmental improvements along the grand civic spine from Parnell Square to Christchurch Place, including College Green and Dame Street arising from the opportunities provided by the introduction of the College Green Bus Priority System

It is an objective of Dublin City Council

SCO3 To implement a series of key urban spaces and pedestrian focussed initiatives as identified in the Legible Dublin Study in the lifetime of this plan (see Figure. 5) and to incorporate additions to the network as identified in adjacent plans e.g. Liberties local area plan, Phibsborough/ Mountjoy local area plan, Grangegorman Masterplan, and the Docklands Masterplan

SCO4 To carry out an audit of vacant and derelict sites in the city, to expedite their redevelopment as part of the reinstatement of the urban form and structure of the city

SCO5 To prepare a statutory local area plan for Croke Park and its environs including the Ballybough / North Strand Area and linking back to the city centre via Mountjoy Square and Parnell Square, to promote the social, physical and economic regeneration of the area

SCO6 To prepare a set of Guiding Principles for views and prospects in the city with the aim of undertaking a views and prospects study with a view to preparing a list for protection which will be integrated with and complement the building height policy in the city

SCO7 The provisions of the adopted Phibsborough / Mountjoy local area plan and the Liberties local area plan are incorporated into this development plan. It is an objective to secure the implementation of both these local area plans and that planning permission issues within these areas will have regard to this

4.4.1.2 Approach to the Docklands and Port

The Docklands is often viewed as a ‘new city’ where the wider river and larger block structure combines to create the potential for a completely new identity. Significant achievements have been made in recent years, not only in the scale of new commercial and apartment development, but also in other symbols of regeneration and new place-making such as the new Point Depot (The O2), the public square and theatre at Grand Canal Dock, and the campshires.

The Dublin Docklands Masterplan 2008 includes strategies for the continued development of the Docklands, including the Point Village and North Lotts to the north of the Liffey together with Grand Canal Harbour and the Poolbeg Peninsula on the south side. The challenge here is to knit this new distinctive character area back in to the fabric of the city through public transport links, for example the DART Underground at Spencer Dock, new bridges and the proposed bridge at the river Dodder and by the regeneration of Pearse Street.

Dublin City Council fully supports and recognises the important national and regional role of Dublin Port in the economic life of the city and the region and the consequent need in economic competitiveness and employment terms to facilitate port activities which may involve port development or relocation in the longer term. Dublin Port will have a significant role to play in the future development and growth of the city and it is considered prudent to plan the structure of this part of the city, including the proposed public transport network, to fully integrate with the developing new city structure and character, while having regard to the Dublin City Council Study,

“Dublin Bay, An Integrated Economic Cultural and Social Vision for Sustainable Development (2007)”.

Dublin City Council recognises Dublin Port as a major source of employment in the area as well as the need for ferry terminal service and linkages to the natural amenities of Dublin Bay.

It is the policy of Dublin City Council:

SC8	To recognise the distinctive character of the Docklands Regeneration Area and work with the Dublin Docklands Development Authority, to increase connectivity with the city centre
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4.4.2 Inner Suburbs and Outer City as Part of the Metropolitan Area

The city is growing out to its boundaries with development at the North Fringe, Pelletstown, Park West and Cherry Orchard. These large suburban areas must be integrated into the emerging structure of the city, both in relation to the city centre and the metropolitan area as the city extends along the innovation corridors to the north, west and south.

Some of the key district centres (KDCs) also act as gateways to the city, located either along strategic national primary routes or key public transport routes, such as Finglas or the Naas Road lands. These gateway locations create an opportunity to strengthen the city’s visual identity and signal the entrance to the city, and so are ideal locations for high quality landmark buildings, structures and civic spaces.

The overall challenge is to develop the suburbs as building blocks to strengthen the urban structure of the city and comprise of:

1. The full range of District Centres (e.g. Rathmines, Clontarf, Finglas). These are centres which can provide a strong sense of urban place, are centres for local services and form a basis for sustainable neighbourhoods.
2. The innovation corridors from the city centre, north to the Airport, west from Heuston to Naas Road, and south from TCD to UCD.
3. The developing areas such as Ballymun, North Fringe, Pelletstown and Park West.
4. A strategic green network, comprising river/canal corridors and open / institutional lands which can contribute to the built and natural landscape of the city.

4.4.2.1 Approach to the Inner Suburbs and Outer City

The strategy is to continue to strengthen the hierarchy of suburban centres from the district to local level, to make these centres capable of providing sustainable city living and good urban place making and to integrate the three innovation corridors.

1. **Key district centres (KDCs)** as the top tier of urban centres outside the city centre. These will be strong spatial hubs, providing for a comprehensive range of commercial and community services. The uses are set out in section 15.10.4 of the plan and are listed under zoning objective Z4 and include for example such uses as health centre, clinic, City Council Area Office, day centre, local library, social welfare office, community centre school/college, art gallery, shop, supermarket, boutique, office, hotel, media recording, embassy, restaurant and public house.



It is the policy of Dublin City Council:

- SC9 To develop and support the hierarchy of suburban centres, ranging from the top tier KDCs, to District Centres / Urban Villages and neighbourhood centres, in order to support the sustainable consolidation of the city and provide for the essential economic and community support for local neighbourhoods
- SC10 To promote and develop the KDCs as sustainable centres delivering on a range of requirements, including:
- Sustainable densities of development which must include the protection of surrounding residents and communities
 - Good public transport
 - Strong, vibrant retail and commercial cores
 - Comprehensive range of quality community and social services, including post offices and banks where feasible
- SC11 To promote employment and economic opportunities in the KDCs, District Centres / Urban Villages and in neighbourhood centres in the identified innovation corridors
- SC12 To promote the distinctive character and sense of place in the hierarchy of key district centres, District Centres and neighbourhood centres

It is an objective of Dublin City Council:

- SCO8 To set out mechanisms, including urban design principles and signage which promote the distinctive character of District Centre (Urban Village) areas
- SCO9 To prepare a number of schematic masterplans, Village Improvement Plans (VIPs), or Village Design Statements (VDS) for existing and long-established District Centres (Urban Villages) in conjunction with the relevant Area Committees in so far as priorities and resources permit, including the following:
- ◆ Cabra
 - ◆ Donnycarney
 - ◆ Finglas
 - ◆ Glasnevin
 - ◆ Harold's Cross
 - ◆ Marino
 - ◆ Rathgar
 - ◆ Terenure
 - ◆ Bluebell
 - ◆ Crumlin
 - ◆ Walkinstown
 - ◆ Ringsend
 - ◆ Sandymount
 - ◆ Navan Road

4.4.3 Making a More Compact Sustainable City**4.4.3.1 Urban Density**

(see section 17.3)

The National Spatial Strategy 2002-2020 recognises the 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 Regional Planning guidelines for the Greater Dublin Area 2004-2016 further emphasise the need to consolidate the Dublin metropolitan area. Given the diminishing supply of undeveloped land in the city, this approach will entail an increase in overall densities.

The Dublin City Development Plan 2005-2011 set out a spatial strategy to steer growth in both the inner and outer city in order to achieve sustainable densities and produced an average density of 135 units per hectare (uph), mostly in apartment schemes. Recent examples of good quality, higher densities include Docklands (247 uph), Temple Bar West, Mayor Street environs, Charlotte Quay (388 uph), Herbert Park Lane (245 uph) and Clancy Barracks (143 uph), all of which have made a major contribution to the evolving urban form and structure of the city.

This plan will continue to consolidate the city and maximise the efficient use of land. This will reduce urban sprawl and provide for a compact city with attractive mixed-use neighbourhoods, a variety of housing types and tenure, and adaptable housing, where people of all ages will choose to live as a matter of choice.

Higher densities will be promoted in the city centre, within KDCs, KDAs and within the catchment of high capacity public transport. The Density Standards set out in this plan (section 17.3) will promote the development of high quality, sustainable densities and the consolidation of urban form. This approach is consistent with, and has been informed by the Department of Environment, Heritage and Local Government’s guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and its companion document, Urban Design Manual: A Best Practice Guide.

There are a number of inter-linked sustainable standards and safeguards throughout the development plan, all designed to ensure that quality density is delivered through a variety of mechanisms such as contextual streetscapes, stepped heights in transitional zones, together

with open space standards and amenity standards. The Green Infrastructure Network provides for quality recreational, biodiversity and carbon and water soakage areas as an integral part of the city form and structure. (see Chapter 6)

It is the policy of Dublin City Council:

SC13 To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city; which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 17, Development Standards including the criteria and standards for good neighbourhoods; quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities

SC14 To promote a variety of housing and apartment types which will create both a distinctive sense of place in particular character areas and neighbourhoods, and coherent streets and open spaces

It is the policy of Dublin City Council:

SC15	<p>That significant residential / commercial schemes (over 100 units / 10,000sq.m or as otherwise determined by the planning authority on the basis of potential impact on the surrounding environment), will be accompanied by the following:</p> <ul style="list-style-type: none"> ◆ An Urban Design Statement, demonstrating how the proposal contributes to placemaking and the identity of the locality (see section 17.9.1) ◆ In addition, schemes over 200 Units / 20,000sq.m shall be accompanied by a Community Infrastructure Statement, demonstrating how the scheme can contribute to the community infrastructure of the area (see section 17.9.1)
SC16	To recognise and promote green infrastructure as an integral part of the form and structure of the city

4.4.4 Taller buildings as Part of the Urban Form and Spatial Structure of Dublin

(see section 16.4 & 17.6)

In 2000, a study was commissioned by Dublin City Council to examine the issue of building height in the context of Dublin. This study 'Managing Intensification and Change: A Strategy for Dublin Building Height' (DEGW 2000) identified character areas and locations within the city which would allow for large-scale growth, including height clusters. The principles and criteria of this study focused on zones of change and major public transport nodes. This development plan updates and refines the study to take account of the core strategy, including the emphasis of public transport accessibility in the government's Transport 21 Programme, and to provide clarity in relation to spatial policy on taller buildings.

4.4.4.1 Approach to taller buildings

Dublin City Council acknowledges the intrinsic quality of Dublin as a low-rise city and considers that it should predominantly remain so. However, the merit of taller or landmark buildings in a very limited number of locations for economic and identity reasons appropriate for a capital city is also recognised.

While it is a core strategy of the city development plan to create a more sustainable compact city, it is recognised that this can be achieved primarily through higher densities in the low-rise format that responds primarily to street making. Taller building clusters of the type needed to promote significant densities of commercial space are only likely to be achieved in the Docklands, at Heuston and in the larger key developing areas, where there are good public transport links and sites of sufficient size to create their own character.

Dublin has many different character areas, all of which require different approaches to building height. The vast majority of the city area (see Figure. 21) is not identified as being appropriate for mid-rise or taller buildings. The City Council remains committed to the need to protect conservation areas, architectural conservation areas and the historic core of the city. In particular, proposals for taller buildings must be sensitive to the historic city centre, the river Liffey and quays, Dublin Castle, the historic squares and the city canals.

Dublin City Council also recognises the importance of Dublin as a capital city competing with other city regions internationally, and as such it is policy to provide for taller buildings in those limited locations identified on Figure. 21 in order to promote investment, vitality and identity.

The approach has four strands:

1. A strategic map (Figure. 21) indicating that the vast majority of the city will remain low-rise with taller buildings confined to 5 areas including the Docklands and Heuston, and mid-rise buildings restricted to the new developing areas.
2. A set of Assessment Criteria to ensure that taller buildings achieve the high standards in relation to design, sustainability, amenity and the protection / framing of important views. (see section 17.6.3)
3. A set of development principles for each of the identified areas to inform local area plans, (see section 16.4)
4. A definition of taller and mid-rise buildings, in the Dublin context is provided in the Development Standards Section. (see section 17.6.2)

It should be noted that of the 13 specific areas identified for taller buildings, 9 are in the mid-rise category (i.e. up to the height of Liberty Hall) and 6 are in areas already the subject of local area plans or framework development plans, where height has already been specified. In addition, it is policy to retain the remaining areas of the city to a maximum height of 19m / 28m depending on location (See section 17.6.2) and proposals must respect their context in all cases.

The spatial approach to taller buildings in the city is in essence to protect the vast majority of the city as a low-rise city, including established residential areas and conservation areas within the historic core. Taller buildings are acceptable at major public transport hubs, or in the main key developing areas such as parts of the Docklands, or in the outer city in locations

such as Pelletstown and Ballymun, where a limited number of mid-rise buildings will help provide a new urban identity.

It is the policy of Dublin City Council:

SC17 To protect and enhance the intrinsic quality of Dublin as a predominantly low-rise city, and to provide for taller buildings in the designated limited locations (see Figure. 21)

SC18 To protect and enhance the skyline of the inner city, and to ensure that all proposals for mid-rise and taller buildings make a positive contribution to the urban character of the city, having regard to the criteria and site principles set out in the Development Standards Section (see Chapter 17). In particular all new proposals must demonstrate sensitivity to the historic city centre, the river Liffey and quays, Trinity College, The cathedrals, Dublin Castle, the historic squares and the city canals, and to established residential areas, open recreation areas and civic spaces of local and citywide importance

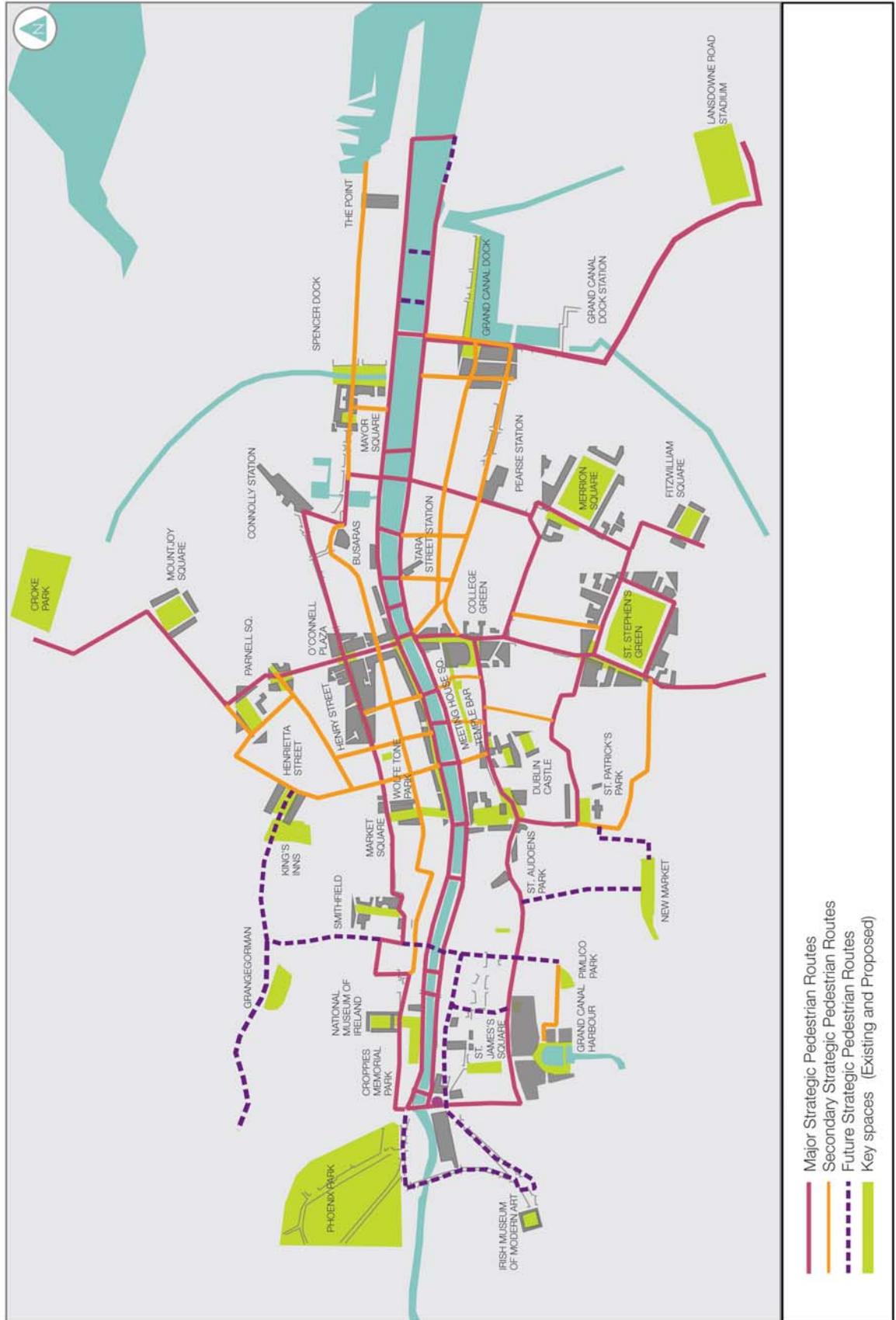
SC19 To promote a co-ordinated approach to the provision of taller buildings through local area plans in order to prevent visual clutter or cumulative negative visual disruption of the skyline

4.4.5 The Public Realm

(see section 16.1)

Dublin in the last decade has seen the emergence of a promising new network of public spaces. These range from the grander scale of the GPO Plaza and Smithfield to the more intimate spaces of Meeting House Square and Barnardo Square and the new linear space of the Liffey boardwalk. Innovative new designs like the Martha Schwartz space at Grand

Fig 5 Making a Legible City - Key Spaces and Connections



Canal Dock, have been introduced in the Docklands and the innovative Father Collins Park has recently been opened at Donaghmede / North Fringe.

The design of individual spaces can respond to a wide range of city functions. Some accommodate markets, others festivals and events while some facilitate public protest. A constant theme is the creation of a liveable city where people can meet, relax, feel safe and be entertained by humanity.

The Legible Dublin Study, completed by Dublin City Council in 2004, was the first step towards developing a vision for the evolving role of public space in our city. This study recommended an implementation framework under three themes, *'The Walkable City'*, *'The Reclaimed City'* and *'The Connected City'*. Progress has been made through the development of the proposed Wayfinding system, and through the commencement of the Public Realm Strategy. The latter will address issues of design, delivery, maintenance and management in addition to identifying specific projects that will radically improve the pedestrian experience and will pay particular attention to the public realm along the city's rivers and canals so as to enhance these natural assets. (See Figure. 5)

It is the policy of Dublin City Council:

- SC20 To promote the development of a network of active, attractive and safe streets and public spaces which are memorable and encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway
- SC21 To promote the development of public spaces which are of consistently high quality and which deliver vibrant, attractive and safe places for the city's communities
- SC22 To promote streets and public spaces which are accessible and inclusive, meeting the requirements of Dublin's diverse communities
- SC23 To promote public spaces which are designed to deter crime and anti-social behaviour and promote safety
- SC24 To promote streets and public spaces which contribute towards increased urban greening

It is an objective of Dublin City Council:

- SCO10 To produce a Public Realm Strategy to guide the development of Dublin's public space. This will set out an action plan for the delivery of a greatly enhanced public realm network and standards for the design and management of streets, squares and parks, and will ensure that the Outdoor Advertising Strategy delivers a high quality public domain

It is an objective of Dublin City Council:

- SCO11 To require that development proposals which include or impact upon the public realm consider the design of public spaces as a priority and demonstrate compliance with the Guiding Principles for the Public Realm, Urban Form and Architecture set out in Chapter 16, section 16.1
- SCO12 To carry out a review of existing street furniture and signage in streets with an objective to removing any superfluous or redundant elements in order to reduce street clutter
- SCO13 To compile an audit of private areas, adjacent to public thoroughfares, onto which members of the public are invited by the owner (i.e. private landings) that the Council deem to be in need of enhancement
- SCO14 To examine the possibility of closing the area along the river Liffey in front of the Customs House to motorised traffic on Saturdays and Sundays to create a new public plaza
- SCO15 To examine the possibility of, and promote the creation of a new public realm improvement space in the area fronting onto Trinity College and the Bank of Ireland at College Green



4.4.6 Outdoor Advertising Strategy

(see Figure. 22 and Appendix 27)

A strategy has been developed for commercial advertising in the public domain and is included at Appendix 27. This strategy forms the basis of a practical policy to be applied to all proposals for outdoor advertising.

The strategy is based on an analysis of how sensitive different parts of the city are to advertisement structures and identifies

constraints and opportunities for the location of these structures. It also sets out what types of structures are acceptable as outdoor advertising elements. While commercial viability is a key consideration, it has been balanced with the need to create a high quality public domain and to safeguard and enhance sensitive areas and sites. The strategy also provides for a co-ordinated bartering system, to rationalise the location and concentration of existing advertising structures.

It is the <u>policy</u> of Dublin City Council:	
SC25	To consider appropriately designed and located advertising structures primarily with reference to the zoning objectives together with permissible and open for consideration uses and with secondary consideration of the Outdoor Advertising Strategy. In all such cases, the structures must be of high quality design and materials, and must not obstruct or endanger road users or pedestrians, nor impede free pedestrian movement and accessibility of the footpath or roadway.
SC26	To take enforcement measures wherever appropriate to secure the removal of unauthorised advertisements from private property and public areas. Unauthorised fabric banners, meshes, banners or other advertising forms will be subject to enforcement measures

4.4.7 Pedestrian Wayfinding System

(see section 7.1.5.5)

Clear directional signs are an essential element in helping people to locate the many attractions of the city along the most appropriate route in a safe and efficient manner. Dublin City Council's Pedestrian Wayfinding System will act as

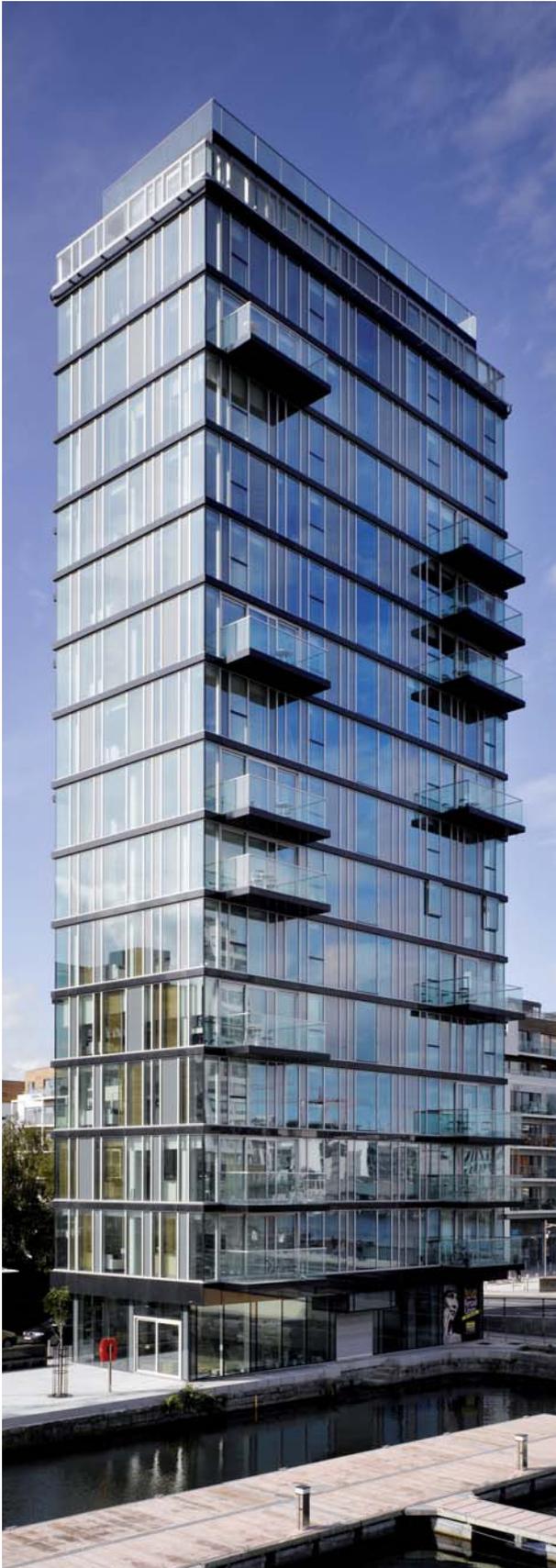
a simple navigational tool for people using the city as part of an overall objective to make Dublin a walking city. The system will provide accessible information that is simple and easy to use, clearly connecting places and people, enhancing people's experience of the city centre and expanding their knowledge of the city and its history. The emphasis of the system is on key cultural, civic and religious places of interest, rather than commercial services.

It is the <u>policy</u> of Dublin City Council:	
SC27	To implement the Pedestrian Wayfinding System to provide a basis for a more coherent system of pedestrian signage

It is an <u>objective</u> of Dublin City Council:	
SCO16	To review the Pedestrian Wayfinding System on an annual basis. The system will be reviewed in consultation with the Department of Tourism, Culture and Sport, Dublin Tourism, national cultural institutions and other civic interests in order to ensure the provision of appropriate signage for the principal places of interest in the city
SCO17	To develop a map of public rights of way during the lifetime of the development plan

4.4.8 Making Sustainable Neighbourhoods

In other chapters, the making of good neighbourhoods is explored from the residential and the community development perspectives. However, these aspects must be fully integrated with the physical shape of neighbourhoods, which together contribute to the form and structure of a consolidated city.



4.4.9 Urban Form and Architecture

The design of individual buildings, and their form when combined into urban blocks, is central to defining the quality of experience of Dublin's residents, the competitiveness of businesses and the city's attractiveness to visitors.

The quality of architectural design improves economic value and it is a key element in regeneration proposals. This importance to the city's regeneration and economic recovery highlights the need to develop strategies for improving design quality across the city. The economic benefits of good design are further highlighted by the known cost to the public of regenerating older developments to rectify poor original design. It is important to properly consider design in the present if such costs are to be avoided in the future.

Improving the design of buildings so that they are well thought through, sustainable and contribute to the public spaces they affect will improve the experience of all the city's communities in everyday life.

The government Policy on Architecture 2009-2015 seeks to promote awareness and understanding of the contribution of good design to civic life. It recognises that architectural quality is measured by a building's contextual and environmental response in addition to the aesthetic qualities of the individual building. The policy places an emphasis on the imperative to develop and maintain communities in a sustainable manner through the protection of the built heritage, the adaptation and reuse of the existing building stock, the application of urban and landscape design, urban and building conservation and architectural quality criteria at every level in the planning process. Dublin City Council will assist the

Department of Environment, Heritage and Local Government in the implementation of the actions identified over the life of the development plan.

4.4.9.1 Challenges

The principal challenges in the development of architecture in the city are:

- To develop a more consistent approach to architectural quality, creating excellence in the ordinary and everyday, and contributing to the urban design objectives for the city's spaces.
- To stimulate innovation so that Dublin continues to develop excellence in architecture and designs to help meet challenges such as urban sprawl and adapting to climate change.

- Developing architecture which recognises and harmonises with the successful neighbourhoods, local character and the remaining historic fabric of the city.

The development plan aims to develop criteria which contribute to a shared understanding of architectural quality between communities, designers and developers. The intention is to move the assessment of proposals to a more objective, criteria-based approach based on the issues for building design assessment criteria contained in the Public Realm, Urban Form and Architecture Guiding Principles as set out in the Chapter 16, Guiding Principles.

It is the policy of Dublin City Council:

- SC28 To promote quality in architecture and urban design so that the citizens of Dublin can enjoy the highest quality built environment. This relates not only to the creation of new landmarks where appropriate, but more importantly to the design quality of general development across the city, with the aim of achieving excellence in the ordinary
- SC29 To promote the development of the city's urban forms so that they positively contribute to the city's neighbourhoods, public spaces and natural environment
- SC30 To promote understanding of the city's historical architectural character to facilitate new development which is in harmony with the city's historical spaces and structures
- SC31 To promote and facilitate innovation in architectural design to produce contemporary buildings which contribute to the city's acknowledged culture of enterprise and innovation
- SC32 To promote the development of architecture and urban design which enhances local environments and which mitigates, and is resilient to, the impacts of climate change
- SC33 To support design competitions for developments which are significant for their size or visual prominence, in order to stimulate innovation and quality in design

It is an objective of Dublin City Council:

- SCO18 To develop a set of assessment criteria for the improvement of architectural quality which will give guidance for development and to provide a means of guiding and assessing design quality
- SCO19 To require that proposals demonstrate that sustainability has been properly considered at the strategic, urban design level of decision-making so as to improve the level of environmental efficiency achievable in the detailed design of buildings



5

CONNECTING AND SUSTAINING
THE CITY'S INFRASTRUCTURE

5.1 MOVEMENT AND TRANSPORT

5.1.0 INTRODUCTION

Delivery of an efficient, integrated and coherent transport network is a critical component of the development plan core strategy to achieve a compact, sustainable and connected city. The strategy makes optimum use of existing and proposed transport infrastructure such as Metro North, Luas and the DART Underground. Dublin City Council has pledged to work with the National Transport Authority and relevant transport agencies in the delivery of Transport 21 projects and infrastructural improvements through which the transport system in the Greater Dublin Area will be developed.

A stronger emphasis on sustainable forms of transport such as public transport, walking and cycling, a pro-active approach to influencing travel behaviour and effective traffic management, all underpinned by an integrated land-use and transportation strategy that promotes intensification in accessible areas are the emerging strategies for this development plan. This is consistent with the national vision for sustainability as expressed in the Department of Transport's, 'Smarter Travel, A Sustainable Transport Future 2009 – 2020'.

2030 Vision is the name given to the strategic transport plan being developed by the National Transport Authority (NTA) for the Greater Dublin Area. It will be at the heart of all transport planning in the region until 2030 and will replace 'A Platform for Change – An Integrated Transportation Strategy for the Greater Dublin Area 2000 to 2016'. Dublin City Council will take the necessary steps to ensure the Dublin City Development Plan is consistent with the NTAs '2030 Vision'.

5.1.1 ACHIEVEMENTS

Over the last ten years, the introduction of the port tunnel, the Quality Bus Corridors, Luas as well as additional capacity on the DART and suburban rail lines have all reduced reliance on the private car and increased accessibility around the city.

The introduction of a HGV Management Strategy has ensured controlled access to the city centre for large HGVs, providing a safer environment for pedestrians and cyclists. As a general policy, Dublin City Council has sought to limit the growth of peak hour traffic within the canal cordon, and has been successful in achieving this objective.

The completion of Seán O'Casey Bridge and Samuel Beckett Bridge has provided much needed connectivity between the north and south of the city, while the success of the 'dublinbikes' scheme has raised the profile of cycling in the city, increasingly helping to encourage a shift to more sustainable modes of transport.

5.1.2 CHALLENGES

Transport has an important contribution to make in shaping and achieving a sustainable city. Less dependency on the private car for routine trips and replacement by public transport, walking and cycling will result in a reduction in consumption of non-renewable resources and CO₂ emissions. Dublin City Council will seek to achieve modal share targets crossing the canals of 55% for public transport, 15% for cycling, 10% for walking and 20% for private car use in the annual cordon count by 2017. The effective integration of land-use and transportation will generate and reinforce sustainable settlement patterns that make the most efficient use of land, and that minimise the need for travel by car. In this regard the



development plan has a significant part to play in addressing the impact that transport in Dublin has on climate change and in assisting the government to meet its Kyoto obligations.

5.1.3 THE STRATEGIC APPROACH

(See Figures 6, 7, and 8.)

The Movement and Transport policies and objectives will address these issues and arrive at a situation where the city is more people focused, less polluted, more accessible and where travel within the city becomes easier. The approach is to;

- restrict through traffic and calm traffic generally within the city centre and to give increased levels of priority for pedestrians, cyclists and public transport
- underpin all transport and movement measures with an integrated land-use and transportation strategy that promotes intensification in accessible areas
- cater not only for travel demand but also for reductions in congestion and pollution
- place a stronger emphasis on sustainable forms of transport such as walking, cycling and public transport, particularly for short trips and journeys to work and school
- take a pro-active approach to influencing travel behaviour and effective traffic management
- prioritise transport and movement schemes, particularly those that increase the use of public transport, walking and cycling, that can be implemented in the short-term, bearing in mind that major schemes take a long time to deliver and will not alone provide the capacity to achieve transport targets
- bring about a step change in the quality and capacity of alternatives to the private car to make more people less dependent on cars for journeys in Dublin

- tackle these issues holistically so as to facilitate continued economic activity while achieving the greatest impacts, particularly on congestion and air quality, which in turn will have a positive impact on health

5.1.4 POLICIES AND OBJECTIVES

5.1.4.1 Integrated Land-use and Transportation

By shaping the pattern of development and influencing the location, scale, density, design and mix of land-uses, the integration of land-use and transportation can help reduce the need to travel and facilitate successful and sustainable urban development.

To maximize the use of public transport infrastructure and minimise car dependence, higher densities and interactive mixed uses will be encouraged within walking distance of public transport corridors and nodes (rail stations and interchanges) and at other key locations, for example at key district centres.

It is the policy of Dublin City Council:

SI1 To support the sustainability principles set out in the National Spatial Strategy, the Regional Planning guidelines for the Greater Dublin Area, the government's 'Smarter Travel, A Sustainable Transport Future 2009 – 2020' and the National Transportation Authority's 'A Platform for Change' and to ensure that land-use and zoning are fully integrated with the provision and development of a comprehensive, sustainable and efficient, high quality transportation network that accommodates the movement needs of Dublin city and the region

It is an objective of Dublin City Council:

SIO1 To encourage intensification and mixed use development along public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to the conservation policies (including the Z2 Conservation Areas) set out elsewhere in the plan. Dublin City Council will seek to prepare SDZs, LAPs or schematic masterplans at key transport nodes where deemed appropriate in order to guide future development and to safeguard investment in public transport infrastructure

5.1.4.2 Promoting Modal Change

Increasing capacity on public transport including Quality Bus Corridors, DART, suburban railway lines and Luas will continue to reduce the reliance on private car usage and provide opportunities for people to alter their travel behaviour and increase modal shift to more sustainable modes of transport.

It is the policy of Dublin City Council:

SI2 To continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport and to implement the initiatives contained in the government's, 'Smarter Travel, A Sustainable Transport Future 2009-2020'

It is an objective of Dublin City Council:

SIO2	To investigate the feasibility of implementing pilot regional or citywide car clubs/ car sharing initiatives, in combination with adjoining local authorities and operators, in order to encourage rationalisation of car ownership and decreased car usage
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5.1.4.3 Public Transport

Transport 21, the government's 'Smarter Travel, A Sustainable Transport Future 2009 – 2020' and the National Transportation Authority's, 'A Platform for Change' set out an integrated and balanced sustainable transportation strategy for the Greater Dublin Area.

Transport 21 projects such as Metro North, DART Underground and further Luas and Quality Bus Corridor construction and extension, will result in a fully integrated public transport system for Dublin.

Dublin City Council will seek to influence the level of service and routing of public transport in the city and will safeguard lands required for future public transport corridors and nodes in association with appropriate zonings and land-use policies and objectives.

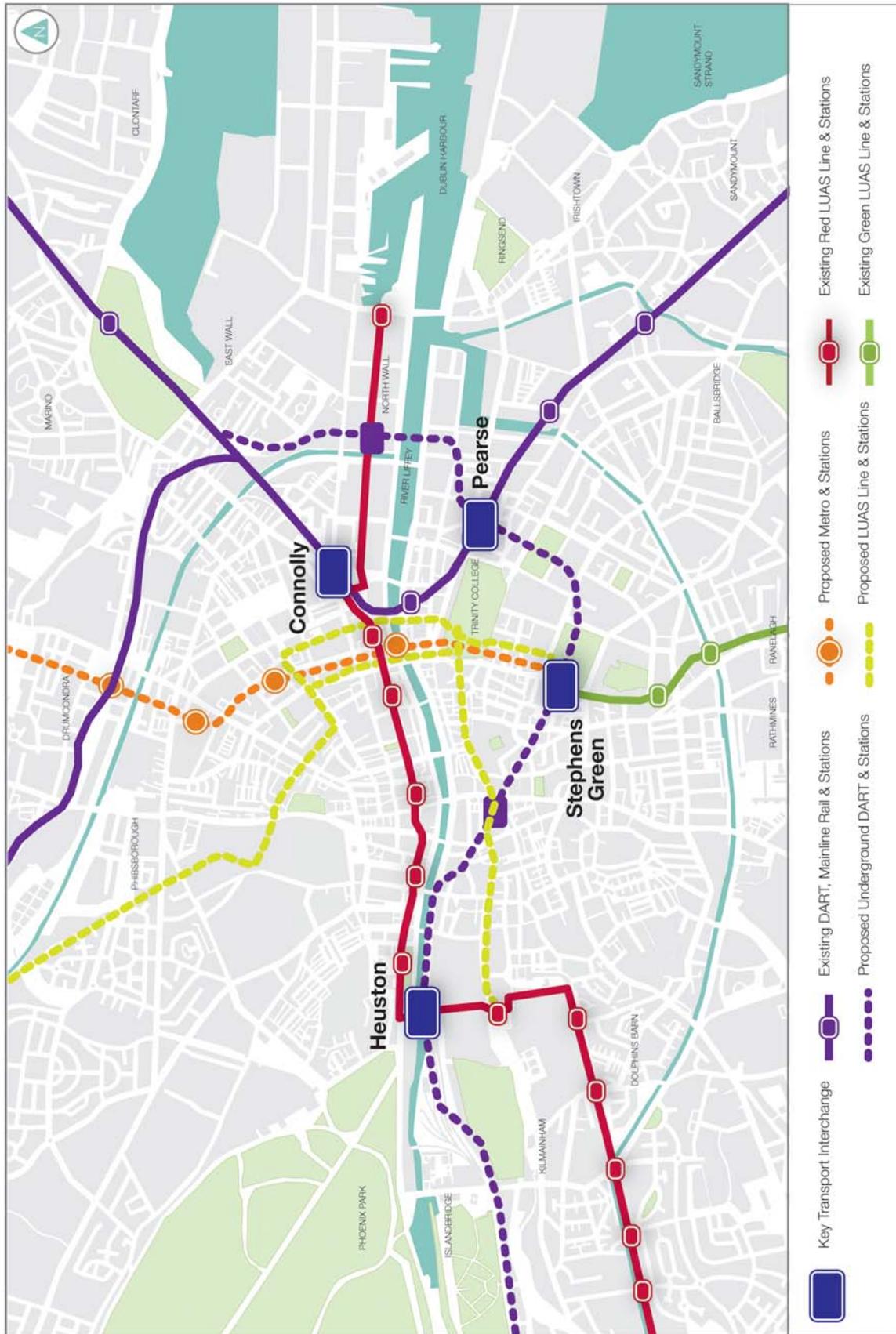
Dublin City Council consider that the elements of Transport 21 that relate to the city are critical infrastructure projects for the development of a sustainable city. The early delivery of these components of Transport 21 together with integrated ticketing is considered necessary to facilitate the full implementation of the core strategy. The Council will seek to influence all stakeholders to ensure the timely delivery of these Transport 21 projects.

The delivery of the Transport 21 Programme will result in a number of new public transport interchanges throughout the city, for example St. Stephen's Green, where the Metro will interchange with the Luas Green Line and the proposed DART Underground service. Interchange points will be related to travel generating uses with safe and convenient access so as to maximize passenger numbers.

It is the policy of Dublin City Council:

SI3	To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, to serve the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders
SI4	To promote and facilitate the provision of Metro North, DART Underground, the electrification of the Maynooth Line, the expansion of Luas and the Quality Bus Network in order to achieve the strategic transport objectives of the National Transportation Authority's 'A Platform for Change' and support the implementation of the Transport 21 Programme for Dublin city and the region
SI5	Not to provide for a Luas Line along Brighton Square or Brighton Road in view of the negative impact same would have on the residential amenity and conservation and heritage character of these residential roads. Dublin City Council will seek to influence the alignment of the potential Luas BXD Line in a way which facilitates the provision of this transport service without negatively impacting on areas of heritage and amenity value

Fig 7 City Centre Integrated Transport



It is the policy of Dublin City Council:

- | | |
|-----|--|
| SI6 | To oppose any Luas Line that would adversely impact on the Brighton Square/Brighton Road Residential Conservation Area |
| SI7 | That the proposed Luas BXD Line in the vicinity of the Royal Canal and Broombridge will have full regard to the heritage and amenity value of the area and this should be reflected in any environmental statement |
| SI8 | To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of walking and cycling with public transport, thereby making it easier for people to access and use the public transport system |

It is an objective of Dublin City Council:

- | | |
|------|--|
| SIO3 | To support and facilitate the implementation of 'Transport 21' public transport infrastructure and assist in facilitating the construction and associated mitigation of major public transport infrastructure projects where necessary |
| SIO4 | To support and facilitate the implementation of integrated ticketing and real time passenger information systems across the public transport network in association with relevant transport providers and agencies |
| SIO5 | To seek to ensure the implementation of integrated ticketing across all public transport modes within two years of the adoption of the development plan |
| SIO6 | To promote Park and Ride at suitable locations in co-operation with neighbouring local authorities |

It is an objective of Dublin City Council:

- | | |
|-------|--|
| SIO7 | To implement the Quality Bus Corridor Network measures outlined in the National Transportation Authority's 'A Platform for Change' and secure the development of new Quality Bus Corridors and the improvement of existing Quality Bus Corridors in co-operation with the Quality Bus Network Project Office |
| SIO8 | To facilitate and promote the enhancement of public transport bus services, through the implementation of traffic management measures, and by ensuring that the design and layout of neighbourhoods facilitates the expansion of bus services |
| SIO9 | To facilitate and support measures implemented or proposed by transport agencies to enhance capacity on existing lines and services, to provide interchange facilities and to provide new infrastructure including Metro North, DART Underground, Intercity and Commuter services and Luas network extension |
| SIO10 | To support relevant transport agencies, providers and adjoining local authorities in assessing the feasibility of developing Bus Rapid Transit systems within the Greater Dublin Area |

5.1.4.4 Cycling

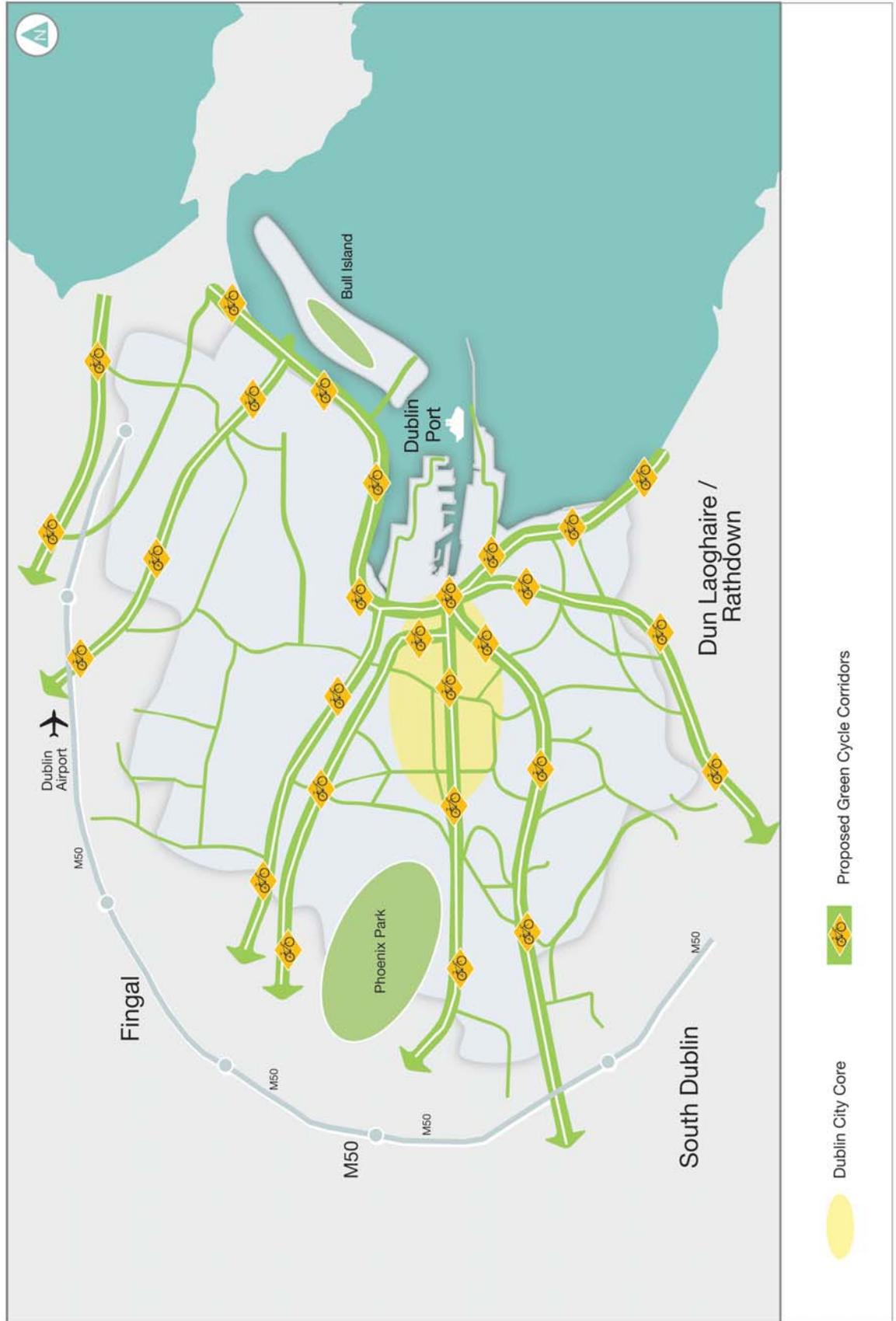
(see also Chapter 6)

Cycling is a healthy, efficient and environmentally friendly form of transport that has the potential to transform quality of life in the city and improve the health and well being of citizens. The vision for cycling is to make Dublin a city where people of all ages and abilities have the confidence, incentive and facilities to cycle so that by 2017, 25-30% of all new commutes within the city will be by bike. Infrastructure works will concentrate on improving cycle safety, access, parking and developing and improving the Dublin Cycle Network (See Appendix 7 Strategic Cycle Network and section 17.41 for cycle parking requirements).

It is the <u>policy</u> of Dublin City Council:	
SI9	To achieve a strategic, coherent and high quality cycle network across the city that is integrated with public transport and interconnected with cultural, recreational, retail, educational and employment destinations and attractions
SI10	To enhance, extend and provide cycling infrastructure in accordance with the National Cycle Policy Framework 2009 – 2020 and the government's, 'Smarter Travel, A Sustainable Transport Future 2009 – 2020'

It is an <u>objective</u> of Dublin City Council:	
SIO11	<p>To prepare and implement a Dublin Cycling Strategy which sets out the City Council's cycling policies, targets and programmes, together with an annual report on progress towards objectives which will include:</p> <ul style="list-style-type: none"> ◆ A cycle training programme ◆ A 'Safe Routes to Schools' programme ◆ A cycle signage strategy ◆ A cycling awareness strategy ◆ A new cycle parking strategy to provide guidance on the nature, quantum and location of cycling parking facilities in the city to address cycle parking needs at public transport stops and interchange, and other key destinations and attractions
SIO12	To develop the Strategic Cycle Network for Dublin city connecting key city centre destinations to the wider city and the national cycle network
It is an <u>objective</u> of Dublin City Council:	
SIO13	<p>To develop new cycle links including:</p> <ul style="list-style-type: none"> ◆ Sandymount to Clontarf using Dodder bridge and Macken Street bridge. ◆ Sutton to Sandycove, including a new off-road cycle and pedestrian route through Docklands and on to Clontarf ◆ Docklands Route ◆ Grand and Royal Canal Premium Routes ◆ Heytesbury Premium Route
SIO14	To develop a direct cycle linkage system away from the primary traffic network including on and off-road cycle lanes designed and constructed to minimise conflict with other road users.

Fig 6 Dublin City Green Cycle Network



It is an <u>objective</u> of Dublin City Council:	
SIO15	To improve existing cycleways and bicycle priority measures throughout the city
SIO16	To implement a 30kph speed limit inside the city centre (area between the canals)
SIO17	To monitor the success of the 'dublinbikes' scheme and to expand to the entire city
SIO18	To provide additional cycle and pedestrian bridges across the city's canals and rivers to form part of strategic cycling and walking routes
SIO19	To provide contra-flow possibilities for cyclists on one-way streets where possible
SIO20	To provide increased priority for cyclists at key road junctions where possible, by using road marking, priority light signals and other measures as appropriate

5.1.4.5 Walking

(see also Chapters 4, 6 and 10)

Walking is a safe, healthy and sustainable form of transport that can improve levels of health in the community, provide activity and vibrancy on the street and in public spaces and reduce road traffic volumes. Providing and maintaining a high quality walking environment is critical to promoting a culture of walking in the city and is essential to the creation of a sustainable, connected urban environment.

Dublin enjoys a high level of pedestrian activity for both the journey to work and also for movement within the city. For example in 2009, 80% of new city residents walked to work inside the canals. Dublin City Council will seek to provide a safe and pleasant walking experience for all and will actively encourage walking as the foremost mode of transportation throughout the city.

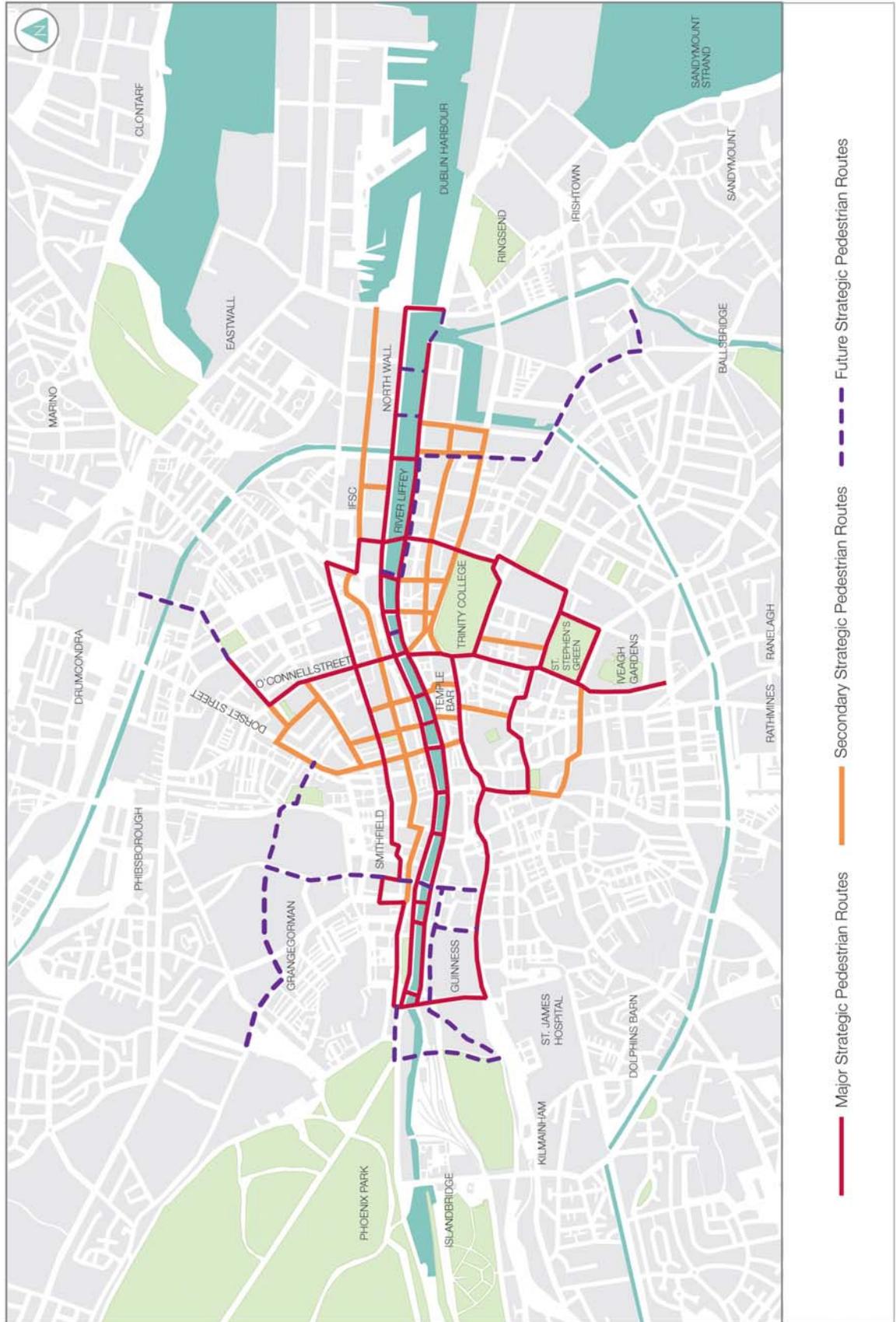
Legibility in the inner city will be improved by configuring the future urban structure around the pedestrian experience and through the implementation of a wayfinding and information framework. Interventions in the outer city will focus on connections to neighbourhoods, District Centres, open space networks and high quality, frequent public transport.

Dublin's streets and footpaths also provide an important setting for social interaction. This social aspect to our footpaths will be encouraged by providing adequate space for people to stop and talk without blocking other pedestrians.

It is the <u>policy</u> of Dublin City Council:	
SI11	To improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all

It is an <u>objective</u> of Dublin City Council:	
SIO21	To implement the Pedestrian Wayfinding System to provide legibility in the city centre, linking character areas and cultural locations through a pedestrian hierarchy in the public realm (see section 4.4.7)
SIO22	To extend the river Liffey Boardwalk westwards through the city centre from Capel Street towards Heuston
SIO23	To create and support a network of pedestrian infrastructure to promote and facilitate walking, provide improved levels of priority and lighting for pedestrians and cyclists along key desire lines and accommodate growth in public transport commuter numbers

Fig 8 Strategic Pedestrian Routes



It is an <u>objective</u> of Dublin City Council:	
SIO24	To develop a high quality pedestrian environment at new public transport interchanges and to identify improvements for existing interchanges
SIO25	To provide for safe crossing at vehicular intersections and identify further improvements in tandem with the emerging public transport and vehicular networks.
SIO26	To avail of opportunities to increase footpath widths within the city centre during the construction of Transport 21 projects
SIO27	To provide increased priority for pedestrians at gateways into the city where possible, through the introduction of increased pedestrian crossing points and other measures as appropriate. In particular, pedestrian crossing points on either side of the canal will be prioritised
SIO28	To provide an attractive environment for pedestrians that facilitates and encourages social interaction
SIO29	To explore the extension of the pedestrian zone in the Grafton Street area to include the creation of new pedestrian streets without compromising access to existing car parks in the city centre. Candidate streets for pedestrianisation would include but would not be limited to: Anne Street South, Duke Street, Clarendon Street and South William Street

5.1.4.6 Mobility Management & Travel Planning

Dublin City Council has established a Mobility Management Section with responsibility for managing and monitoring existing and future Travel Plans submitted

as part of the planning process. Dublin City Council is implementing its own Workplace Travel Plan.

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. At a strategic level this involves locating development in the most accessible locations while at a more detailed level it means designing new areas and developments in a way that minimises the need to travel from the outset.

Travel Plans

Travel Planning is a tool that helps to implement mobility management policies. Travel Plans can be prepared for a variety of uses including workplaces, residential developments and schools. Travel Plans may be required in certain circumstances to balance car use to the available road capacity and to provide for mobility via other more sustainable transport modes (See Appendix 5).

Transport Assessment

A Transport Assessment is a comprehensive review of all the potential transport impacts of a proposed development. In the case of developments with significant car trip generation potential and attraction rates, applicants will be required to submit a detailed assessment of the transportation systems provided and the impact of the proposed development on the surrounding environment and transportation network through the submission of a Transport Assessment (See Appendix 6).

It is the policy of Dublin City Council:

SI12	To promote best practice mobility management and travel planning to balance car use to capacity and provide for necessary mobility via sustainable transport modes
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It is an objective of Dublin City Council:

SIO30	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
SIO31	To review and monitor Travel Plans through the Dublin City Council Mobility Management Section

5.1.4.7 Car Parking

Dublin City Council will continue to implement a policy on car parking in the city that seeks to manage and provide car parking as part of the overall sustainable transport needs of the city.

It is the policy of Dublin City Council:

SI13	To retain on-street parking as a resource for the city, as far as practicable
SI14	To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure use
SI15	To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives
SI16	To provide for sustainable levels of car parking and car storage in residential schemes in accordance with development plan car parking standards (section 17.40) so as to promote apartment living for all age groups and family types

It is the policy of Dublin City Council:

SI17	To encourage the use of innovative measures, such as car clubs, to reduce the requirement for car parking
SI18	To safeguard the residential parking component in mixed-use developments

It is an objective of Dublin City Council:

SIO32	To progressively eliminate all 'free' on-street parking, both within the canals and in adjacent areas, where there is evidence of 'all day' commuter parking, through the imposition of appropriate parking controls, including disc parking
SIO33	To renew restrictions on the use and cost of on-street parking and change them, as necessary, in order to discourage commuter parking and to facilitate short-term parking for shopping, business and leisure purposes
SIO34	To develop lorry parks, bus parks and taxi holding areas in selected areas where deemed necessary and in co-operation with private enterprise, so as to eliminate the hazards of unsuitable lorry, bus and taxi parking in residential and other areas
SIO35	To give consideration to the metering of loading facilities, where appropriate, to ensure maximum use of the available servicing capacity
SIO36	To give consideration to the provision of on-street motorcycle parking at various locations throughout the city where considered appropriate

It is an objective of Dublin City Council:

SIO37 To identify suitable and appropriate new locations including off-street in the city centre for the parking of private or tour operated coaches with a view to discontinuing the practice of allowing coaches to park in such places as Mountjoy Square, College Green, Nassau Street, Merrion Square and Wilson Terrace

It is the policy of Dublin City Council:

SI20 To carry out road capacity improvements where required in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians, and will be subject to environmental and conservation considerations

5.1.4.8 Road Capacity Improvements

(see also [Zoning Maps](#))

A number of key road capacity improvements are required to facilitate the sustainable movement of goods and people throughout the city and to ensure ease of access.

It is the policy of Dublin City Council:

SI19 To support the provision of a link between north Dublin Port and the Southern Cross/ South Eastern Motorway via an eastern bypass of the city, in conjunction and co-operation with other transport bodies, the National Roads Authority and local authorities. The preferred method is by means of a bored tunnel and the preferred route is under Sandymount and Merrion Strand and Booterstown Marsh. However, the route and detailed design of the link road will be subject to an Environmental Impact Assessment and all statutory requirements, including a public consultation process, by the relevant authorities. An Appropriate Assessment of the proposed project for the entire route is also required in accordance with the Habitats Directive.



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

- SIO38 To initiate and / or implement the following road improvement schemes and bridges within the six year period of the development plan, subject to the availability of funding:
- ◆ Roads
 - ◆ Ratoath Road including Reilly's Bridge
 - ◆ River Road
 - ◆ Richmond Road
 - ◆ Malahide Road/R107 (including North Fringe improvements)
 - ◆ Blackhorse Avenue
 - ◆ Clonshaugh Road Industrial Estate
 - ◆ Ballymun (improved town centre linkage)
 - ◆ Kilmainham/South Circular Road
 - ◆ Link from Military Road to Conyngham Road
 - ◆ East Wall Road/Sheriff Street to North quays
 - ◆ Cappagh Road
 - ◆ Bridges
 - ◆ Reilly's Bridge
 - ◆ Public transport, Pedestrian and Cyclists
 - ◆ Marlborough Street Bridge
 - ◆ Dodder Bridge
 - ◆ Liffey Valley Park Pedestrian / Cycle Bridge
 - ◆ Cycle/pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Green Infrastructure Network



5.1.4.9 Traffic Management

A wide range of public realm, traffic management and public transport projects will occur in the city centre during the life of the Dublin City Development Plan and beyond. The city's road network must be effectively managed during this period in order to keep all road users interacting

safely and efficiently while ensuring full accessibility and maintaining the economic competitiveness of the city.

Traffic management policy will recognise the varying needs of the city through the day such as commuter peaks, shopping and business, service and delivery etc. In assessing priority, account will be taken of the number of people who travel and not exclusively the number of vehicle movements.

It is the policy of Dublin City Council:

SI21 To improve the management and control of traffic in the city to increase internal and external sustainable accessibility, to improve road safety, to mitigate the impact of Transport 21 construction works and to minimise the adverse environmental impacts of the transport system. In the city centre this will reflect the needs of residents, employment and workers, shoppers and visitors

It is an objective of Dublin City Council:

SIO39 To implement the actions of Dublin City Council's City Centre Transport Plan

SIO40 To continue investment in the city's computer-based area traffic signal control system and in other Information Technology (IT) systems to increase the capacity of Dublin City Council's Traffic Control Centre to manage traffic in the city

SIO41 To manage restrictions on the use of road space for road works or general construction, in accordance with Dublin City Council's "Directions for the Control and Management of Road Works"

It is an objective of Dublin City Council:

SIO42 To provide vehicle users with up-to-date and accurate information on traffic conditions and parking availability in the city through use of a range of communications / media measures

SIO43 To carry out a review of traffic management and calming plans for local areas throughout the city in consultation with local communities and subject to availability of resources

SIO44 To carry out a review of speed limits and traffic management in the vicinity of schools and prepare traffic calming plans where appropriate, in consultation with communities and the elected members, and subject to the availability of funding

SIO45 To develop a Regional Traffic Management Strategy in co-operation with neighbouring local authorities

It is an objective of Dublin City Council:

SIO46 To develop a traffic management and environmental protection plan for sports stadia and significant cultural events in consultation with relevant transport, sporting and cultural bodies

SIO47 To engage with public transport providers/agencies and event organisers regarding the feasibility of developing a 'Free Travel' scheme for ticket holders attending major events, concerts, conferences and sporting fixtures in the city

SIO48 To monitor the effectiveness of the HGV Management Strategy and build upon the opportunities presented in its implementation or expansion

5.1.4.10 Environmental and Road Safety Impacts of Traffic

It is an objective of Dublin City Council:

- SIO49 To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:
- ◆ The implementation of traffic calming in appropriate areas based on the Environmental Traffic Cell or 'Homezone' model ([see section 5.2.4.10](#))
 - ◆ The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council
 - ◆ The support of the government's Electric Transport Programme by examining measures that would facilitate the roll-out of charging infrastructure for electric vehicles, including advance planning for the suitable layout and location of facilitating infrastructure for electric transport

5.1.4.11 Dublin Port Tunnel Structural Safety

([see also Zoning Maps and Map J](#))

It is the policy of Dublin City Council:

- SI22 To require the submission of a Development Assessment for all development proposals located in the vicinity of Dublin port tunnel. Detailed requirements are set out in Appendix 9

5.1.4.12 Accessibility for All

Dublin City Council, as a signatory to the Barcelona Declaration, will address and support agencies addressing the pertinent

transport/access/egress needs of people with mobility impairment and/or disabilities, including the elderly and people with children to create a city environment that is safe and accessible to all.

Dublin City Council will develop a city centre pedestrian network inclusive of facilities for people with mobility impairment and/or disabilities, linking key public buildings, shopping streets, public transport points, and tourist and recreational attractions.

It is the policy of Dublin City Council:

- SI23 To improve facilities and encourage relevant transport agencies / transport providers to provide for the needs of people with mobility impairment and/or disabilities including the elderly and parents with children

It is an objective of Dublin City Council:

- SIO50 To develop a city centre pedestrian network which includes facilities for people with disabilities and/or mobility impairments based on the principles of universal design

- SIO51 To provide on and off-street disabled driver parking bays in excess of minimum requirements where appropriate ([see section 17.40.5](#))

- SIO52 To prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms



5.2 WATER, DRAINAGE, WASTE, ENERGY AND TELECOMMUNICATIONS INFRASTRUCTURE

5.2.0 INTRODUCTION

Dublin City Council is committed to providing and delivering infrastructural services, which will enhance the quality of the city's environment and also facilitate sustainable economic development. Dublin City Council's policies and objectives intend to provide high quality public infrastructure which aims to minimise waste, promote sustainable production and consumption of drinking water, ensure efficient and effective wastewater treatment, mitigate where possible and adapt to the impacts of climate change, protect and improve water resources/water dependant ecosystems and to support the green infrastructure network. Infrastructural requirements and issues relating to energy supply and telecommunications, while not the direct remit of Dublin City Council have implications for planning and development.

5.2.1 ACHIEVEMENTS

Dublin City Council, in partnership with other organisations and local authorities in the region has been working to improve all aspects of our environment. Over the last number of years a number of projects have been completed or undertaken.

The Climate Change Strategy for Dublin City 2008-2012 builds on existing environmental policies whilst recognising the potential implications of climate change as one of the key drivers of change within our community.

The Water Services Plan 2009 summarises the current strategic plans for water supply, wastewater, drainage and storm water developed over past decades.

Dublin City Council has commissioned the Dublin Coastal Flooding Protection Project to assess and address the risk from tidal flooding around the coastline and within tidal reaches of a number of rivers and canals. Progress has also been made on advancing flood defence schemes in conjunction with the Office of Public Works. As part of this project new flood protection gates will be constructed that will allow for the reopening of the Royal Canal to navigation.

The establishment of the Dublin City Council Major Emergency Plan in accordance with the National Framework for Emergency Management aims to respond to flood and other risks.

The Eastern River Basin District River Basin Management Plan aims to protect and improve natural water resources and ecosystems.

The City Council has also adopted a Litter Management Plan, which has set high standards for cleanliness across the city.

5.2.2 CHALLENGES

The Dublin region is facing a number of infrastructural challenges particularly in the supply and demand for high quality drinking water and for waste water treatment. The main challenge to be addressed regarding drinking water supply and wastewater treatment are centred on meeting future increasing demand due to population growth, improving the efficiency of the existing networks and encouraging water conservation. The Dublin Region Water Supply Project is in progress to identify a new water supply source to avoid shortages of drinking water in the future. The city needs to develop significant additional capacity for storing treated water

to alleviate the risks of water shortages occurring in the event of extreme weather or other mishap.

Progress in the development of the Greater Dublin Regional Wastewater Treatment Plant, Marine Outfall and orbital sewer to be located in the northern part of the Greater Dublin Area is essential to the future growth of the Dublin region.

In waste management the main objective is to facilitate the development of recycling in order to minimise the use of landfill. It is a target of the EU Landfill Directive for the Dublin region to reduce the amount of waste going to landfill from 450,000 tonnes to 150,000 tonnes by the year 2013.

It is crucial to respond to the issue of climate change and the impact of increased flood risk due to extremes of weather by flood risk management. Given the onset of climate change and increased flood risk from extreme events, flood risk assessment and management is required in relation to all aspects of the development plan, including the areas of urban design, flood resilient construction materials and individual developments. In this matter the development plan and all developments will have regard to the *Guidelines for Planning Authorities on Flood Risk Management Guidelines* (2009) issued by the Department of the Environment Heritage and Local Government.

A sustainable approach is required in relation to the management of the essential engineering and water services with the emphasis on conservation and efficient use of resources.

5.2.3 THE STRATEGIC APPROACH

(see Figure 9)

The main strategic issues for the current plan period are identified as;

- Reduce the city's reliance on unsustainable energy and fuel sources and its contribution to climate change in order to secure a sustainable, low-carbon future
- Ensuring an adequate and resilient supply of wholesome and clean drinking water in compliance with EU and Irish National Legislation (Drinking Water Regulations 2007 and future amendments)
- Providing necessary infrastructure and the securing of corridors for utility infrastructure to match the compact spatial pattern of development
- Achieving the efficient use of natural resources, such as water
- Encouraging sustainable production, delivery and consumption of drinking water
- Reducing dependency on fossil fuels and improve energy efficiency in new and existing buildings and promote the use of renewable energy in the city's building stock
- Minimising waste, with an emphasis on maximum recycling
- Using Flood Risk Assessment techniques, identification and management of these risks to be put in place through the identification and protection of existing and proposed flood defences and the need for flood resilient urban and building design and construction.
- Developing greater co-ordination with the other planning authorities and Environmental Protection Agency in

the Greater Dublin Region with regard to infrastructural and climate change issues

- Ensure the implementation of the recommendations and actions of the Dublin City Council Water Services Strategic Plan 2009
- Improve the city's resilience and ability to adapt to climate change.

5.2.4 POLICIES AND OBJECTIVES

5.2.4.1 Towards a Sustainable Dublin

Dublin City Council aims to reduce the city's reliance on unsustainable energy and fuel sources and also the city's vulnerability, and contribution, to the effects of climate change. The transition to a low-carbon economy will bring challenges for competitiveness but also opportunities for growth including a diverse and resilient local economy, a healthy environment and high quality of life, and a strengthening of the city's reputation. (see also section 2.3)

It is the policy of Dublin City Council:

SI24	To reduce the city's eco-footprint and to combat the key factors of climate change, in tandem with improving the city's economic competitiveness and driving the city into the future as a city of leadership on quality of life factors and sustainable living
SI25	To have regard to the Climate Change Strategy For Dublin City 2008-2012 and relevant government policies including The National Climate Change Strategy 2007-2012, The National Energy Policy 2007 and The National Energy Efficiency Action Plan 2007-2020 (see also section 2.3 and section 8.4.6)

It is an objective of Dublin City Council:

SIO53 To implement the recommendations and actions of the Climate Change Strategy for Dublin City 2008-2012

SIO54 To seek to achieve the targets for emissions reduction as set out in the Climate Change Strategy for Dublin City 2008-2012

5.2.4.2 Dublin City as a Leader on Climate Change

Dublin city has the potential to become a best-practice city and leader on climate change. Dublin City Council will actively promote the city's transition to a low-carbon economy with a range of sustainability initiatives and will seek to foster a culture of innovation and creativity on green and low-carbon technologies. Climate Change adaption measures such as flood resilient design and construction and the use of sustainable urban drainage systems have an important role to play in dealing with the effects of climate change and Dublin City Council promotes the use of such techniques.

It is the policy of Dublin City Council:

SI26 To promote the concept of carbon neutral sustainable communities throughout the city

SI27 To promote and facilitate the usage of renewable energy sources throughout the city (see also section 5.2.4.14 to 5.2.4.16 and section 11.4.3)

SI28 To promote high energy and environmental standards, with a particular emphasis on the three sectors that contribute most to climate change in the city – residential, commercial and transport sectors – as well as all initiatives and areas that are under the direct control or sphere of influence of Dublin City Council

It is an objective of Dublin City Council:

SIO55 To seek to initiate and support carbon neutral demonstration projects in conjunction with local communities

SIO56 To seek to initiate pilot projects utilising innovative green technology to ascertain the feasibility of renewable energy sources in city centre locations

SIO57 To seek to initiate and support carbon neutral public park lighting schemes through the use of green technology and the provision of renewable energy sources within these green spaces

SIO58 To investigate the feasibility of using public parks as places where unobtrusive and visually pleasing renewable energy sources might be located, with the objective of reducing the level of carbon used to service these green spaces

5.2.4.3 Waste Management

Under existing legislation, the Waste Management (amended) Act 2001, a development plan is required to include the objectives of the Waste Management Plan for its area. The Greater Dublin Waste Management Plan 2005-2010 provides a framework for minimising waste, encouraging recycling and ensuring the avoidance of environmental pollution. The policy includes diversion from landfill in accordance with targets set out in the European Union Landfill Directive.

Nothing in this section shall be taken to confer the approval of the Members for the proposed Incinerator at Poolbeg which has been consistently opposed and is opposed by the elected members of Dublin City Council.

It is the <u>policy</u> of Dublin City Council:	
SI29	To support the principles of good waste management and the implementation of best international practice in relation to waste management in order for Dublin city and the region to become self-reliant in terms of waste management
SI30	To prevent and minimise waste
SI31	To develop centralised biological treatment
SI32	To encourage and support material sorting and recycling (see also Appendix 16)
SI33	To minimise the amount of waste which cannot be prevented and ensure it is disposed of without causing environmental pollution
SI34	To ensure that effect is given as far as possible to the "polluter pays" principle

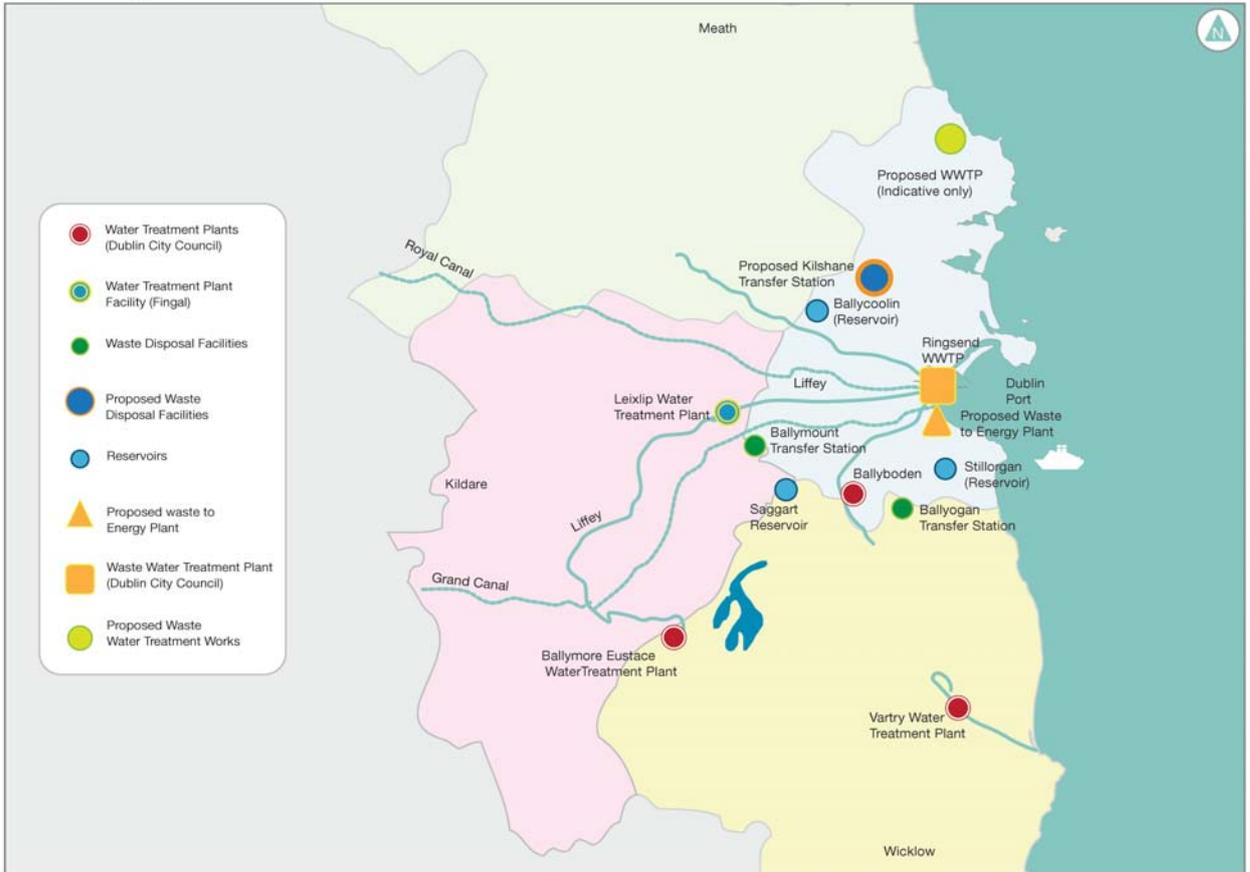
It is an <u>objective</u> of Dublin City Council:	
SIO59	To provide for municipal/ public recycling and communal composting facilities in accessible locations throughout the city
SIO60	To seek the provision of adequately sized public recycling facilities in new commercial developments where appropriate
SIO61	To promote the reuse of building materials, recycling of demolition material and the use of materials from renewable sources. In all developments in excess of 10 housing units and commercial developments in excess of 1000sq.m. a materials source and management plan showing type of materials/proportion of reuse/recycled materials to be used shall be implemented by the developer

It is an <u>objective</u> of Dublin City Council:	
SIO62	To implement the Litter Management Plan through enforcement of the litter laws, street cleaning and education and awareness campaigns

5.2.4.4 Water Supply

The Dublin City Council Water Services Strategic Plan 2009 sets out the vision for water supply services in the Dublin 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 increased production, storage and delivery capacity. Due to projected population growth a new water source supply will be required in the medium to long term (post 2016). Given the long lead in time, progress on this project will need to be advanced during the currency of this development plan. The Dublin Region Water Supply Project is in progress to identify a new water supply source to avoid shortages of drinking water in the future. Dublin City Council must seek to ensure efficient use of drinking water resources with the emphasis on conservation. In particular any pre-planning consultations on new development by the planning authority must include water conservation and the capacity of the existing water supply infrastructure to supply the proposed development.

Fig 9 Regional Infrastructure



It is the <u>policy</u> of Dublin City Council:	
SI35	In conjunction with other local authorities in the region, to implement a strategy to ensure the development of adequate drinking water systems and to provide for their expansion to meet anticipated demand and to provide long-term adequate, wholesome and clean and resilient water supplies for the city and region (see also sections 8.4.6 and 8.4.9 and Appendix 2 – Water Services Plan)
SI36	To maximise the potential for beneficial re-use of water and to reduce leakage to the minimum possible level in the water supply system through operational leak detection measures and the watermains rehabilitation renewal programme
SI37	To take all necessary steps to ensure that the quality of treated water supplied to all of its customers is in compliance with the Water Quality directives of the EU and national legislation
SI38	To comply with directions issued by EPA in its role as water regulator
SI39	To take all reasonable steps to put in place adequate strategic service storage to facilitate the efficient and effective management of the water supply system

It is the <u>policy</u> of Dublin City Council:	
SI40	To ensure that all costs associated with the provision of water and the collection of wastewater to/from non-domestic customers are recovered from those in accordance with the “polluter pays” principle

It is an <u>objective</u> of Dublin City Council to:	
SIO63	To promote best practice in all aspects of water supply including planning, supply, treatment, storage, transmission, distribution and conservation
SIO64	To promote the introduction of efficient water saving fixtures and fittings in all developments in compliance with the water bye-laws
SIO65	To promote a reduction in water supply demand through a range of conservation measures including rainwater harvesting
SIO66	To co-ordinate with the other planning authorities in the Greater Dublin Region regarding the supply of drinking water
SIO67	To protect and safeguard the integrity of water supply facilities, installations and pipes
SIO68	To facilitate the identification and securing of service corridors for water supply
SIO69	To seek to initiate pilot projects encouraging homeowners to install rainwater recovery systems where feasible in conjunction with local communities.

5.2.4.5 Natural Watercourses

The European Union Water Framework Directive aims to provide a strengthened system for the protection and improvement of water courses and water dependant ecosystems throughout the member states. Ireland has been divided into eight river basin districts. Dublin City Council is the lead authority for the Eastern River Basin District, which comprises all, or part of 12 local authorities in the east of the country. The Environmental Objectives (Surface Water Regulations) which came into effect on 30th July 2009 are a horizontal instrument in that they have significant implications across a range of

existing legislation and they address the requirements of the Water Framework, Dangerous Substances and Priority Substances directives.

It is the policy of Dublin City Council

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| SI41 | To promote the achievement of good ecological status, good ecological potential and good chemical status for all waterbodies in the city by 2015 in accordance with The Water Framework Directive. |
| SI42 | To protect the city's groundwater resources in accordance with The Water Framework Directive. |

It is an objective of Dublin City Council:

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| SIO70 | To implement the European Union Water Framework Directive through the implementation of the Eastern River Basin Management Plan and programme of measures |
| SIO71 | To take into consideration the Eastern River Basin Management Plan when considering new development proposals |

5.2.4.6 Wastewater

The Greater Dublin Strategic Drainage Study identifies the policies, strategies and projects for developing a sustainable drainage system for the Greater Dublin Region. The study has identified the need for the Greater Dublin Regional Wastewater Treatment Plant, Marine Outfall and orbital sewer, significant improvement in the Drainage collection network and the need to upgrade existing treatment plants to their ultimate capacity.

It is the policy of Dublin City Council:

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| SI43 | To ensure the upgrading of wastewater infrastructure and to facilitate the provision and safeguarding of infrastructure corridors required to facilitate sustainable development in the city and region (see also sections 8.4.6 and 8.4.9 and Appendix 2 – Water Services Plan) |
| SI44 | To support the development of the Greater Dublin Regional Wastewater Treatment Plant, Marine Outfall and orbital sewer to be located in the northern part of the Greater Dublin Area to serve the Dublin region as part of the Greater Dublin Strategic Drainage Strategy |
| SI45 | To provide additional and improved wastewater treatment capacity by the upgrading of the Ringsend Wastewater Treatment Plant |
| SI46 | In co-operation with the other local authorities to implement the recommendations, as appropriate, of the Greater Dublin Strategic Drainage Strategy, subject to funding being available |

It is an objective of Dublin City Council:

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| SIO72 | To minimise storm water discharge to the public drainage network by the use of Sustainable Urban Drainage systems in accordance with Dublin City Council's Drainage Code of Practice |
| SIO73 | To require that all new developments comply with the Greater Dublin Regional Code of Practice for Drainage Works and the code of practice for drainage works as set out by Drainage Division of Dublin City Council |

It is an objective of Dublin City Council:

SIO74 To promote the reduction of pollution loading in the discharges to the public sewer network from industries within the city and in the Dublin region

It is an objective of Dublin City Council:

SIO75 In cooperation with other local authorities in the region to implement appropriate development management policies to prevent overloading of the wastewater infrastructure and the consequent risk of pollution of natural waterbodies

SIO76 To require that all developments should include a Wastewater Discharge Plan to accompany any application demonstrating to the satisfaction of the planning authority that the proposed discharge of waste water from the proposed development, in conjunction with existing discharges, would not cause non-compliance with the combined approach as defined in the Waste Water Discharge (Authorisation) Regulations 2007.

5.2.4.7 Flood Management

The Office of Public Works is responsible at a national level for addressing flood risk and along with the Department of Environment, Heritage and Local Government has published a national policy guidance document on the consideration of flood risk within planning and development management. The OPW Flood Hazard Maps show information on a map about places that may be at risk from flooding. See www.floodmaps.ie for details.

It is recognised that the risk of flooding has increased due to climate change and sea level rise. There are three types of flooding events which can arise separately or in combination:

- Coastal Flooding arising from the sea or estuary
- Fluvial Flooding arising from Rivers or streams
- Pluvial Flooding arising from extreme rainfall

The Dublin City Council Water Services Strategic Plan 2009 is the current strategic plan in place for Dublin City and sets out a number of objectives in relation to flood risk management including an objective to meet the requirements of the Floods Directive. Dublin City Council has been working in cooperation with the OPW to put in place appropriate studies and policies to address this issue (see also Appendix 17 on Flood Defence Infrastructure). The three types of flooding above have been addressed by various measures and policies including:

- Coastal Flooding – the 2005 Report on the Dublin Coastal Flood Protection Project
- Fluvial Flooding – The preparation of Catchment Flood Risk Assessment Models (CFRAMS)
- Pluvial Flooding – the implementation of the SAFER Project and the Flood Resilient Cities Project
- General – the guidelines issued by the DEHLG on “The Planning System and Flood Risk Management”

‘Guidelines for Planning Authorities on the Planning System and Flood Risk Management’ (2009) have been issued by the Department of Environment, Heritage and Local Government. As set out in these guidelines, when considering development

in flood risk areas, regard to the sequential approach will be applied. The sequential approach involves:

- Assessing areas for risk of flooding
- Avoiding development in areas at risk of flooding
- If this is not possible, consider substituting a land-use that is less vulnerable to flooding
- Only when both avoidance and substitution cannot take place should consideration be given to mitigation and management of risks

Possible exceptions to restriction of development due to potential flood risks are provided for through the use of a Justification Test, whereby the overriding planning need and the sustainable management of flood risk to an acceptable level can be demonstrated.

It is the policy of Dublin City Council

SI47 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

SI48 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 are at risk of flooding

SI49 To have regard to the Guidelines for Planning Authorities on the Planning System and 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

It is the policy of Dublin City Council

SI50 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 developments 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.

It is an objective of Dublin City Council:

SIO77 To require all applicants, where appropriate, to carry out a Flood Risk Assessment in accordance with the Departmental 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

5.2.4.8 Sustainable Urban Drainage Systems (SUDS)

SUDS are a series of management practices and control structures that aim to mimic natural drainage. SUDS reduce flood risk, improve water quality and provide amenity through the use of permeable paving, swales, green roofs, rain water harvesting, detention basins, ponds and wetlands. SUDS can achieve multiple objectives such as removing pollutants from urban run-off at source, controlling

surface water run-off from developments and ensuring flood risk does not increase further downstream. Furthermore SUDS offer the opportunity to combine water management with green space, which can increase amenity and biodiversity. SUDS also forms an integral part of green infrastructure as set out under the Greening the City priority in Chapter 6 and in the Guiding Principles section 16.2

It is the <u>policy</u> of Dublin City Council	
SI51	To incorporate and promote the use of Sustainable Urban Drainage Systems within City Council Developments and other infrastructural projects as set out in the Greater Dublin Regional Code of Practice for Drainage Works (see also Policy GCO4 and section 16.2.3)
SI52	To require the use of Sustainable Urban Drainage Systems in all new developments, where appropriate, as set out in the Greater Dublin Regional Code of Practice for Drainage Works. The following measures will apply: <ul style="list-style-type: none"> ◆ The infiltration into the ground through the development of porous pavement such as permeable paving, swales, detention basins. ◆ The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basins, ponds, wetlands. ◆ The slow down of the movement of water



5.2.4.9 Air Quality

Dublin City Council, Dún Laoghaire – Rathdown County Council, South Dublin County Council, and Fingal County Council have jointly prepared the ‘Dublin Regional Air Quality Management Plan, 2008-2012’ under the provisions of the Air Pollution Act 1987.

Local authorities, through the planning system, can help minimise the adverse effects of air pollution associated with the construction phase of major infrastructural projects and large-scale developments. While individual projects may have a limited lifespan, the cumulative effect on air quality in some areas of the city has been pronounced and requires increased controls. These controls can most appropriately be dealt with by placing planning conditions on permissions for new development.

It is the policy of Dublin City Council

SI53	To monitor and improve air quality in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets.
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It is an objective of Dublin City Council:

SIO78	To promote sustainable design and construction to help reduce emissions from the demolition and construction of buildings
SIO79	To encourage the use of internal ductings/staircores within all new mixed use developments where appropriate to facilitate air extraction/ventilation units and other associated plant and services
SIO80	To implement the Dublin Regional Air Quality Management Plan 2008-2012 in cooperation with the other local authorities in Dublin

5.2.4.10 Noise Pollution

Dublin City Council is actively engaged in the strategic management of noise in compliance with requirements under the Environmental Noise Directive. In 2008, noise maps and a Noise Action Plan

were produced by Dublin City Council in conjunction with the other Dublin Authorities.

Dublin City Council, through the planning system, can minimise the adverse impacts of noise pollution by controlling developments, which are noise intensive away from more sensitive areas such as residential areas. Furthermore, where it is considered that a proposed development is likely to create disturbance due to noise, a condition can be imposed by the planning authority on any planning permission limiting the hours of operation and level of noise generation.

It is the policy of Dublin City Council:

SI54	To reduce noise pollution by requiring all developments to be designed and operated in a manner that will minimise noise levels (see also sections 17.9.1{A1.5}, 17.37, and 17.38)
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It is an objective of Dublin City Council:

SIO81	To implement the Dublin Agglomeration Noise Action Plan in cooperation with the other local authorities in Dublin
SIO82	To implement a strategy to develop areas such as 'Home Zones' or 'Streets for People' in the layout of new developments and use surface treatments to public roads, which minimise noise during the lifetime of the development plan
SIO83	To support new technologies and practices as a power source in transport to reduce noise

It is an <u>objective</u> of Dublin City Council:	
SIO84	To protect residents of mixed-use developments from noise emanating from other uses such as shops, offices, nightclubs, late night busking, public houses and other night time uses through the Planning System
SIO85	To give careful consideration to the location of noise sensitive developments so as to ensure they are protected from major noise sources where practical
SIO86	To support and facilitate the monitoring and enforcement by the environmental health department of noise reduction measures in areas experiencing excess noise
SIO87	To adopt noise by-laws for the protection of residential communities

5.2.4.11 Light Pollution

Lighting columns and other fixtures can have a significant effect on the appearance of buildings and the environment and where proposals for new lighting requires planning permission, Dublin City Council will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary and should shield the light given out so as to avoid creating glare or emitting light above a horizontal plane.

It is the <u>policy</u> of Dublin City Council:	
SI55	To ensure that the design of external lighting proposals minimises light spillage or pollution in the surrounding environment and has regard to the residential amenity of the area (see also Objective FCO29)

It is the <u>policy</u> of Dublin City Council:	
SI56	To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets and highways i.e. use of low-level bollard lighting along cycle paths

5.2.4.12 SEVESO Establishments/ Industry – Control of Major Accident Hazards Directive (SEVESO II Directive)

The E.U Directive (96/82 EC) on the control of major accident hazards, commonly referred to as the SEVESO II Directive was adopted on the 3rd February 1999. It was introduced into Irish Law through the EC (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2000 (S.I. No. 476 of 2000), on the 21st December, 2000.

The Directive aims to prevent major accident hazards involving dangerous substances and chemicals and the limitation of their consequences for people and the environment. These objectives must be pursued through controls on the following:

- The siting of new establishments;
- Modifications to existing establishments;
- Development in the vicinity of an establishment which, by virtue of its type or siting, is likely to increase the risk or consequences of a major accident.

The Health & Safety Authority provides advice to planning authorities where appropriate in respect of planning applications for development within a certain distance of the perimeter of these sites. The document entitled “Policy & Approach of the Health & Safety Authority to COMAH Risk-based Land-use Planning (September 2009)” sets out the policy of

the Authority on the Land-use Planning requirements of the European 'Seveso' Directive on the control of major accident hazards (see Appendix 19).

It is the policy of Dublin City Council:

SI57 In conjunction with the Health and Safety Authority (HSA), to implement the provisions of the Seveso II (COMAH) Directive and to have regard to the provisions of the directive and recommendations of the HSA in the assessment of all planning applications located on or impacted by such sites (see also section 15.10.7)

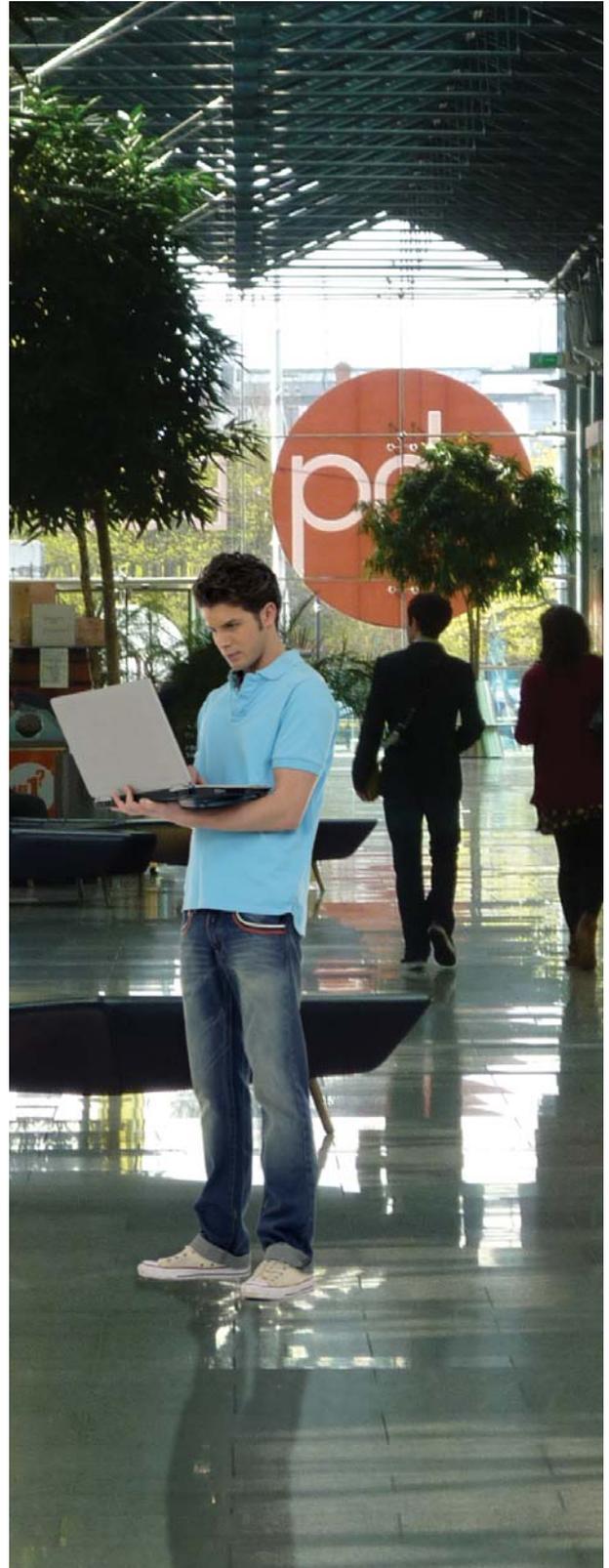
5.2.4.13 Telecommunications

Telecommunications infrastructure is a key requirement within the city of Dublin. The availability of services such as high speed broadband is essential to the national economy but also to local communities in every day life.

Dublin City Council is mindful that the provision of telecommunications infrastructure most notably antennae can impact on residential amenity and visual amenity. Appendix 18 provides guidelines in relation to telecommunications antenna in terms of siting and design, visual amenity and health and safety issues.

It is the policy of Dublin City Council:

SI58 To encourage and facilitate telecommunications infrastructure in appropriate locations throughout the city as a means of improving economic competitiveness and contributing to sustainable movement by reducing the need to travel through enabling e-working, e-commerce and distance learning (see also section 17.35)





It is an objective of Dublin City Council:

SIO88 To facilitate the development of accessible Wi-Fi Zones within Dublin city during the lifetime of this plan

5.2.4.14 Ducting

Dublin City Council recognises the importance of access to and provision of Information Communication Technology Infrastructure notably for high speed broadband. It is important to ensure that new residential and commercial developments are connected in terms of ducts to existing or proposed optical fibres. The ducting could be used by operators on a shared basis and where appropriate could contain other types of public utilities.

It is the policy of Dublin City Council:

SI59 To require the use of ducting for information communication technology within individual new residential and commercial developments and also in the key developing areas as set out in this plan (see also Objective SIO79)

5.2.4.15 Energy Supply

The development of a secure and reliable energy network is recognised as an important element for not only supporting economic development but also to provide for the needs of every sectoral interest in the city. Dublin City Council will support a wide range of energy supply solutions to meet future demand, with particular emphasis on renewable energy sources and those which are less carbon intensive. Dublin City Council is cognisant of the future requirements of the service providers in relation to enhancing and upgrading existing facilities or networks. Where possible, Dublin City Council will support the statutory providers of national grid infrastructure by safeguarding strategic corridors where identified from other developments which might inhibit the provision of energy supply networks.

It is the policy of Dublin City Council:

SI60 To support a wide range of energy solutions to meet consumption needs, with a particular emphasis on renewable energy sources to secure a low carbon electricity supply (see also sections 5.2.4.2, 5.2.4.15, 5.2.4.16, and 8.4.6)

It is an objective of Dublin City Council:

SIO89 To support the government targets of having 40% of electricity consumption generated from renewable energy sources by the year 2020 (see also section 5.2.4.2)

5.2.4.16 Energy Efficiency

Dublin City Council is fully committed to encouraging the efficient use of energy and the use of renewable energy in new and refurbished buildings throughout the city, in accordance with the energy efficiency policies, objectives and standards throughout this development plan. (see also sections 11.4.3 and 17.1.4)

In March 2009, the Lord Mayor of Dublin signed the EU 'Covenant of Mayors' under which 729 European Cities are working together to go beyond the EU 2020 Targets for a 20% reduction in CO₂ emissions. The Dublin City Sustainable Energy Action Plan 2010-2020 aims to prioritise and elaborate on the main energy-related actions arising from the Climate Change Strategy.

It is a policy of Dublin City Council:

SI61 To promote energy efficiency, energy conservation, and the use of renewable energy in existing and new developments (see also Objective FCO28, and sections 11.4.3, 16.2.4, and 17.1.4)

It is an objective of Dublin City Council:

SIO90 To require that proposals for large-scale developments (typically 50 units or 5,000sq.m and above) or as may be determined by the planning authority, should include an Energy Statement to accompany any application, illustrating how the proposal incorporates the above design considerations and how it addresses energy efficiency with regard to the demolition, construction and long-term management of the development

SIO91 To encourage responsible environmental management in construction

SIO92 To promote sustainable approaches to developments by spatial planning, layout, design and detailed specification

SIO93 To ensure high standards of energy efficiency in existing and new developments and encouraging developers, owners and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy

SIO94 To promote the implementation of the Dublin City Sustainable Energy Action Plan 2010-2020 (see also section 8.4.6)

5.2.4.17 District Heating & Combined Heat and Power

Dublin City Council has carried out a feasibility study on the implementation of a citywide district-heating network and proactively promotes its benefits and encourages its provision. District heating and Combined Heat and Power offer potential for more efficient heating of Dublin's buildings, through utilising waste heat produced in generating electricity.

The advantages include higher energy efficiency and reduced consumption of energy resources.

It is the policy of Dublin City Council

SI62 To support the development of energy efficient initiatives such as the district-heating network for Dublin and combined heat and power.

SI63 To promote the use of Combined Heat and Power in large developments ([see also section 17.1.4](#))

SI64 To promote more sustainable development through energy end use efficiency, increasing the use of renewable energy, and improved energy performance of all new building developments throughout the city



6

GREENING THE CITY

6.0 INTRODUCTION

A green city is a healthy city. Protecting and enhancing open spaces for both biodiversity and recreational use has benefits for the city's sustainability and attractiveness as a place to live, work and visit.

As Dublin city intensifies and consolidates, some natural assets, open spaces and recreational areas may come under increased pressure. The City Council must respond by balancing the need of the city to consolidate with the need to protect and enhance vulnerable natural areas.

It is important to progress more sustainable forms of development and to encourage approaches which effectively work with nature. A coherent plan for the future recreation and open space needs of citizens that at the same time ensures the adequate protection of natural assets including open spaces, landscapes and biodiverse areas is essential in creating a clean, green, well-connected city.

6.1 ACHIEVEMENTS

Landscape and open space measures introduced during the period of the previous development plan have been successful in protecting areas of natural landscape. Statutory designations protect unique areas such as Bull Island and its wildlife, and the 'Dublin City Biodiversity Action Plan 2008-12' details both geographical areas and species to be protected. A number of new parks and open spaces have been developed over the last few years, including Cherry Orchard Park, Glenaulin/California Hills, and a state of the art facility at Father Collin's Park.

Dublin City Council has been pro-active in delivering and managing a range of community/sports centres, swimming pools, tennis courts and playing pitches. Achievements include the redevelopment of Croke Park Stadium and the redevelopment of Lansdowne Road Stadium into a state of the art facility. At a more local level, Ballyfermot Leisure Centre has opened to the public and new all weather playing pitches/courts have been recently provided in a number of locations including Ringsend Park and Herbert Park. Multi-use games areas (MUGAs) have risen in popularity because of their appeal to different age groups.

In recognition of the expanding role of sport and recreation, 'Dublin City Sport and Active Recreation Strategy 2009-16' outlines how the Council can work with interested parties to deliver high quality and sustainable sport and active recreation services. In making the city more child-friendly, seven public playgrounds have been completed and refurbishment works to existing facilities are part of the ongoing work of the City Council.

6.2 CHALLENGES

The main challenges for protecting and enhancing landscape, open space and recreational amenities are:

- i). re-evaluating the existing public open space hierarchy for the future
- ii). recognising the potential of existing open spaces for improvement, and to review all open space standards
- iii). balancing measures to support and enhance biodiversity against recreational needs

In the area of sport, recreation and children's play the key challenges are to promote physical activity and

healthy lifestyles and the provision and maintenance of play-spaces and sports facilities at neighbourhood level.

6.3 THE STRATEGIC APPROACH

(see also section 3.2 and Figures 6, 10 and 11)

In helping to achieve a green connected city and more sustainable neighbourhoods in line with the core strategy of this plan, the following approach will be pursued:

- Introducing a 'green infrastructure' strategy
- Creating sustainable connectivity between green areas
- Providing for the recreational and amenity needs of the population

6.4 POLICIES AND OBJECTIVES

6.4.1 Green Infrastructure Network/ Strategy

(see also sections 4.3, 4.4.2, 4.4.3; 5.2.4.8; 8.4.7; 16.2; and 17.2 and Appendix 7)

A Green Infrastructure Network connects green spaces and other natural features such as rivers and canals to different parts of the city and also links to towns and to areas in the city region. It includes and integrates open spaces, green corridors for cycling and walking, areas of high biodiversity value, and recreational areas – and it is the unifying theme in this strategy. It recognises the importance and benefits of interaction between the man-made city environment, including parks and open spaces and the natural environment.

Dublin's Green Infrastructure Network incorporates the following range of assets:

- Parks, gardens, institutional grounds, allotments and community gardens.

- Green Corridors i.e. rivers and canals including their banks, road and rail corridors, cycling routes and rights of way.
- Natural and semi-natural green spaces including, wetlands, grassland, brownfield sites, and coastal areas.
- Archaeological and historic sites, and sites of natural heritage or ecological value.
- Functional spaces such as flood storage areas and sustainable drainage schemes.
- Buildings and hard surfaced areas incorporating greening initiatives such as green roofs, green walls, and planters.

Dublin City Council will actively promote a Green Infrastructure Strategy which draws on the Council's sustainability principles (see section 16.2 Green Infrastructure Guiding Principles). The strategy comprises a spatial strategic network to be delivered through local area plans and through the development management process. The council recognises the benefits to the sustainability of the city and in terms of food security and to the quality of life of all residents of encouraging communal gardening and the provision of allotments, in particular for residents of apartments, townhouses or mews, and accordingly this will be promoted where appropriate in relation to parks and public open spaces in the city.

It is the policy of Dublin City Council:

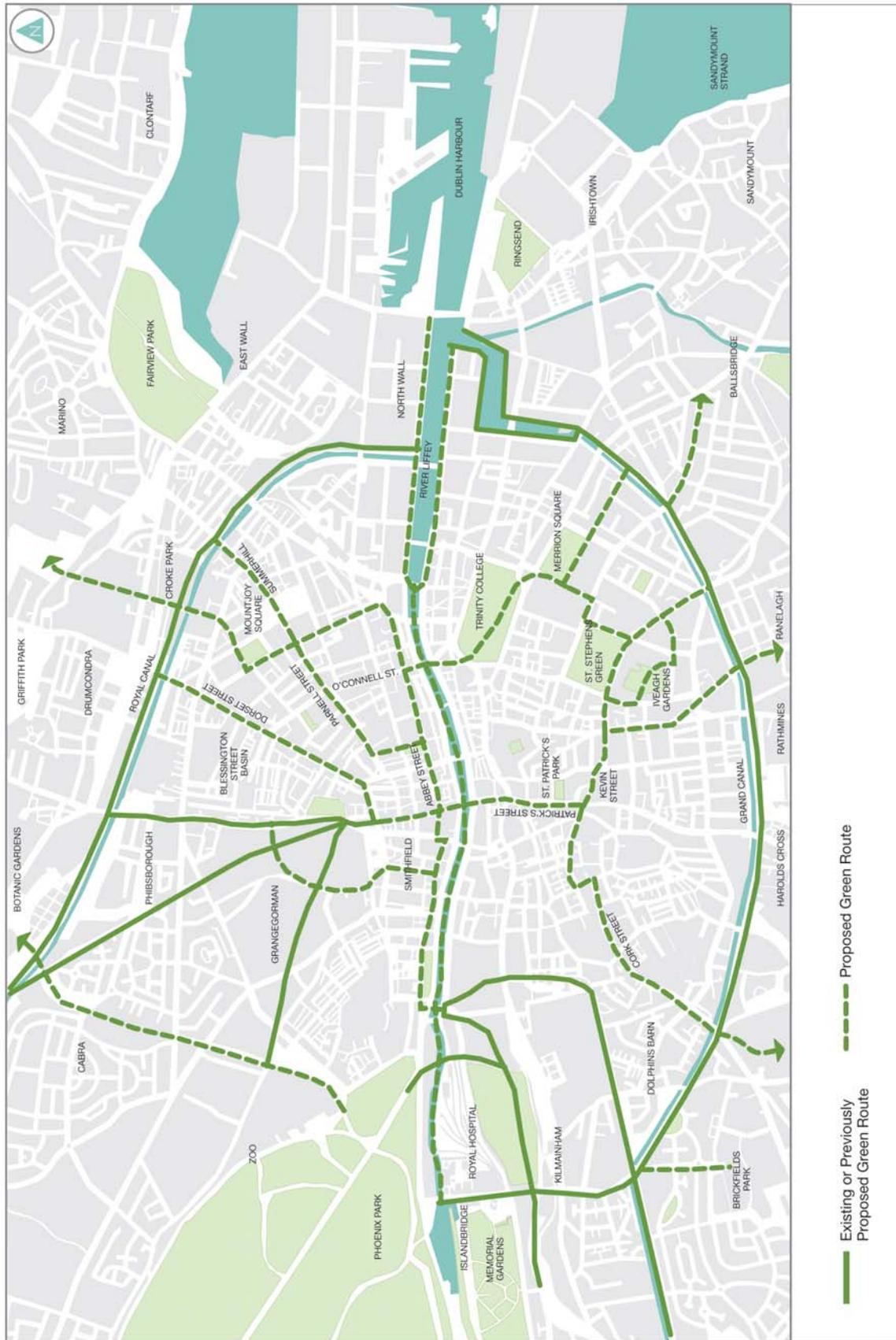
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|-----|---|
| GC1 | To progress a strategic network as illustrated in the Strategic Green Network map (see Figure 10) |
| GC2 | To improve pedestrian and cycle access routes to strategic level amenities |

It is the policy of Dublin City Council:

- GC3 To make provision for habitat creation/maintenance and facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors and urban woodlands
- GC4 To improve both biodiversity and access connections with the strategic network at the level of local planning. Green corridors will be pivotal in achieving this
- GC5 To focus on key avenues in the city area between the canals for 'greening' by way of higher standards of planting and amenity along key routes (see [Chapter 17 Development Standards](#))
- GC6 To protect and improve the natural character of watercourses and to promote access, walkways and other compatible recreational uses along them
- GC7 To co-ordinate between open space, biodiversity and flood management, in progressing a green infrastructure network
- GC8 To develop a network of green corridors through the city, thereby interconnecting key open spaces, and extending out to the wider Dublin region
- GC9 To develop linear parks, particularly along waterways, and to link existing parks and open spaces in order to provide green chains throughout the city. Where lands along waterways are in private ownership it shall be policy, in any development proposal, to secure public access along the waterway



Fig 11 City Centre Green Routes



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

GCO1 To progress the illustrated strategic green infrastructure network and to devise a programme of specific works to be implemented within the current development plan timeframe (see [Strategic Green Network Map](#) and also [City Centre Routes Map](#), Figures 10 and 11)

GCO2 To achieve the following critical linkages within the lifetime of the development plan;

(i) To promote the development of the Sutton to Sandycove Cycletrack scheme (S2S) as a key objective in both 'Smarter Travel' and in the 'National Cycle Policy Framework' subject to the appropriate environmental assessments, including any assessment required under 6(3) of the Habitats Directive. Subject to compliance with environmental regulations and statutory approvals, completion of this project is recognised as a significant development of Dublin Bay with potential recreational and tourism benefits, as well as providing a tram-free cycleway for both recreation and commuter cyclists

(ii) To provide a pedestrian and cycle way green link interconnecting the Royal Canal to the Grand Canal via the Phoenix Park in consultation with the Office of Public Works

(iii) To provide a continuous cycleway connecting the Phoenix Park and Heuston Station to the proposed S2S route along the city's quays in consultation with the Office of Public Works

(iv) To improve access to existing natural assets such as parks and waterways through identified green routes.

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

GCO2 cont'd (v) To seek to provide pedestrian and cycling green links connecting the Royal Canal and the Tolka Valley via a route through Botanic Gardens/ Prospect Cemetery and a route in the vicinity of Holy Cross College (or routes as close as practically possible) in consultation with the Office of Public Works

GCO3 To establish an interdepartmental task force on green roofing within the City Council to examine the suitability of various technical designs of green roofs for new and existing developments in the city

GCO4 To review existing road construction standards and to prepare a design guide for new developments to ensure the integration of Sustainable Urban Drainage Systems (SUDS) in relation to Taking in Charge Standards

GCO5 To develop linear parks along waterways and to link existing parks and open space in order to provide green corridors throughout the city. Where lands along waterways are in private ownership it shall be an objective in any development proposal to secure public access along the waterway. The city council will actively liaise with the DoEHLG to financially support the achievement of these linear parks

GCO6 To protect and conserve the historic landscape of the Phoenix Park and its archaeological, architectural and natural heritage whilst facilitating visitor access, education and interpretation, facilitating the sustainable use of the park's resources for recreation and other appropriate activities, encouraging research and maintaining its sense of peace and tranquillity

6.4.2 Landscape

(see also sections 3.3.1.3, 16.2 and 17.2)

Dublin’s setting on the river Liffey, with the Dublin mountains to the south, Howth to the north, and also the amenities and wildlife of Dublin Bay – is a unique one, and it is critical to retain existing key landscapes and open spaces which offer so much to the city in terms of amenity and character. Landscapes and key open spaces can help give people a sense of identity and place. The main areas of national landscape importance, which are significant in the context of the city, comprise North Bull Island and extensive parkland areas.

It is the <u>policy</u> of Dublin City Council;	
GC10	To continue to protect and enhance the landscape, including existing green spaces through sustainable planning and design for both the existing community and for future generations in accordance with the principles of the European Landscape Convention
GC11	To investigate key landscape areas with a view to determining their suitability for designation as Landscape Conservation Areas
GC12	To protect and enhance views and prospects which contribute to the appreciation of landscape and natural heritage

It is an <u>objective</u> of Dublin City Council;	
GCO7	To investigate the following areas with a view to determining their suitability for designation as Landscape Conservation Areas: (i) Phoenix Park, (ii) North Bull Island, (iii) The Botanic Gardens, and (iv) St. Anne’s Park and to examine the potential for other Landscape Conservation Areas as appropriate during the lifetime of the development plan
GCO8	To undertake a ‘Views and Prospects’ study. Additional views and prospects may be identified through the development management process and during the drafting of local area plans
GCO9	To seek the designation of The Liffey Valley (from Islandbridge to the city boundary) Sandymount and Merrion Strands, the Phoenix Park and also Irishtown Nature Park as Special Amenity Areas and to prepare Special Amenity Area Orders (SAAOs) for same
GCO10	To protect trees in accordance with existing Tree Preservation Orders
GCO11	To undertake surveys and analysis, with a view to advancing additional Tree Preservation Orders where appropriate
GCO12	To manage street and roadside trees in an environmentally sensitive and arboriculturally appropriate manner, to be vigilant in ensuring the conservation of all street and roadside trees under its care
GCO13	To replace all trees removed with an appropriate species, where the removal of street or roadside trees is necessary

It is an objective of Dublin City Council;

GCO14 To implement a programme for enhanced planting along proposed green routes through existing developed areas. This shall be carried out in accordance with a programme of works to be drawn up on an annual basis, specifying routes involved

GCO15 To plant appropriate trees on all streets and roads suitable for such planting, and in particular, on all new large scale urban developments and all residential and city streets. Planting on residential streets will be carried out by Dublin City Council in consultation with residents

GCO16 To implement a programme for suitable tree planting along centre-road verges where there is already soft landscaping, in particular along national primary routes and major approaches to the city, including innovation corridors

It is the policy of Dublin City Council:

GC13 To ensure that in new residential developments, public open space is provided which is sufficient in quantity and distribution to meet the requirements of the projected population, including play facilities for children

GC14 To seek the provision of additional space in areas deficient in public open space – by way of pocket parks or the development of institutional lands

GC15 To continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservational and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces

GC16 To support the provision of community gardens/allotments/local markets/pocket parks, where feasible and in particular as temporary uses on vacant, under-utilised or derelict sites in the city

GC17 To promote the development of soft landscaping in public open spaces, where feasible, in accordance with the principles of Sustainable Urban Drainage Systems

6.4.3 Open Space

(see also sections 3.3.1.3, 11.4, 16.2, 17.1.4, 17.2, 17.3, 17.9)

Open spaces also require protection to meet the recreational and conservational needs of the city, and Dublin City Council is currently preparing '*Dublin City Parks and Landscape Strategy*' to guide this process. At the larger scale, existing open spaces require protective measures and new spaces require sustainable planning.

It is an objective of Dublin City Council:

GCO17 To seek to provide toilet/changing room facilities as appropriate in all city council parks

GCO18 To support on a phased basis, the development of allotments on appropriate sites in the city

It is an <u>objective</u> of Dublin City Council:	
GCO19	To provide for allotments and community gardens, where appropriate, as a regular feature of city council parks and public open spaces
GCO20	To establish a Dublin city farm within the lifetime of the plan
GCO21	To review existing publicly accessible open spaces with a view to increasing access for citizens during the plan period

6.4.4 Rivers, Canals, and the Coastline

(see also sections 5.1.4.4, 5.2.4.7, 7.2.5.3, 8.4.7, 15.10.11, 16.2.8, 16.2.9, 16.2.10)

River habitats and river water quality are influenced by activities along the length of a river’s path and therefore trans-boundary cooperation is required for effective river management. In relation to Dublin’s canals, cooperation with relevant statutory bodies is important in improving amenity and biodiversity, and linking to the green infrastructure network. Dublin city’s coastline is also a valuable amenity, and any recreational amenities along the coastline should be sustainably designed and carefully sited.

River walks and cycleways, where appropriate, can be developed in the riparian zone if sensitively designed and implemented in consultation with Inland Fisheries Ireland. The creation and / or enhancement of riparian buffer zones is recommended where possible because, if sufficiently large and managed appropriately these will maintain or create habitats necessary for fish and other aquatic life, filter out pollutants and sediments from overland surface runoff, provide significant amenity and recreational value, and enhance flood alleviation.

It is the <u>policy</u> of Dublin City Council:	
GC18	To protect the unique natural amenities of all rivers within and forming boundaries to the administrative area of Dublin City Council and to establish River Basin Management Plans, in co-operation with other relevant authorities
GC19	To protect, maintain, improve 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 strategy 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, improve and enhance the safety of the public in its use and enjoyment of the many public parks, open spaces and linkages within the city. This should apply, for example, to all areas of the Royal and Grand Canal.
GC20	To continue to co-operate with Waterways Ireland and other agencies to develop the amenity and biodiversity of canals as set out in Dublin City Canals Framework (January 2010) and supporting ‘Waterways Ireland: Interim Environment and Heritage Policy’ document
GC21	To liaise with relevant state agencies responsible for the city’s waterways, in particular Waterways Ireland, Eastern Regional Fisheries Board and Dublin Docklands Development Authority

It is the policy of Dublin City Council:

GC22	To develop sustainable coastal, estuarine, canal and riverine recreational amenities to enhance appreciation of coastal natural assets
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It is an objective of Dublin City Council:

GCO22	To support the investigation of the restoration/renovation of weirs on the Dodder river subject to the provision that the restoration work does not add to flooding risk
GCO23	To enhance the amenities of the river valleys of the Santry and Mayne rivers and to protect the drainage and environmental role of the Kilbarrack stream, Grange river and Nanikin river
GCO24	To establish, where feasible, river corridors, free from development, along all significant watercourses in the city
GCO25	To establish a working group in association with adjoining local authorities, the Department of Environment, Heritage and Local Government and the Department of Communications, Energy and Natural Resources to oversee the preparation of a guide on Irish river rehabilitation and a public education programme
GCO26	To support Dublin Docklands Development Authority in the implementation of the river Liffey Regeneration Strategy (October 2001)

6.4.5 Dublin Bay

(see also 4.4.1.2, 5.1.4.8, 17.22)

Dublin Bay is a major resource for the city deserving of appropriate management. It contains three internationally recognised bio-diversity designations. A report entitled *'Dublin Bay – An Integrated Economic, Cultural and Social Vision for Sustainable*

Development' was produced by the Council in 2007, and Dublin Bay Task Force was established in 2008.

It is the policy of Dublin City Council:

GC23	To co-operate with Dublin Bay Task Force (DBTF) to work towards developing a framework for Coastal Zone Management Plan for Dublin Bay, developing a detailed masterplan, and identifying new opportunities for enhancing Dublin Bay as a resource
GC24	To seek the continued improvement of water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city and to protect the ecology and wildlife of Dublin Bay.

6.4.6 Biodiversity

(see also 3.3.1.3, 5.2.4.8, 8.4.6, 16.2, 17.1.4, 17.2.2)

'Biodiversity' – or biological diversity – is the term given to the variety of life on earth. It includes the habitats and ecosystems which support this life and how life-forms interact with each other and the rest of the environment. Biodiversity includes plants, animals and micro-organisms both on land and in water. By maintaining and developing existing biodiverse habitats, advantages such as improved drainage, reduced carbon emissions, and pollution control can result. The current 'Dublin City Biodiversity Action Plan 2008-2012' translates international, European and Irish policies and legislation into a coherent document which aims to raise awareness, setting out projects to reduce biodiversity loss. Priority species and habitats to be protected are also identified.

National and European Legislation form the basis of protection for our most valuable natural resources through the designation of sites as: (i) Special Protection Areas under the EU Birds Directive to support populations of birds of particular species; (ii) Candidate Special Areas of Conservation wildlife conservation areas to support habitats and plant and animal species and; (iii) Proposed Natural Heritage Areas areas of nationally important natural or semi-natural habitats, landforms or physical features, wild plant and animal species or a diversity of these natural attributes.

These three designations apply to different parts of Dublin Bay, including Bull Island. Bull Island has been assigned additional designations including Nature Reserve, Ramsar site (under the Ramsar Convention on Wetlands of International Importance), Wildfowl Sanctuary, UNESCO Biosphere Reserve, and a Special Amenity Area Order. These are in recognition of the wide range of habitats and ecology that give the area its character. A comprehensive set of designations is set out in the Dublin City Biodiversity Action Plan 2008 – 2012.

The city area has been surveyed in respect of ecologically significant areas which are not designated, and a wide variety of habitats were identified under Dublin City Council’s Habitat Survey of High Biodiversity Areas (2006). Essentially, these areas comprise hedgerows, graveyard areas, semi-natural grasslands, and a number of waterside habitats.

It is the policy of Dublin City Council:

GC25 To protect and enhance biodiversity in the city through the protection of nature conservation sites, maintenance of valuable mitigation habitats, the creation of a cohesive network of green corridors, green infrastructure design and also through the identification of opportunities for new habitats, buffer zones and wildlife corridors. Buffer zone is a protective area between wildlife / habitats & human activity, – traffic noise etc.

GC26 To protect flora, fauna and habitats, which have been identified by the Habitats Directive, Birds Directive, Wildlife Act 1976 (as amended), the Flora Protection Order (S.I. no. 84 of 1999), and the European Communities (Natural Habitats) Regulations 1997 (S.I. no. 94 of 1997)

GC27 To conserve and manage all Natural Heritage Areas, Special Areas of Conservation and Special Protection Areas identified and designated, or proposed to be designated, by the Department of Environment, Heritage and Local Government. These designations will allow for protection in the event of any approved boundary changes by the Department of Environment, Heritage and Local Government

GC28 To seek the conservation and management of areas of natural environmental value

GC29 To conserve priority species, habitats, and natural heritage features identified in the Dublin City Biodiversity Action Plan 2008 – 2012 for priority conservation measures

It is the policy of Dublin City Council:

GC30 To have regard to the conservation and enhancement of significant non-designated areas of ecological importance in accordance with development standards set out in this plan

GC31 That any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an appropriate assessment in accordance with Article 6(3) of the Habitats Directive

It is an objective of Dublin City Council:

GCO27 To support the implementation of the 'Dublin City Biodiversity Action Plan 2008-12', including inter alia (a) the conservation of priority species, habitats and natural heritage features, and (b) the protection of designated sites

6.4.7 Sport, Recreation and Play

(see also sections 3.3.1.3, 6.4.3, 12.4.3, 12.4.4, 12.4.6, 17.2.1, 17.2.3, 17.9, 17.16, 17.17)

The development of sport and recreation are important in encouraging a sense of wellbeing and social contact. Dublin City Council acknowledges the very important role that sporting and social clubs play in enhancing the social and recreational life of the city's communities. Facilities for both formal and informal recreation and catering for persons at all stages in their lifecycle, all abilities and diverse cultures are required. Dublin City Council will liaise with sporting organisations to ensure where possible that the City Council responds to the needs of sports clubs and communities in the provision of quality facilities. In this regard, 'Dublin City Sport and Active Recreation Strategy 2009-2016 outlines how the

Council can work with interested parties to deliver high quality and sustainable sport and active recreation services.

Children's play is important to their development. It is through play that they learn to socialise and interact with the world. In supporting play, we need residential areas, parks, and open spaces that are safe and enjoyable for children of different ages. 'Dublin City Council Policy on Children's Play' aims to support and encourage the development of a wide variety of opportunities for children's play. Policies set out hereunder aim to ensure appropriate provision of a range of children's play in accordance with current best practice. In relation to sports and recreation facilities, policy aims to seek appropriate levels of provision for a variety of uses for all ages.

It is the policy of Dublin City Council:

GC32 To seek the provision of children's play facilities in new residential developments and particularly in larger developments – i.e. of 75 units or over. Small areas designed for young children aged 0-5 should be provided within easy walking distance of homes or within the curtilage of apartment blocks. Older children should have access to larger equipped areas within 5 minutes walk of homes

GC33 To provide children's playgrounds to an appropriate standard of amenity safety, and accessibility and to create safe and accessible places for socialising and informal play and for connecting with nature and art, having regard to Dublin City Council Policy on Children's Play

GC34 To apply Dublin City Council's Policy on Children's Play.

It is the <u>policy</u> of Dublin City Council:	
GC35	To pilot the provision of playgrounds in public spaces such as squares or plazas that are adjacent to commercial facilities such as cafés, that provide good passive surveillance and an attractive location for parents and their children.
GC36	To recognise and support the role of the private sector in providing specialist play facilities, including climbing walls, table tennis tables etc, both indoor and outdoor, and subject to zoning specifications
GC37	To ensure the availability of a range of recreational facilities to the general population at locations throughout the city. In areas where a proven deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population
GC38	To facilitate the development of private recreational lands for recreational purposes, regard being had to the amenities of residents in the vicinity and to the environmental impact of the development
GC39	To have regard to the objectives of the 'Dublin City Sport and Active Recreation Strategy 2009-16' in the planning and provision of indoor and outdoor recreational facilities including water-based activities

It is an <u>objective</u> of Dublin City Council:	
GCO28	To endeavour to provide play spaces in every neighbourhood in the city. The City Council will ensure that play spaces are open to public use and will discourage the provision of private play spaces.
GCO29	To encourage and facilitate the introduction of adult amenities in parks such as table tennis tables, outdoor gyms, basketball courts, bowling greens etc
GCO30	To provide new leisure centres to meet demand, including those planned at Rathmines and Willie Pearse Park
GCO31	To involve children and young people in greening initiatives and biodiversity projects, having regard to their need to interact with and be educated by nature
GCO32	To examine the possibility of using suitable undeveloped land temporarily as informal play space
GCO33	To identify spaces which could be developed as neighbourhood playgrounds and recreational areas for children in areas considered deficient in these facilities. To facilitate the creation of viable public open spaces and playgrounds and play spaces, consideration will be given to the public open space elements of developments in close proximity to each other being pooled together on one site to enhance the gain to the existing and future residents
GCO34	To support and implement the content 'Dublin City Active Recreation strategy 2009-2016' and related action plans

It is an objective of Dublin City Council:

GCO35 To provide for indoor recreational facilities in areas where it is considered that there is insufficient public open space. These must be accessible to all residents, in lieu of part of the open space requirement. Such proposals will be assessed on their merits, their contribution to the recreational needs of the area and their impact on the open space hierarchy



GCO36 To provide indoor recreational facilities or all weather pitches as part of a new development, where it is considered acceptable. All such facilities should be multi-functional, dependent on the recreational needs of the receiving area



GCO37 To continue with its programme of refurbishment and redevelopment of its existing swimming pools, and to undertake necessary maintenance of its sports halls, with a view to providing affordable indoor recreational amenities

GCO38 To maintain beaches at Dollymount, Sandymount, Merrion and Poolbeg/Shelley Banks to a high standard, and to develop their recreational potential as a seaside amenity, in order to bring them to 'Blue Flag' standard



GCO39 To seek the transfer of the playing fields at Cathal Brugha Barracks from the Department of Defence to Dublin City Council

6.4.8 Specific Objectives

It is an objective of Dublin City Council:

- GCO40 To continue to develop the following parks, open spaces and amenities:
- ◆ Tolka Valley Park including Cardiffsbridge Nature Park.
 - ◆ Camac Valley Park
 - ◆ Dodder Linear Parks between Lansdowne Road and Londonbridge, Ballsbridge and Donnybrook, and Donnybrook and Milltown – and also to promote and actively pursue the development of a park in the area known as ‘Scully’s Field’.
 - ◆ Santry River Valley/Springdale Road Park.
 - ◆ Mayne River Valley (in conjunction with Fingal County Council)
 - ◆ Streamville Park
 - ◆ Alfie Byrne Road/Tolka Estuary Lands.
 - ◆ St. Anne’s Park (Management Plan to be implemented).
 - ◆ Martin Savage Park, Ashtown
 - ◆ Le Fanu Park
 - ◆ Liberty Park
 - ◆ Walkinstown Park
 - ◆ Willie Pearse Park
 - ◆ Kildonan Park
 - ◆ Fairview Park – to include new playground.
 - ◆ Johnstown Park – to include new playground.
 - ◆ Grattan Square Park – to include new playground
 - ◆ Mount Pleasant Square Park – to include new playground
 - ◆ Mount Bernard Park – include new playground and to be extended

It is an objective of Dublin City Council:

- GCO41 For the river Liffey:
- (a) To provide for a footpath along the north bank of the river Liffey from Islandbridge to Chapelizod
 - (b) To investigate the feasibility of providing a footbridge across the river Liffey to allow for the development of a pedestrian route linking Liffey Valley Park and the War Memorial Gardens with the Phoenix Park
 - (c) To provide a footbridge with cycle lanes across the river Liffey at Chapelizod
- GCO42 To develop a green link along the banks of the river Camac from South Circular Road to Goldenbridge Industrial Estate, and also connecting across Con Colbert Road to the Memorial Gardens. This would link to a heritage trail incorporating Kilmainham Jail, IMMA (Royal Hospital) and the War Memorial Gardens. A green link shall also extend from this route southwards along St. Vincent Street West to the Grand Canal. These links shall allow for both walking and cycle access
- GCO43 To continue to develop a linear park along the banks of the river Tolka in particular on institutional lands in the Drumcondra area as they are developed.
- GCO44 To develop a river walk along the Santry river at Raheny Village between Main Street and Howth Road including the provision of a new pedestrian and – if feasible – cycling bridge over the river at the Scout Den

It is an objective of Dublin City Council:

- GCO45 For the river Dodder:
- (a) To develop a framework plan to conserve and improve the area along the Dodder between Ringsend and Orwell Bridge (Waldron's Bridge)
 - (b) To take into public ownership/ create Rights of Way along and across the Dodder at key points and to maintain existing bridges for pedestrians and cycle traffic. Subject to sources of funding, new additional bridges shall be sought
 - (c) To ensure that lands adjoining the Dodder river and zoned Z9 shall be the subject of a specific site objective for their incorporation into a linear park along the Dodder river and as part of the Dodder Linear Riverwalk
 - (d) To secure maximum public access and ownership of the walkway along the Dodder river within the city area and to maximise co-operation with the relevant adjoining local authorities towards preparing and then implementing a River access, Improvement plan and Environmental Management Plan for the entire length of the river

- GCO46 To seek to provide full public access to Fitzwilliam Square, and pending the full acquisition of the park for the city, to seek to have it opened on a number of designated 'Open Days'. Also, to seek to provide public access to the Park at Wilton Terrace.

It is an objective of Dublin City Council:

- GCO47 To implement the City Parks Habitat Management Plans for St. Anne's Park, Springdale Linear Park, Le Fanu Park, St. Kevin's Park, and Bushy Park, and to produce and implement further Park Habitat Management Plans where appropriate
- GCO48 To complete works in Poppintree Park
- GCO49 To facilitate use of Lansdowne Valley – from Inchicore to Drimnagh Castle – in accordance with the provisions set out in the Drimnagh Integrated Area Plan (June 2009)
- GCO50 To designate Lansdowne Valley as an outdoor resource centre in light of its varied habitats and potential for learning in a number of disciplines. To this end the Council will engage the interest and energy of the local communities, schools and in particular the educational expertise of the City of Dublin VEC



7

FOSTERING DUBLIN'S CHARACTER & CULTURE

7.1 CULTURE

7.1.0 INTRODUCTION

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. Reinforcing existing cultural quarters, nurturing new cultural initiatives that support emerging cultural quarters and enabling access to cultural development at a local level are essential to developing a city's cultural wealth.

7.1.1 ACHIEVEMENTS

Over the lifetime of the 2005 – 2011 development plan, the city has been further enriched with additional cultural facilities such as the national dance centre, DanceHouse, The Science Gallery in Trinity College and the Lighthouse Cinema in Smithfield. Institutions such as Dublin Writers Museum, Dublin City Gallery, The Hugh Lane and The Irish Writers' Centre are serving to culturally underpin the rejuvenated O'Connell Street with an exciting cultural quarter around Parnell Square. While the O2, the Convention Centre Dublin, George's Dock and the Grand Canal Theatre have created a critical mass of cultural activity in the Dublin Docklands. Other cultural quarters are emerging such as Heuston gateway and the cultural cluster in the environs of Merrion Square, while Temple Bar continues to provide the city with a distinctive cultural edge and excitement.

The amount of cultural festivals and events hosted in the city continues to increase on a yearly basis. Some of the more notable events include Culture Night, Chinese New Year, The Street Performance World Championships, Opera in the Open and St. Patrick's Festival.

The need to support the accommodation needs of emerging artists has been met in many cases with high quality facilities provided in the city such as the LAB on Foley Street providing exhibition space for emerging artists, rehearsal space for three theatre companies and incubator spaces. Alongside the LAB, the national dance centre, DanceHouse, has been provided on a public-private partnership basis and has been open since 2006. The Red Stables in Saint Anne's Park provides subsidised studio spaces for artists.

7.1.2 CHALLENGES

The City Council, in partnership with key cultural stakeholders, has devised a Cultural Strategy 2009-2017, setting out a shared vision for the city's future and positioning the City Council as the leader of a new cultural approach in the city. The strategy will be delivered in partnership with key and other cultural stakeholders. The collaborative delivery of the cultural strategy is essential to further strengthening the city's cultural life.

A key challenge for all competitive cities, including Dublin city, is the ability to continuously attract internationally mobile labour with 'in-demand' skills and investment. Dublin city faces competition from other international cities in attracting talented workers and needs to make sure that the cultural offering in Dublin is as good as, or better than, other successful, international cities.

Dublin's city centre is home to the highest profile cultural facilities in the country, including seven of the eight National Cultural Institutions. The historic core of the city is home to major tourist attractions. Protection and enhancement of the built heritage is essential, both for the cultural and economic success of the city.



There are smaller, more discrete areas in the city that are building up as hubs of cultural activity, each with its own distinctive characteristics and reason for being. Efforts should be made to support and expand existing and emerging hubs of artistic energy, innovation and knowledge. The provision of affordable living and working environments for artists, particularly emerging artists to enable the production of art remains a challenge.

Despite the vast range and the prestige of cultural facilities and institutions in the city a shortfall remains, both in the city centre and in the outer city. This deficit includes libraries, rehearsal and performance spaces, administrative space etc. Meeting this shortfall is a challenge for the future development and accessibility of cultural life in the city.

Dublin city's main tourist attractions are all located within walking distance of one another within the historic core. A good quality public realm is essential to encourage walking between these attractions and to highlight and celebrate the quality of heritage of the city.

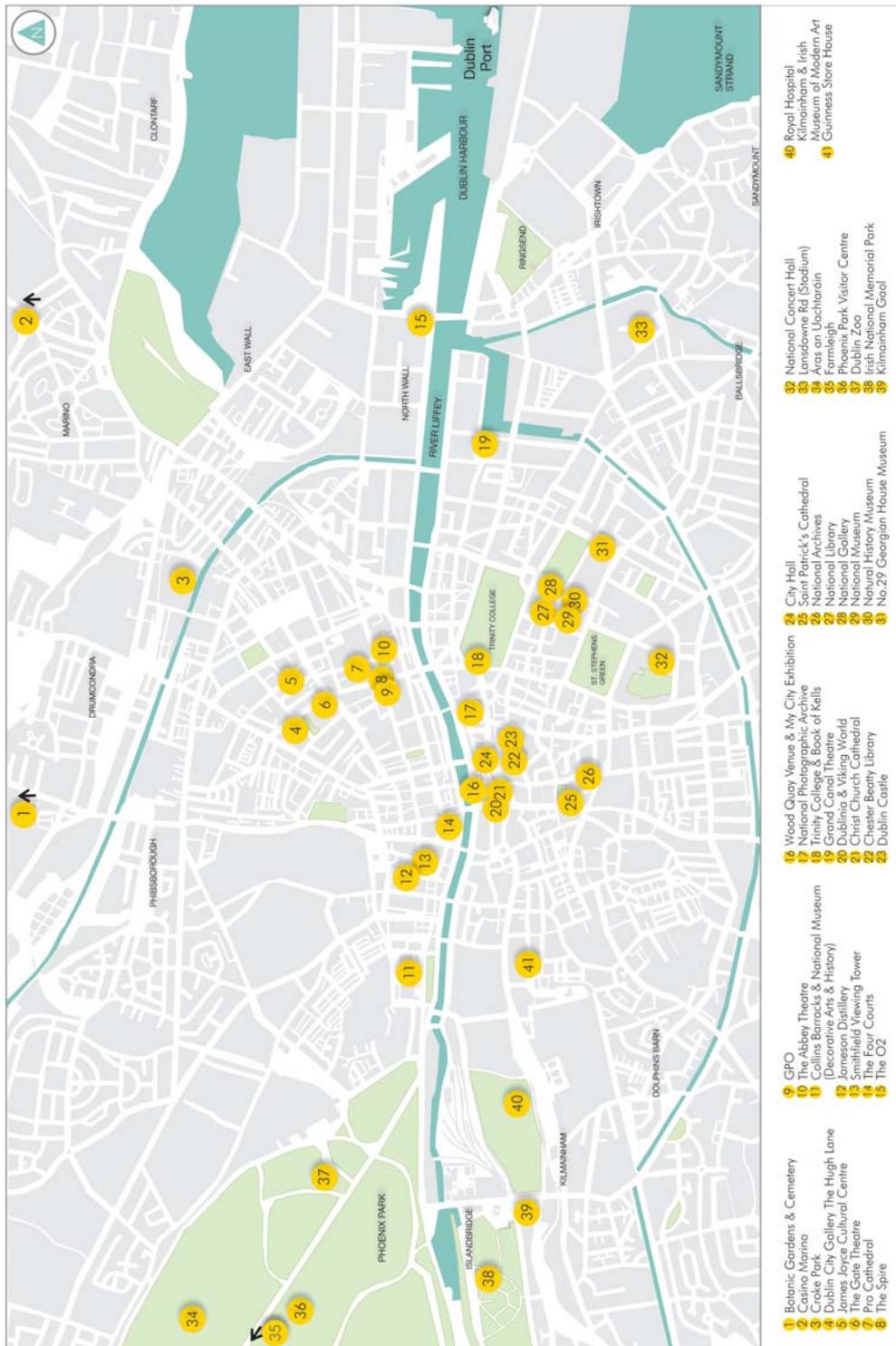
Adding public art into the urban landscape can further enhance the public domain. Public art has the capacity to add greatly to the 'creative city'. The City Council recognises the value and relevance of public art and will continue to promote its provision.

7.1.3 THE STRATEGIC APPROACH

(see section 3.2, 17.6.3 and Figures 3, 12 and 13)

In order to build on and develop the city's renowned cultural life and legacy, the strategic approach of this development plan is to:

Fig 12 Main Cultural Attractions



- Develop leadership and partnership in developing the cultural life of the city
- Promote the enhancement of existing cultural assets and the development of emerging cultural clusters and character areas
- Support the development and location of cultural facilities, including integrated artist accommodation and working space, across the city and make the city's cultural life accessible to all
- Create a city that is attractive to international talent and that continues to be recognised as a hub of vibrant culture
- Improve the quality of the public realm to build on the character of the city's built heritage and provide opportunities to bring culture into public spaces

7.1.4 POLICIES AND OBJECTIVES

7.1.4.1 Leading the Cultural Development of Dublin city

It is recognised that a vibrant cultural life increases the attractiveness of a city as a place to live, work, study and visit. It can enhance the international image of a city, is accepted to be an economic driver as well as a vehicle for social inclusion and integration while underpinning quality of life.

It is the policy of Dublin City Council:

- | | |
|-----|---|
| FC1 | To lead and support the development of shared vision for culture in the city in collaboration with cultural institutions and other cultural bodies based both citywide and nationally |
| FC2 | To ensure that culture is integral to Dublin city's identity and quality of life for all those living, working, visiting and studying in the city |

It is the policy of Dublin City Council:

- | | |
|-----|---|
| FC3 | To ensure the continued development of Dublin as a culturally vibrant, creative and diverse city with a broad range of cultural activities provided throughout the city |
| FC4 | To support artists working in all artforms, and all forms of expression, permanent, temporary and time based |
| FC5 | To acknowledge and celebrate cultural diversity in the city |

It is an objective of Dublin City Council:

- | | |
|------|---|
| FCO1 | To facilitate the growth and continued development of cultural life in the city by supporting the implementation of Dublin City Council's Cultural Strategy 2009 – 2017 |
| FCO2 | To support a Cultural Alliance for the city and to highlight the role of Dublin City Council as the cultural leader in the city |
| FCO3 | To support a range of cultural initiatives and facilitate the provision of a broad range of cultural facilities required by the city's diverse ethnic populations |

7.1.4.2 Protecting and Enhancing Dublin City's Cultural Assets

(see also sections 9.4.8, 17.6.3 and 17.9.2)

Dublin is endowed with many prestigious, world-renowned cultural facilities and institutions in the city centre which play a vital part in the cultural, social and economic life of the city. It is imperative they remain within the centre of the city and that additional cultural infrastructure is developed across the city.

It is the <u>policy</u> of Dublin City Council:	
FC6	To maintain and support the presence and development of the National Cultural Institutions and other significant cultural institutions in the city centre in recognition of their key role in the cultural and economic success of the capital city
FC7	To promote and support a vibrant and sustainable cultural life in the city, by day and by night, underpinned by quality cultural infrastructure responding to the needs of the cultural sector
FC8	To facilitate the provision of fit-for-purpose, sustainable cultural infrastructure such as museums, libraries, theatres, exhibition spaces, cinemas, music venues, in the city centre, suitable for all ages and accessible to all living, working or visiting the city and which reflect the role of Dublin as the capital city
FC9	To support a sustainable form of cultural provision founded and managed within a community context dedicated to inclusion, innovation and excellence
FC10	To support and promote opportunities for everyone to participate in the city's cultural life by facilitating the provision of effectively-managed, self-sustaining cultural infrastructure suitable for all ages at the neighbourhood level, including regeneration areas, that is accessible to all in the locality
FC11	To ensure that culture plays a significant role in urban regeneration and reflects the identity of Dublin's neighbourhoods

It is the <u>policy</u> of Dublin City Council:	
FC12	To highlight the profile of the Irish language in the urban environment and support the Irish language by facilitating the provision of Irish language facilities
FC13	To protect and support Dublin City's existing cultural assets by facilitating the enhancement and/or growth of existing cultural spaces, including performance and entertainment spaces, while protecting the existing amenities of an area
FC14	To promote and facilitate the development, expansion and improvement of Dublin city's library network
FC15	To develop area-based cultural objectives for inclusion in all local area plans and schematic masterplans throughout the city
FC16	To ensure that all local area plans and schematic masterplans incorporate relevant priorities and actions of Dublin City Council's Cultural Strategy 2009 – 2017

It is an <u>objective</u> of Dublin City Council:	
FCO4	To facilitate the development and expansion of the National Cultural Institutions and other existing significant cultural facilities and amenities including museums, theatres, cinemas and music venues in the city centre

It is an <u>objective</u> of Dublin City Council:	
FCO5	To ensure that fit-for-purpose, accessible, cultural facilities are provided as part of larger developments in the city centre and that fit-for purpose, accessible, and multi-purpose cultural facilities are provided as part of larger developments where appropriate, in the outer city and suburbs having regard to Dublin City Council's Cultural Needs Analysis
FCO6	To support the implementation of neighbourhood-based cultural plans / initiatives (e.g. the draft Rialto Arts Plan / proposed Community Arts Academy)
FCO7	To encourage and facilitate the provision of affordable live-work units and studios / workspaces for artists as part of larger mixed-use developments
FCO8	To support and facilitate the change of use of vacant commercial units to publicly accessible cultural work spaces, performance venues, art galleries etc. on a temporary basis through the development management process
FCO9	To ensure that the naming of new residential and mixed-use schemes reflect local history, folklore and/or place names and are stated in Irish
FCO10	To support the selection of a chosen day to be designated 'Dublin Day'
FCO11	To promote and facilitate the development of cultural attractions which are integral to the city, including those attractions that do not charge an entrance fee

It is an <u>objective</u> of Dublin City Council:	
FCO12	To support the use of the Irish language on shopfronts having regard to the principles set out in Dublin City Council's 'Shopfront Design Guide'
FCO13	To support and facilitate the implementation of 'Dublin Corporation Public Libraries / Information Services and City Archives: Programme for Development 1996 – 2001', as revised and updated, to address the deficit in library provision in some areas of the city

It is an <u>objective</u> of Dublin City Council:	
FCO14	To ensure that a Cultural Impact Assessment accompanies all major planning applications which assesses the contribution(s) that the proposed development proposal will generate in the cultural life of Dublin city

7.1.4.3 Cultural Hubs and Quarters

(see also section 3.3.1.1 and Figure 13)

Dublin City Council has promoted and encouraged the clustering of cultural activities over the lifetime of the previous development plan building on the success of clusters such as Temple Bar and the south city centre historic core. Cultural clusters are emerging around Parnell Square, Heuston gateway, North and South Docklands, The Liberties and Smithfield and the City Council will continue to support their development. The Liberties / Temple Bar is regarded as the key cultural / creative quarter of the city.

In addition, the City Council will foster and nurture the potential of a newly identified diverse cultural quarter extending from the Heuston / Royal Hospital Quarter outwards to the historic villages of Inchicore and

Chapelized incorporating special natural and built heritage characteristics of the Camac river valley and Drimnagh Castle.

It is policy of Dublin City Council:

FC17 To support existing, and encourage the growth of emerging, cultural clusters and hubs in the city, including those indicated in Figure 13, which bring together cultural activities with supporting uses such as restaurants, retail outlets etc. to create vibrant and innovative cultural experiences

FC18 To promote and support a vibrant night culture in the city centre that attracts a diverse range of cultural activity and is attractive for a range of age groups by encouraging a mix and balance of cultural activities and initiatives including performance and outdoor spaces for music and dance, initiatives such as Culture Night, etc. whilst also protecting existing amenities

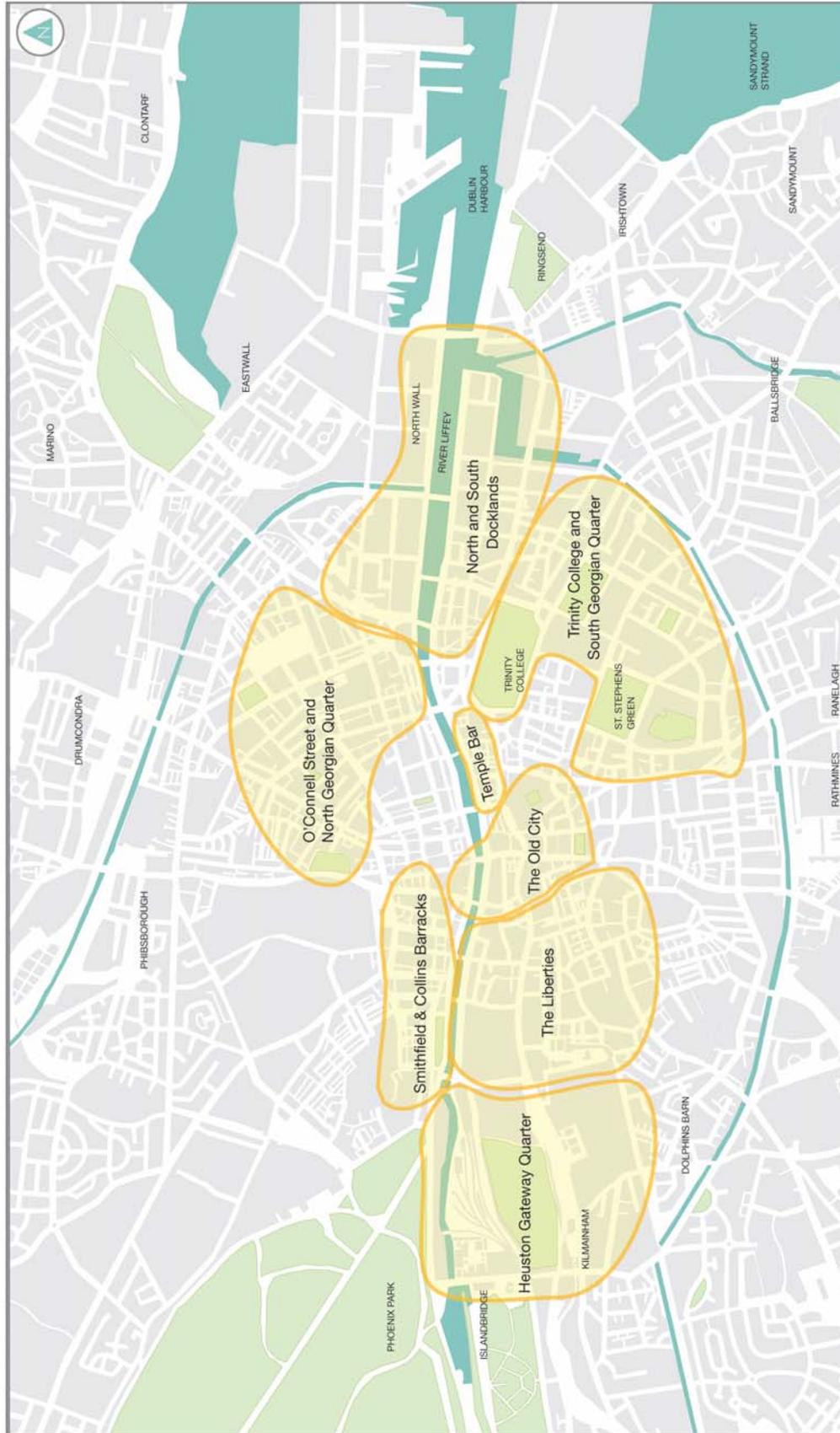


It is an objective of Dublin City Council:

FCO15 To support the cultural development of those cultural quarters as set out in Figure 13, including the North Georgian City and O'Connell Street Quarter and the Heuston/Royal Hospital Quarter and promote linkage to the historic village area of Kilmainham/Inchicore, focusing on underutilised amenity resources, increased permeability, and encouraging a vibrant area in which to work and live while having regard to the grain and historic character of these areas



Fig 13 Main Cultural Quarters



Note : Boundaries are indicative only

It is an <u>objective</u> of Dublin City Council:	
FCO16	To support the emergence and nurture the potential of a new diverse cultural quarter in the outer city extending from the Heuston / Royal Hospital Quarter to the historic villages of Inchicore and Chapelizod incorporating the Camac river valley and Drimnagh Castle Area
FCO17	To seek to investigate the merits of developing an 'Irish Language Quarter' by clustering the various Irish language organisations into one suitable part of the city.
FCO18	To discourage an over-concentration of large public houses in any particular area to ensure a balanced mix of cultural uses, including venues for live music, theatre, film and dance, whilst protecting the residential amenities of city-centre residents

7.1.4.4 Culture and the Economy

(see also sections 9.3, 9.4 and 10.5.1)

The creative and cultural economies are central to economic planning. The development plan will support and facilitate the growth of these economic sectors in the city and supports the actions of the *Economic Development Action Plan for the Dublin City Region* which identifies these as areas of potential growth.

It is the <u>policy</u> of Dublin City Council:	
FC19	To support the branding of the city region as an internationally competitive, cultural and creative city that attracts investment and talent based on Dublin's distinctive identity, its unique achievements and competitive advantages

It is the <u>policy</u> of Dublin City Council:	
FC20	To protect and improve the city's cultural tourism amenities and the natural and built environment which forms the basis of Dublin city's attractiveness for tourists
FC21	To endorse the role, and encourage the growth and clustering, of the creative and cultural industries in the city
FC22	To support the growth of cultural tourism in the city, including the potential for niche tourism products by facilitating the development of cultural events, infrastructure and activities

7.1.4.5 Culture in the Public Domain (see also sections 4.4.1.1, 4.4.7, 16.1 and 17.6.3)

Public spaces should be capable of accommodating civic activities such as markets, festivals and events which allow for an animated urban landscape, by day and by night, on a year-round basis. The addition of public art into the urban landscape further enhances its attractiveness and can add greatly to the creative city.

It is the <u>policy</u> of Dublin City Council:	
FC23	To promote awareness of our cultural heritage, promote safe and attractive streets and promote ease of legibility and connectivity between cultural spaces by encouraging and facilitating the provision of supporting cultural infrastructure in the public domain such as cultural signage, cultural information panels, a way-finding system and a high quality, integrated network of attractive streets in the city centre

It is the policy of Dublin City Council:

FC24 To continue to animate the public domain by encouraging the provision of public art, temporary and permanent, across all art forms and artistic disciplines in the city-centre and in neighbourhoods through such mechanisms as the government-supported Percent for Art scheme and the development management process

FC25 To encourage active uses of public spaces for the enjoyment of individuals, families and visitors to Dublin city and contribute to a sense of place by encouraging and facilitating the provision of fit-for-purpose, multi-functional outdoor spaces for festivals, events, public art, markets etc. in accessible, traditional and non-traditional locations

It is an objective of Dublin City Council:

FCO19 To continue to develop a coherent network of attractive, integrated streets and spaces with supporting tourism and cultural signage and information systems having regard to Dublin City Council's Legible Dublin Study / Wayfinding Study and Historic Street Surfaces and Guidance Document (2008)

It is an objective of Dublin City Council:

FCO20 To ensure the inclusion of public art in all major development schemes in the city and support the implementation of Dublin City Council's 'Policies and Strategies for Managing Public Art' and 'Public Art Programme'

It is an objective of Dublin City Council:

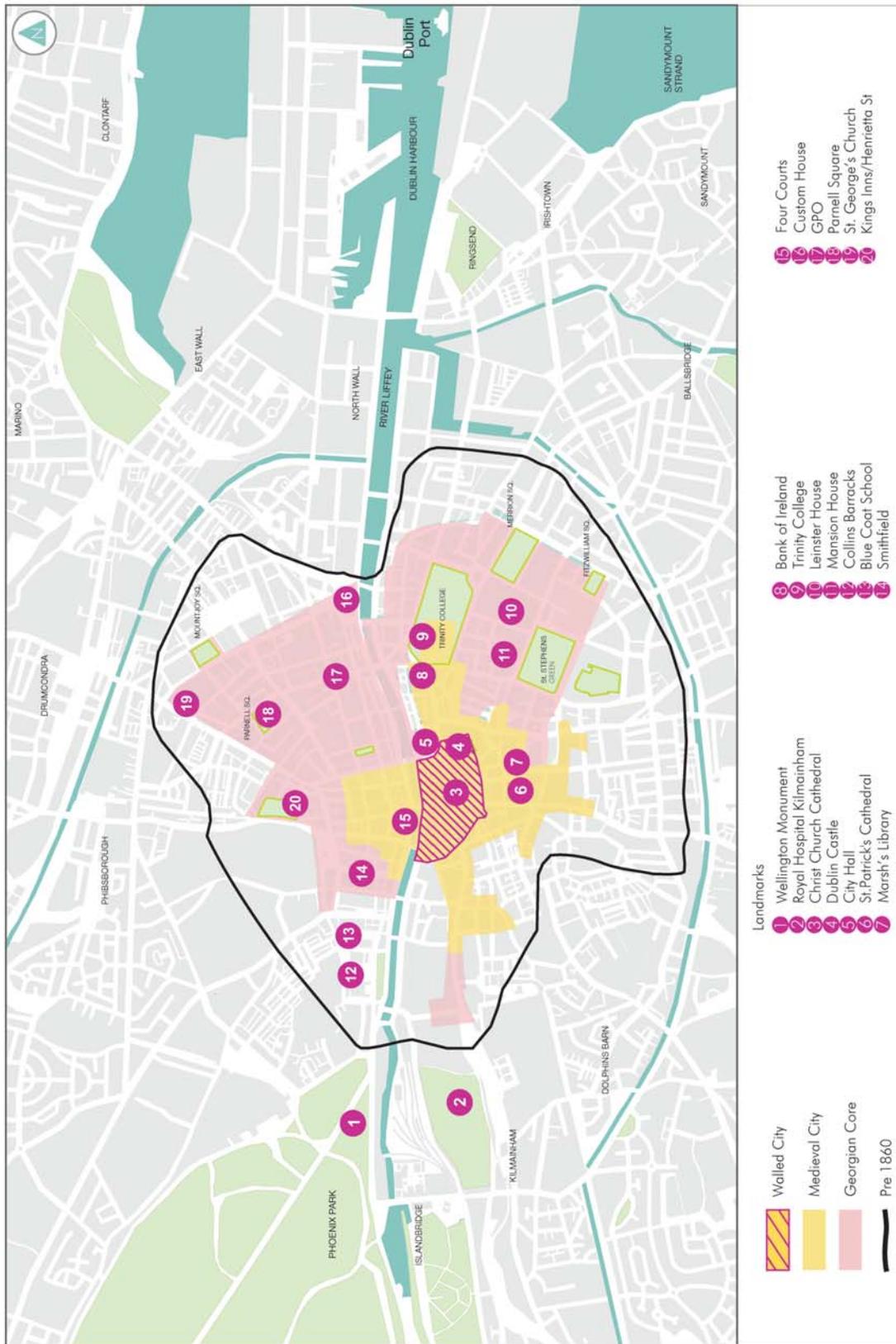
FCO21 To continue to animate the public domain by facilitating and supporting the delivery of an annual events programme by Dublin City Council in collaboration with key event and festival partners, whilst protecting the residential amenities of the surrounding area

FCO22 To develop multi-functional, fit-for-purpose outdoor spaces capable of hosting festivals, events, food and craft markets etc.

FCO23 To provide a liaison and support service for artists and organisers of outdoor festivals and events

FCO24 To facilitate the development of new, and to identify existing, spaces in the city where carnivals, circuses etc. can perform on an annual basis, thus adding variety and colour to the city

Fig 14 Dublin City : Historic Core





7.2 BUILT HERITAGE

7.2.0 INTRODUCTION

The built heritage contributes significantly to the city's identity and to the richness and diversity of its urban fabric. The street pattern, local architectural features, the form of buildings and spaces, civic buildings within set pieces of urban design, the unique Georgian squares and streets together with the larger areas of Victorian and Edwardian architecture both north and south of the canals, and the industrial buildings of traditional enterprises all contribute to the city's character, reinforcing its identity and contributing to creating the sense of place necessary for the development of the city.

7.2.1 ACHIEVEMENTS

Between 2005 and 2011, Dublin City Council designated 9 Architectural Conservation Areas: Grafton St and Environs, Prospect Square/De Courcy

Square, South City Retail Quarter, Dartmouth Square and Environs, Capel St and Environs, Marino Casino, Thomas St and Environs, Chapelizod and Fitzwilliam Square.

Under the existing Dublin Heritage Plan a number of initiatives have been undertaken including conservation works to street monuments, conservation and presentation works to sections of the City Wall, conservation works to protected structures including Nos. 3 & 4 Henrietta Street and the conservation and reuse programme at St. Luke's.

The City Walls and Defences comprise the City's largest civic monument. In 2006, a conservation plan for them was agreed with the key partners and stakeholders. A number of actions have resulted, including the conservation and presentation of the exposed portion of wall at the Civic Offices, Wood Quay and at Isolde's Tower. The

City council has also taken advantage of technology and has developed a digital interactive Heritage map containing all information gathered through the first City Heritage Plan that is a useful tool for the management of the heritage of the city.

In 2005 Dublin City Council, in partnership with the Heritage Council, commissioned the Dublin City Industrial Heritage Record (DCIHR). A comprehensive documentary inventory of sites of industrial heritage interest was compiled using historical maps, followed by field survey to establish the survival rate and the significance of surviving sites.

In 2008 Dublin City Council, supported by an Irish National Strategic Archaeological Research grant, commissioned a research framework for the Archaeological Remains of Viking and medieval Dublin. The principal objective of this study is to formulate an evolving archaeological research framework for medieval Dublin, which can be utilized by the relevant stakeholders to inform future decisions, in both planning and research.

7.2.3 CHALLENGES

A key challenge is to balance the significant archaeological and architectural heritage of the city with its dynamic growth. An important mechanism to achieve this is to formulate appropriate objectives for the protection, enhancement and management of the built heritage, while encouraging regeneration and change. It is equally important to increase public awareness of the importance of the legacy and riches of the built heritage.

Dublin's tourism industry relies largely on the city's built heritage, with its unique character and identity as a city of neighbouring but distinct quarters. A challenge for this development plan is to

unlock the tourism potential of the Medieval city, its northern suburb of Oxmantown, (the Markets area, St Mary's Abbey, Smithfield & Collins Barracks), and the Liberties (including the Cathedrals, St Sepulchre's Palace, Dublinia; St Audoen's Church, and Thomas Street). A further key challenge to the City's built heritage is to find ways to keep the buildings in active use.

Dublin has a number of historic urban villages with unique character and the challenge will be to conserve the characteristics of these historic villages whilst promoting the conservation of their architectural features and streetscapes. [\(see section 4.4.2.1 Policy SC9\)](#)

Enlivening streets and public spaces with markets and entertainment, greening and creating pedestrian friendly routes is being planned to regenerate neglected historic areas of the inner city. It is crucial to this concept that people are encouraged to live above shops and businesses in the Georgian core, mixing living and working as was originally intended.

The challenge for the next decade is to protect the unique character and qualities that characterise the city and create its attractiveness. [\(see section 4.4.1.1 Policy SC2\)](#) This does not imply that Georgian or historic Dublin should be a 'museum piece', rather, the historic fabric requires sensitive modern infill projects, complementary buildings which mutually respect their surroundings. Reports such as the Dublin Civic Trust's "Defining Dublin's Historic Core" will make a valuable contribution to meeting this challenge.

7.2.4 THE STRATEGIC APPROACH

(see Figure 14)

In accordance with the core strategy, Dublin City Council will take the following approach to protecting and enhancing the city's built heritage:

- Co-ordinating and developing new approaches to the successful management of Dublin's Built Heritage
- Emphasising the regeneration of the north Georgian core to its former cultural and historic importance so as to leverage economic and social benefits for the entire city
- Developing a research agenda for architectural heritage in the city, which will guide the assessment of aspects of the city's built heritage focusing on materials, typologies, climate change, and the interface between contemporary design and the historic setting
- Continuing to implement and build on the success of the Dublin City Heritage Plan
- Investigating the potential for Dublin to be designated as a World Heritage Site
- Safeguarding historic open spaces and Zones of Archaeological Interest
- Promoting Dublin's Industrial Heritage
- Protecting and embracing the built heritage as a finite resource while supporting the city as an attractive destination for tourism

7.2.5 POLICIES AND OBJECTIVES

7.2.5.1 Promoting Sustainable Development in Conservation

The retention, rehabilitation and reuse of old buildings can play a pivotal role in the sustainable development of the city. In many cases they make a positive contribution to both streetscape and sense

of place. Dublin City Council will promote the city's built heritage including protected structures both through development management and guidance to building owners (see section 11.4.8).

It is the policy of Dublin City Council:

FC26	To protect and conserve the city's cultural and built heritage; sustaining its unique significance, fabric and character to ensure its survival for future generations
FC27	To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city
FC28	To continue to protect our built heritage, and development proposals affecting the built heritage will be assessed in accordance with the DoEHLG document "Architectural Heritage Protection Guidelines for Planning Authorities, 2004"
FC29	To co-operate and facilitate partnerships with relevant agencies for the continued development of integrated policies in order to reinforce the character, cultural significance and tourism potential of the historic areas in the city.

7.2.5.2 Protected Structures and the Built Heritage

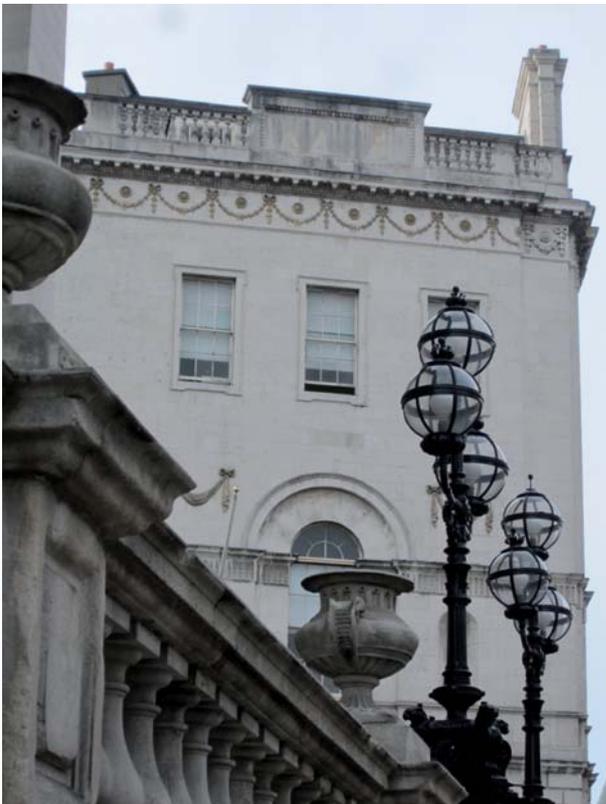
The Planning and Development Act, 2000 (as amended) defines 'Protected Structures' as structures, or parts of structures, which form part of the architectural heritage and which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

The Planning and Development Act, 2000 (as amended) requires each planning authority to compile and maintain a Record of Protected Structures (RPS). This record is a mechanism for the statutory protection of the architectural heritage and forms part of each planning authority's development plan. The National Inventory of Architectural Heritage (NIAH) survey may result in further revisions to the RPS.

The purpose of protection is to manage and control future changes to these structures so that they retain their significant historic character. Works which would materially affect the character of the protected structure require planning permission (see Chapter 17 & Appendix 10).

It is the <u>policy</u> of Dublin City Council:	
FC30	To include those structures considered to be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in the Record of Protected Structures. To protect these structures, their curtilage and the setting from any works that would cause loss or damage to their special character
FC31	To maintain and enhance the potential of protected structures and other buildings of architectural/historic merit to contribute to the cultural character and identity of the place, including identifying appropriate viable contemporary uses.

It is the <u>policy</u> of Dublin City Council:	
FC32	To encourage the protection of the existing or last use of premises listed on the Record of Protected Structures where that use is considered to be an intrinsic aspect of the special, social, cultural and/or artistic interest of those premises. In considering applications for planning permission in respect of a change of use of any such premises to take into account as material consideration the contribution of the existing or last use of that structure to special, social, cultural and/or artistic interest of those premises and/or whether the new use would be inimical to the special interest identified
FC33	To facilitate off-street parking for residential owners/occupiers where appropriate site conditions exist while protecting the special interest and character of protected structures and conservation areas (see sections 17.10.6 and 17.10.7)
It is the <u>policy</u> of Dublin City Council:	
FC34	To assist owners of protected structures in undertaking essential repairs and maintenance by providing architectural advice to recipients of City council conservation grants and to promote best practice and the use of skilled specialist practitioners in the conservation of protected structures
FC35	To require the protection of the special interest and character of protected structures while carrying out interventions to comply with requirements of the Building Regulations and the necessity to provide universal access to buildings



It is the policy of Dublin City Council:

- FC36 To protect the special interest and character of protected structures while complying with the requirements of fire safety and energy improvements. (see [Appendix 10](#))
- FC37 To consider new uses which are compatible with the character of protected structures
- FC38 To promote the use of planned maintenance programmes and the preparation of conservation/management plans to avoid loss of historic building fabric and authenticity through inappropriate repair work

It is an objective of Dublin City Council:

- FCO25 To review the RPS during the lifetime of the development plan to ensure that all records are consistent with the criteria established for inclusion of a record on the RPS (Refer to Volume 3 – Record of Protected Structures)
- FCO26 To identify and protect exceptional buildings of the late twentieth century, and to categorise, prioritise and where appropriate, add to the RPS, Dublin City Council will produce guidelines and offer advice for protection and appropriate refurbishment.
- FCO27 To acknowledge the importance of 78/79 Grafton Street, Bewley's Oriental Café, by encouraging the protection of its use as a café which is intrinsic to the special character of that building, including the entire building – the basement, ground floor and first floor

It is an <u>objective</u> of Dublin City Council:	
FCO28	To provide guidance for owners of protected structures or historic buildings on upgrading for energy efficiency and to promote the principles of sustainable building design in conservation
FCO29	To facilitate sustainable, well-designed lighting proposals on key landmark structures, which will enhance and are compatible with the character of protected structures and conservation areas
FCO30	To maintain a register of Buildings at Risk in which protected structures at risk from neglect or wilful damage will be entered and actions will be taken to ensure their survival
FCO31	To carry out a study using international best practice as a guide to formulate detailed guidelines on active uses for buildings within the Georgian Core and Conservation areas

dealing with development proposals and works by the private and public sector alike. Dublin City Council will thus seek to ensure that development proposals within all conservation areas complement the character of the area, including the setting of protected structures, and comply with development standards.

The mechanisms used to designate areas of particular conservation value are:

- Land-use zonings: Residential Conservation Areas (land-use zoning Z2) and Architectural and Civic Design Character Areas (land-use zoning Z8) and the red-hatched areas shown on the zoning objective maps
- Architectural Conservation Areas: which are intended to preserve the special character of streetscapes that are of architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest

7.2.5.3 Conservation Areas

Conservation areas have been designated in the city in recognition of their unique architectural character and important contribution to the heritage of the city. Designated conservation areas include extensive groupings of buildings or streetscapes and associated open spaces. Designated areas include the Georgian Core area in recognition of Dublin's international importance as a Georgian city, the city quays, rivers, canals and specific streets and sites. All of these areas require special care in terms of development proposals which affect structures in such areas, both protected and non-protected.

The special value of conservation areas lies in the architectural design and scale of these areas and is of sufficient importance to require special care in



It is the policy of Dublin City Council:

FC39 To designate Architectural Conservation Areas where the planning authority is of the opinion that its inclusion is necessary for the preservation of the character of an area. The following criteria will be applied when selecting areas for designation as architectural conservation areas:

- ◆ The proposed area shall fulfill the legal requirements for architectural conservation areas set out in the Planning and Development Acts, 2000 to 2002, by satisfying at least one of the categories of special interest (architectural, historical, archaeological, artistic, cultural, scientific, social, technical), or by contributing to the appreciation of protected structures
- ◆ The necessity for designating a proposed area as an architectural conservation area given the level of alternative protection existing or proposed e.g. the Record of Protected Structures, zoning objectives and policies in the development plan

It is the policy of Dublin City Council:

FC39 Cont'd

- ◆ The distinctiveness and relative importance of an area's built fabric having regard to the extent of that particular type of architecture/ building form in Dublin city
- ◆ The extent to which the proposed area is largely intact i.e. the extent of heritage buildings in the area and the extent of original fabric remaining
- ◆ The designation of the proposed area as an architectural conservation area would not conflict with any other objectives of the development plan
- ◆ The degree of pressure for physical change in a proposed area which could militate against the built heritage and the physical character of the area

FC40 To protect the special character of the city's conservation areas through the application of the policies, standards and guiding principles on building heights (see Policies SC17, SC18, SC19, section 17.6 and Guiding Principles 16.4)

FC41 To protect and conserve the special interest and character of Architectural Conservation Areas and Conservation Areas in the development management process (see sections 17.10.6, 17.10.7, 17.10.8)

It is the policy of Dublin City Council:

FC42	To protect the special interest and character of protected structures and Architectural Conservation Areas while striving to meet the requirements for access for all in as far as practicable in accordance with Section 29 of the Disability Act 2009 (see Appendix 22)
FC43	To continue to prioritise the assessment and consideration of appropriate historic streets and squares for designation as Architectural Conservation Areas and include policies to protect and enhance their architectural characteristics
FC44	To assess and, where appropriate, re-designate existing non-statutory Conservation Areas as Architectural Conservation Areas

It is an objective of Dublin City Council:

FCO32	To designate additional Architectural Conservation Areas, including residential, suburban areas of the city with the specific objective of reducing buildings in these areas which are listed on the Record of Protected Structures, as appropriate. (Any buildings selected for deletion from the RPS will be of local rather than of regional significance. These ACAs will protect primarily the front facades and streetscape character and will remove the protected structure status of such buildings (see Appendix 11)
FCO33	To prepare schemes for Areas of Special Planning Control, where deemed desirable and appropriate having regard to the statutory needs of the city

It is an objective of Dublin City Council:

FCO34	To undertake an assessment to inform the potential ACA designation for the following areas: Mountjoy Square, Crumlin Village (St. Agnes Church and environs), Iveagh Garden's Crumlin, CIE Estate Inchicore, the eastern part of Rathdown Park/Rathfarnham Road and Sandymount Village and Environs.
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7.2.5.4 Historic Urban Villages, Streets and Public Buildings

Dublin city encompasses many historic villages which have retained their historic and cultural significance. Dublin City Council will promote the protection of these areas, raise awareness amongst the community of each area's cultural identity and promote sensitive infill design.

Dublin city has a number of key historic main routes, including Abbey Street Upper and Middle, Aungier Street, Capel Street, Camden Street/Wexford Street, Dorset Street, Gardiner Street, South Great Georges Street, South William Street and Thomas Street/James Street. Dublin City Council recognises the importance of these routes and will encourage high quality innovative design that responds to their historic context.

It is the policy of Dublin City Council:

FC45	To promote the regeneration and enhancement of the north city Georgian squares and the North Georgian Mile with public enhancement schemes, cultural initiatives and specific development policies
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It is the <u>policy</u> of Dublin City Council:	
FC46	To protect and enhance the important civic design character of Dublin's quays, squares and historic public spaces
FC47	To seek the retention of the established street pattern in development proposals within historic areas
FC48	To conserve the unique characteristics of Dublin's Historic Villages and promote conservation of their architectural features and streetscapes by assessment, research, community consultation and appropriate designations and protection policies.
FC49	To ensure that significant heritage buildings owned by the Council are protected and enhanced

It is an <u>objective</u> of Dublin City Council:	
FCO35	To implement historical studies and conservation plans to assist in the conservation of the unique characteristics of Dublin's historic villages and the promotion of the conservation of their architectural features and streetscapes (see section 4.4.2.1 Policy SC9)
FCO36	To repair, enhance and upgrade the Mansion House as the official residence of the Lord Mayor in order to celebrate 300 years of its continual use as a Mayoralty House
FCO37	To carry out a survey and study of the remains of the 'gabled tradition' of buildings and assist in the conservation, recording and in some cases the restoration of representative examples of these houses so as to prevent this legacy being lost.

7.2.5.5 Enhancing the Public Realm

It is the <u>policy</u> of Dublin City Council:	
FC50	To seek the repair and retention of shop and pubfronts of architectural interest.
FC51	To identify and implement positive measures for the enhancement and regeneration of the historic city, improve its physical condition and presentation, sustain its character and authenticity
FC52	To consider the historical and cultural significance of setting in future public realm projects
FC53	To protect traditional pitch-roof forms in historic streetscapes

7.2.5.6 City Heritage Plan

The Dublin City Heritage Plan complements the policies of the Dublin City Development Plan. The principal aim of the Heritage Plan will be to ensure a high quality urban environment by positioning "place" central to all Heritage Plan activities.

It is the <u>policy</u> of Dublin City Council:	
FC54	To continue to preserve, and enhance where feasible the surviving sections of the City Wall, according to the recommendations of the City Walls Conservation Plan 2005
FC55	To preserve historic place and street names and ensure that new street names should reflect appropriate local historical or cultural associations
FC56	To promote tourism in the Medieval City and suburbs (see also Section 9.4.8)
FC57	To support the designation of Dublin as a World Heritage Site.
FC58	To promote the awareness of Dublin's industrial, military and maritime heritage

It is the <u>policy</u> of Dublin City Council:	
FC59	To preserve, repair and retain in situ, where possible, historic elements of significance in the public realm including railings, milestones, city ward stones, street furniture, ironmongery, and any historic kerbing and setts identified in Appendices 12 and 13 of the development plan, and promote high standards for design, materials and workmanship in public realm improvements. Works involving such elements shall be carried out in accordance with the Historic Street Surfaces in Dublin Conservation Study and Guidance Document (2008)
FC60	To investigate the feasibility of a dedicated Museum of Dublin with a range of stakeholders including OPW, the National Cultural Institutions, The Heritage Council and the City Council, in recognition of the wide range of cultural artefacts relating to the history and development of the city.
FC61	To investigate the heritage status of Moore St
FC62	To have regard to the National Monuments legislation, National Policy Documents and Guidelines, and Code of Practice that protects sites and monuments. (see Appendix 14)

It is an <u>objective</u> of Dublin City Council:	
FCO38	To continue to review and implement the Dublin City Heritage Plan
FCO39	To identify key urban villages with unique characteristics and special sense of place as part of the review of the Heritage Plan.

It is an <u>objective</u> of Dublin City Council:	
FCO40	To seek the preservation and enhancement of all National Monuments in the city and to consult the National Monuments Service in assessing proposals for development which relates to Recorded Monuments.
FCO41	To implement the signage strategy for the City Walls
FCO42	To undertake specific priority conservation works projects and to seek to identify additional national grant mechanisms to aid in the implementation of such projects
FCO43	To carry out a survey of all historic shop fronts in the city, and an assessment of the streetscape contribution provided by shop fronts and ensure their protection through the provision of conservation guidelines
FCO44	To co-operate with other agencies in the investigation of climate change on the fabric of historic buildings in the city
FCO45	To continue the preparation and implementation of conservation plans where appropriate, for vulnerable sites during the currency of this plan
FCO46	To commemorate and appropriately celebrate the centenary of historic events including the Dublin 1913 Strike and Lockout and the 1916 Rebellion

7.2.5.7 Preservation of Zones of Archaeological Interest

The Dublin City Development Plan Map Zone of Archaeological Interest (shown enclosed by a dot and dash broken line) or monuments outside this (shown as a castle symbol) is based on the Record of Monuments and Places maps 1994. The Zone of Archaeological Interest has been updated in this development plan.

Zones of Archaeological Interest in urban areas can provide challenges to development and regeneration as well as providing opportunities for understanding our past. Dublin, for instance, has a number of important medieval ecclesiastical sites, graveyards and historic open spaces and unrecorded archaeological sites and shipwrecks, where preservation of remains, in addition to preservation of character, setting and amenity, are important. In accordance with international best practice guidance and national policy, preservation in situ of buried archaeological remains is the preferred option and new development should, where practical, be designed in such a manner to facilitate in situ preservation. Retention of medieval street pattern, plot width, use of appropriate materials and medieval character are important considerations in maintaining the character and identity unique to the Old City. (see also [Section 17.11 Development Standards](#))

Within the canal area, there are numerous historic sites and character areas, which present excellent opportunities for tourism and leisure facilities for international and national visitors to the capital, as well as for the inhabitants of wider Dublin.

It is the policy of Dublin City Council:

FC63 To promote awareness of, and access to, the city's archaeological inheritance

FC64 To promote the in-situ preservation of archaeology as the preferred option where development would have an impact on buried artefacts, except where other alternatives are acceptable or exceptional circumstances are determined by the relevant statutory agencies. Where preservation in situ is not feasible, sites of archaeological interest shall be subject to archaeological investigations and recording according to best practice, in advance of redevelopment (see also [Section 17.11 Development Standards](#))

FC65 To preserve known burial grounds and disused graveyards. Where appropriate to ensure that human remains are re-interred, except where otherwise agreed with the National Museum of Ireland

It is the policy of Dublin City Council:

FC66 To promote the awareness of the international significance of Viking and medieval Dublin and to investigate key medieval sites and to conserve their character, setting and amenity through Irish Strategic Archaeological Research (INSTAR) Medieval Research Agenda and other initiatives.

FC67 To recognise the importance of underwater/intertidal archaeology

It is an <u>objective</u> of Dublin City Council:	
FCO47	To promote best practice for archaeological excavation and encourage the dissemination of the findings of archaeological investigations and excavations through the publication of excavation reports thereby promoting public awareness and appreciation of the value of archaeological resources
FCO48	To promote the development of the Dublin City Archaeological Archive
FCO49	To continue to develop a long term management plan to promote the conservation, enhancement, management and interpretation of archaeological sites and monuments and to identify areas for strategic research
FCO50	To facilitate a study on the effects of foundation types on subterranean archaeological remains
FCO51	To promote the development of a Historic Graveyard Advisory Group for Dublin city and to explore the possibility of improving accessibility and genealogical interpretation/information at these historic graveyards and to investigate the potential for the erection of Columbarian Walls.

7.2.5.8 Industrial Heritage

Industrial heritage is a relatively new area that refers to industrial activities of the past and associated infrastructure such as the Poolbeg Power Station and includes a range of buildings, artefacts, features and ancillary features such as the Guinness Storehouse and the Jameson Centre. These examples of the brewing and distillery's industrial heritages are being shared with many visitors every year.

Regard for industrial heritage is an important issue for future planning and development. The Dublin City Industrial Heritage Record survey makes recommendations for sites to be added to the list of Protected Structures in the life of the plan and once published, it should be consulted prior to the lodgement of any planning application.

It is the <u>policy</u> of Dublin City Council:	
FC68	To implement the relevant recommendations of the Dublin City Industrial Heritage Record (DCIHR)

It is an <u>objective</u> of Dublin City Council:	
FCO52	To include Industrial Heritage sites to the Record of Protected Structures during the lifetime of the development plan
FCO53	To encourage and facilitate the conservation and sustainable future use of the old Mill at Rowerstown Lane, Kilmainham as an important example of Dublin's Industrial Heritage





8

**MAKING DUBLIN THE HEART
OF THE CITY REGION**

8.0 INTRODUCTION

As the capital city, it is vital that Dublin continues to grow and operate on an international scale while at the same time providing for the needs of its residents, workers and visitors alike. Dublin must develop as a dynamic city region with sufficient critical mass in order to compete at an international level and fulfil its role as the national gateway and key economic driver of growth for the Greater Dublin region and the country as a whole.

The National Development Plan recognises the unique role of the capital as a national gateway and envisages the implementation of Transport 21 and the consolidation of the Greater Dublin Area through integration of transport and land-use. The National Spatial Strategy (NSS) endorses consolidation, investment in public transport, and the need to support the national roles of Dublin Airport and Dublin Port. A summary of the provisions of national and regional guidance can be found in Appendix 2.

8.1 ACHIEVEMENTS

The city is benefiting from many improvements including: the new National Conference Centre, new bridges across the river Liffey; and the redevelopment of both Croke Park and Lansdowne Road stadiums. The city region's transport infrastructure is improving with the completion of the port tunnel and two Luas light rail lines, the ongoing four tracking of the Kildare rail route and the construction of a new terminal at Dublin Airport.

Environmental quality gains importance as the city consolidates and the region develops. In this regard, there have been many achievements: Dublin is the only capital city in the European Union to have a blue flag beach, Father Collins Park in

the North Fringe is Ireland's first wholly sustainable park, many flood protection works have been completed under the Dublin Flooding Initiative; and detailed planning for the Sutton to Sandycove (S2S) project has been undertaken.

8.2 CHALLENGES

In a global economy, city-regions compete internationally as attractive places for investment and development. As the economic driver of the national economy, and the core of the city-region, becoming more internationally competitive is a key challenge for the city.

Quality of life is now a key determinant of a city's success, demanded not only by citizens but also necessary to attract and hold on to a talented workforce. Benchmarking is now a standard approach to profiling a city and a high rating in key areas can enhance city status and have a positive impact on investment and confidence. It is critical that cities like Dublin have the ability to analyze their strengths and weakness and develop city strategies based on a strong vision.

Collaboration, the establishment of networks and clustering of economic sectors are important elements in developing the city's role at regional, national and international levels. City networks facilitate the exchange of information and knowledge, enable best practice to be established and encourage partnership in projects.

There is need at a regional level to embrace a set of wider challenges such as: green networks; developing settlement and transport policy to incorporate economic strategies; establishing the role of an effective core at the heart of a polycentric city region; developing pro-active branding; and seeking a more dynamic partnership

from key institutions/stakeholders in promoting the region and developing its potential.

Environmental issues do not limit themselves to the boundary of the city. The Dublin city region must jointly develop and pursue policies to address climate change and sustainability in order to safeguard the regions environment for future generations.

8.3 THE STRATEGIC APPROACH

(see Figure 15)

Making Dublin the heart of the city region will be achieved through the strategy of:

- acknowledging the importance of having a strong voice for Dublin and developing collaborative networks at international, national and regional levels to promote the city
- branding and developing Dublin as a polycentric city region that can compete and collaborate with city regions internationally
- consolidating the metropolitan area to create a compact city, reinforce the primacy of the city centre and optimise the use of urban land and infrastructure
- seeking opportunities to develop the knowledge and creative economy and supporting a network of thriving economic clusters and corridors
- branding and developing Dublin as a city with a high quality of life and superb cultural and recreational facilities
- supporting emerging academic and research initiatives in the university and medical sectors
- supporting the realisation of a strategic green network and
- seeking to prioritise regional infrastructural investment

8.4 POLICIES AND OBJECTIVES

8.4.1 Co-operation at National and International Levels

The Dublin City Council Office of International Relations and Research manages relations with other cities and develops networks and projects to enhance the international position and view of Dublin.

Dublin’s strengths should be exploited by collaborating with the Industrial Development Authority in order to promote foreign investment and export potential. The NSS recognises the importance of the Dublin-Belfast economic corridor. Increasing interaction and co-operation between Dublin and Belfast will enhance competitiveness and has potential benefits for the whole of the island of Ireland.

It is the policy of Dublin City Council:

HR1	To build on and promote the Dublin-Belfast economic corridor in order to maximize the advantages of north-south links and the development of an all island economy
HR2	To collaborate with other agencies at the regional and national levels to promote foreign investment and export potential which capitalises on the city regions dynamic nature, critical mass and economies of scale. (see also section 9.4.1)

8.4.2 Branding the City-Region

There is a need to develop pro-active branding and to seek a more dynamic partnership from key institutions/ stakeholders in promoting the region and developing its potential. The Economic Development Action Plan for the Dublin City Region (2009) contains an objective to develop the Dublin brand to raise Dublin’s international profile based on Dublin’s

distinct identity, its unique achievements and competitive advantage as an international city region.

It is the policy of Dublin City Council:

HR3 To support the formation of a consensus to foster influence for Dublin and to brand and promote the Dublin region internationally. [\(see also Policy FC19\)](#)

It is an objective of Dublin City Council:

HRO1 To develop a brand identity for Dublin based on the city's distinctive identity, built heritage and environment, unique achievements and competitive advantage as an international city region

HRO2 To seek to promote the visual identity of the city through the display of flags, banners and crests unique to the city, the city character areas and gateways, as well as the city-region

HRO3 To develop a large scale interactive touchscreen digital map of the city in City Hall or at the Wood Quay Venue in the Civic Offices allowing visitors to discover and explore the city through the map and to access historic images of events and places together with existing information about zonings and also images of potential future developments as contained in LAPs or village masterplans

8.4.3 Regional Co-ordination for Sustainable Spatial Development

Dublin City Council co-operates with adjacent authorities and the regional authority to ensure that a co-ordinated approach is taken to the planning of the Dublin region. In accordance with the core strategy, there is a need to strengthen the gateway role of the city and to

consolidate and increase overall densities of development to create a sustainable compact city which will facilitate the provision of a high quality integrated public transport system and avoid urban sprawl.

It is the policy of Dublin City Council:

HR4 To collaborate with adjacent authorities and the regional authority to ensure that a co-ordinated approach is taken to the planning of the Dublin region and to have regard to the Regional Planning Guidelines for the Greater Dublin Area (2010-2022) and the National Spatial Strategy (2002-2020)

8.4.4 Reinforcing the Primacy of the City

Providing a stronger voice for Dublin is necessary to protect and reinforce the primacy of the city and support an effective core at the heart of the city region. To promote a sustainable future, it is important to consolidate the metropolitan core in order to optimise the value of existing and proposed infrastructural investment. [\(see Figure 2\)](#).

Dublin city has a dynamic relationship with a number of strong outer or polycentric centres for example Swords, Tallaght and Sandyford. The role of the city centre as the leading mixed-use retail and employment destination which is located at the heart of the most connected urban centre in the country needs to be supported.

It is the policy of Dublin City Council:

HR5 To promote opportunities for Dublin, protect and reinforce the primacy of the city and support the consolidation of an effective core at the heart of the city region. [\(see also section 10.5.2\)](#)



8.4.5 Regional Economic Development

Dublin is Ireland’s only city of international scale and it is located at the core of the Greater Dublin region which is the ‘power house’ of the Irish economy. As the capital, Dublin will continue to occupy a unique position in the economic, social and cultural life of the country. Developing and strengthening the city region contributes to the overall strength of the country in a competitive global economy.

The Economic Development Action Plan for the Dublin City Region (2009) identifies the benefits that economies of scale can generate for the city, region and country. The Dublin city region, with its critical mass, needs to continue to act as the engine of Ireland’s economy with a network of thriving polycentric clusters

and the following transboundary innovation corridors: (1) the Southern Innovation Corridor (including the Trinity-UCD Innovation Alliance); (2) the Metro North Innovation Corridor; and (3) the Naas Road/Rail Innovation Corridor. (see Figure 2).

It is the policy of Dublin City Council:

HR6 To support the role of the city as the primary mixed use employment and retail destination which is also well connected by public transport (see also section 9.4.4)

HR7 To support the network of economic clusters and transboundary innovation corridors in the polycentric city region as identified in the Economic Development Action Plan for the Dublin City Region. (see also section 9.4.4)

8.4.6 Regional Co-operation for Environmental Sustainability

The regional context is important for Dublin’s Climate Change Strategy, as many of the issues for sustainable energy and climate change such as transport and energy infrastructure, drainage and wastewater, supply of drinking water and flood protection, are transboundary and relate to all authorities in the region. In this context, the local authorities in the Dublin city region are developing a Dublin Region Sustainable Energy Action Plan. Dublin City Council is committed to on-going collaboration with adjoining authorities to mitigate against climate change.

It is the policy of Dublin City Council:

HR8 To work in conjunction and close co-operation with the adjoining local authorities in the Dublin region, to reduce ‘greenhouse gas’ emissions and mitigate against climate change in a co-ordinated manner on a regional level, with particular regard to energy, planning, transport, waste management, and biodiversity (see also sections 5.2.4.1 and 5.2.4.2)

It is an objective of Dublin City Council:

HRO4 To co-operate with the adjoining local authorities in the Dublin region to prepare and implement a Sustainable Energy Action Plan for the Dublin Region

8.4.7 Developing a Strategic Green Network

Key strategic green corridors within the city include the Royal and Grand Canals and major natural amenities such as the river Liffey and the Dublin bay coastal route. Dublin City Council supports the implementation of the ‘Towards A Liffey Valley Park’ strategy document which is

the first comprehensive strategy for the river Liffey and its adjacent lands and the provision of a framework for the realisation of a strategic green network across the region.

It is the policy of Dublin City Council:

HR9 To support the provision of a framework for the realisation of a strategic green network across the region. (see also section 6.4.1 and Figure 10)

8.4.8 Providing Leadership in the City Region

The Creative Dublin Alliance is building a network of diverse urban leaders to help identify, discuss, recommend and distribute solutions in response to the challenges that Dublin faces as an internationally competitive city region. Excellent third and fourth level education and research and development will be critical to the success of the Dublin city region given the challenges of the knowledge and creative economy. In this context, it is important to promote and facilitate investment in education, research and development.

It is the policy of Dublin City Council:

HR10 To support initiatives such as the Creative Dublin Alliance in order to drive the development of knowledge, innovation and creativity in the city (see also section 9.4.3)

HR11 To promote strong city governance to represent and promote the Dublin city region

8.4.9 Regional Infrastructure

Improvements to existing public transport infrastructure and water services are essential for improving quality of life and supporting the increases in density



and critical mass necessary to create a sustainable compact city which optimises the use of urban land.

Proposed improvements to public transport infrastructure such as Metro North, DART Underground and extending the Luas network will foster more sustainable development by supporting the consolidation process, supporting the transboundary innovation corridors especially the metro north innovation corridor, creating a more integrated transport network, and encouraging a modal shift from private to public transportation throughout the Dublin city region. It is important that Dublin retains an international port in the region, within sustainable transport distance of the national gateway.

Water supply and drainage for Dublin is provided on a regional basis. A new long term source of water supply and additional regional wastewater treatment capacity is necessary to meet demand that will be created by projected population growth in the Dublin city region. Policies supporting the Metro rail link between the city centre and Dublin airport and the provision of additional wastewater treatment capacity are included in Chapter 5 'Connecting and Sustaining the City's Infrastructure'.



9

REVITALISING THE CITY'S ECONOMY

9.0 INTRODUCTION

Economic success and employment generation is critical to the success of Dublin and the quality of life and prosperity of its citizens. Dublin has spearheaded the growth of the Irish economy. The regional economy of the Greater Dublin Area has been transformed and indicators of a profound change in the region began to appear at the turn of the century. The Dublin metro-region has begun to register as a significant urban centre in the wider European and global context in a variety of ways. Not just commercial and inward investors but skilled, young workers from across the EU and wider afield find the city attractive. Significant improvements in the urban environment such as new spaces and parks, cleaner streets, improved apartment housing, new arts and cultural

facilities, and an increasingly open and multi-cultural city at ease with its diversity, have made the city more attractive and competitive.

Real economic recovery is one of the three elements of the core strategy and a successful city economy both relies on and contributes to the other two elements: a compact, quality, clean, green, connected city and; making sustainable neighbourhoods which support thriving communities. Sustainable development has economic, social and environmental components. Development plan economic policies are also closely interlinked and mutually dependent on all the other plan policies such as retail and other services, housing, arts and culture, movement, infrastructure, recreation. The consolidation and strengthening of the inner city is set out in the core strategy.



9.1 ACHIEVEMENTS

The strong economic growth of the past decade, coupled with the structural shift to increased employment in services and the knowledge economy has led to a dramatic increase in the scale of the Dublin office market. The office market has more than doubled in size since 1999.

In developing specialisms and drivers of economic growth in the city, significant progress has been made, particularly in the area of tourism. Between 1998 and 2008 the numbers of overseas visitors almost doubled, accompanied by a very high level of investment in tourism infrastructure. Eight of the top ten national visitor attractions are in Dublin city centre.

The Convention Centre Dublin opened in 2010. Dublin's strong performance has seen it rise up the ranking of European cities for tourism and is now competing with Amsterdam, Vienna, Prague, Barcelona and Budapest.

The establishment of 'The Lord Mayor of Dublin International Scholarships' is aimed at creating closer international links with the city and attracting top international students to come and study in Dublin.

In response to the economic challenges, growing unemployment, loss of competitiveness, increasing globalisation and economic change, Dublin City Council and the other Dublin local authorities prepared an *Economic Development Action Plan for the Dublin City Region*. This Action Plan ties in with government policy on *Building Ireland's Smart Economy: A Framework for Sustainable Economic Renewal* and promotes cities and planning and sustainable development policies as

increasingly critical factors in economic development, employment growth and prosperity.

9.2 CHALLENGES

Dramatic change in global and national economies is increasing and is likely to accelerate over the coming decades and international competition for investment will intensify. Cities must respond to continuing radical change. The economies of metro-regions must constantly reinvent themselves and respond quickly and effectively to problems in relation to the enhanced mobility of capital, skilled labour and technology innovation.

Dublin is more vulnerable to global competition compared to its competitor cities in other countries. Like the national economy, Dublin's economy must be an exporting one. Global competitiveness challenges include relatively small population, infrastructural deficits, loss of cost competitiveness (include higher property costs) and lower productivity than our competitor cities.

In an economic downturn, regeneration areas face even greater challenges in attracting investment and enterprise and continuing and enhancing regeneration is a priority for the development plan.

Dublin must also promote or market itself at an international level to a range of audiences' including investors, key workers, students and other visitors. Events as well as superior city planning, high quality urban design and iconic architecture can all enhance competitive city brands. The Convention Centre Dublin is intended to attract international conventions.

9.3 THE STRATEGIC APPROACH

(see Figure. 16)

In responding to the challenges facing the economy of the city and its role as the national and regional economic engine, this development plan will pursue the following approach:

- Developing enterprise, particularly the services sector which is the critical sector for the city
- Developing Dublin as an 'Innovation City', a world-leading city in promoting creativity, productivity, competition, density, entrepreneurial activity and clustering
- Developing economic, cultural and institutional clusters within the city centre to optimise its economic potential
- Developing academic medical centres providing excellence in research, care and teaching in the medical and health sectors
- Promoting the development of the three innovation corridors identified in the Economic Development Action Plan for the Dublin City Region;
 - Southern Innovation Corridor
 - Metro North Innovation Corridor
 - Naas Road/Rail Innovation Corridor
- Improving the general attractiveness of a city for people and investors as a key part of maintaining competitiveness and creating a vibrant place that attracts and retains creative people within the city
- Providing appropriate office and commercial spaces as the workplaces for the new knowledge and services

economy and enables the city to compete as an attractive location internationally

- Continuing and enhancing regeneration, particularly in the city centre zoned area, as the next big move for major improvements in Dublin's competitiveness
- Promoting tourism as a key driver for the city's economy particularly through making the city attractive for visitors, international education, business tourism and conventions

9.4 POLICIES AND OBJECTIVES

9.4.1 General

It is the policy of Dublin City Council:

- RE1 To continue to collaborate with the other Dublin local authorities, the Creative Dublin Alliance and all relevant stakeholders towards improving Dublin's international competitiveness and developing Dublin as a significant hub in the European knowledge economy (see section 8.4.1)
- RE2
 - (i) To promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth, with the inner city including the Docklands as its core economic generator.
 - (ii) To promote and enhance the city's competitiveness and address deficits, to improve the business environment so that existing jobs are supported and employment generated, and be creative and practical in its responses to present economic challenges

It is the <u>policy</u> of Dublin City Council:	
RE3	To recognise the crucial need for the planning and sustainable development system to be agile and responsive in the face of challenging and rapidly changing circumstances. Dublin City Council will promote sustainable development by balancing complex sets of economic, environmental or social goals in planning decisions
RE4	(i) To take a positive and proactive approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high-quality outcomes (see Chapter 16 for Guiding Principles)
	(ii) To have consideration to the implementation of the recommendations of the Lord Mayor's Commission on Employment
RE5	To work closely with statutory bodies involved in the management of land banks to promote integrated development

It is an <u>objective</u> of Dublin City Council:	
REO1	To implement the policies and action set out in Economic Development Action Plan for the Dublin City Region, insofar as they are consistent with the development plan

It is an <u>objective</u> of Dublin City Council:	
REO2	(i) To request Economic and Employment Impact Statements for appropriate planning applications and to have regard to the economic criteria set out, in planning decision making (ii) To examine the need and opportunity for new development and financing models that will allow desirable developments to go ahead in the short-term while ensuring that the optimum development of the site will be achieved in stages
REO3	To examine how key economic generators could have greater spin-off benefits for their surrounding areas and to actively promote their development
REO4	To actively support initiatives and programmes in the Lord Mayor's Job Creation Plan.

9.4.2 Enterprise

Economic success will depend on the continued strength of our enterprise/ services base. The internationally traded services sector is vital to a small open city economy such as Dublin. The US and Europe will continue to be important investors but emerging world economies such as China will be a major source of investment.

The locally traded services sector (e.g. entertainment, restaurants, cultural and other services etc) is a major wealth and employment generator and plays a pivotal role in determining the performance of the economy. Social entrepreneurs and social enterprise have a major role to play in improving the economy and quality of life in the city. Dublin City Council commissioned a report on the potential

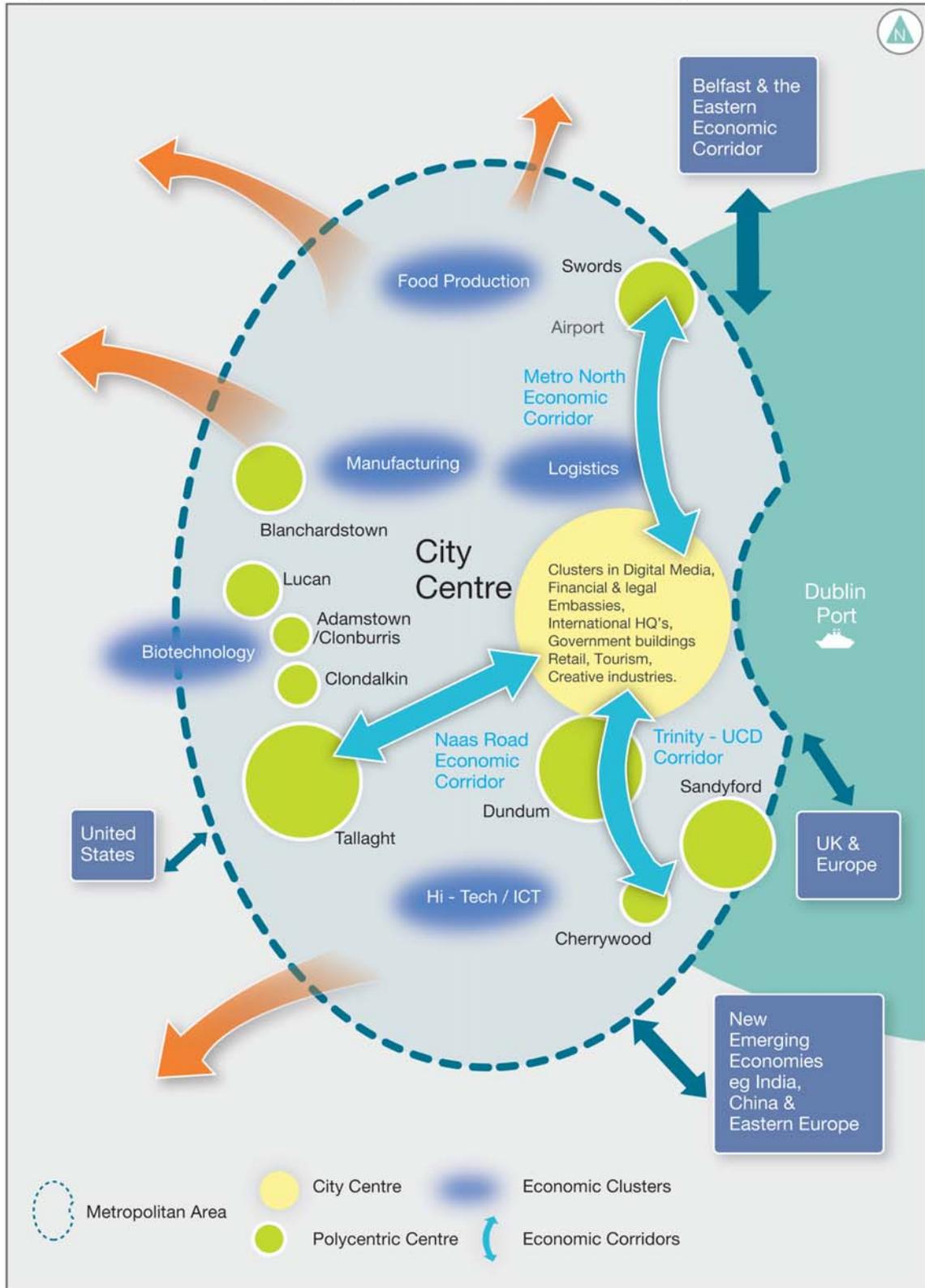
of immigrant entrepreneurship which sets out recommendations to optimise those opportunities.

It is the <u>policy</u> of Dublin City Council:	
RE6	To promote and facilitate foreign direct investment into the city by working closely with the IDA and other agencies, and having regard to the needs of international investment (see section 8.4.1)
RE7	In cooperation with the relevant agencies, to enhance links with countries and companies in relation to foreign direct investment
RE8	To promote and facilitate enterprise and entrepreneurial activity including that of immigrants, as well as small/start up businesses
RE9	To promote and facilitate the provision of commercial developments that are flexible and can provide for a range of unit sizes including units suitable for small and start-up enterprises
RE10	To promote and facilitate the economic and employment generating and regeneration potential of the locally traded services sector, making the city more attractive/vibrant for residents, shoppers, visitors and workers, and to recognise the clustering benefits of, for example, cafes and restaurants.
RE11	To promote and facilitate the use, including the temporary use, of vacant commercial space and vacant sites, for a wide range of enterprise including cultural uses (see section 7.1.5.4 Culture and the Economy)

It is the <u>policy</u> of Dublin City Council:	
RE12	To promote flexible buildings that facilitate work clusters and affordable work spaces that develop in proximity to each other so as to allow skilled self-employed workers operate independently and also in collaboration in the city and develop positive, productive synergies and efficiencies.
RE13	To promote and facilitate social enterprise and social entrepreneurial activity in the city with a view to realising the great potential of this sector to the success of the city.

It is an <u>objective</u> of Dublin City Council:	
REO5	To prepare a report and recommendations on how the city's attractiveness for foreign direct investment and potential in relation to outward direct investment could be enhanced
REO6	(i) To prepare a report and recommendations on how the economic and employment generating capacity of the locally traded services sector (including the feasibility of a Food Tourism Strategy and the potential of street food vending) could be enhanced. (ii) To prepare a report and recommendations on the potential for any barriers to securing alternative uses for vacant commercial space.
REO7	To carry out a feasibility study with a view to establishing a social enterprise hub in the city centre, in conjunction with the relevant social entrepreneur umbrella organisations

Fig 16 Dublin City Region Economic Strategy *



* Extract based on the Economic Development Action Plan for the Dublin City Region, 2009.

9.4.3 Innovation

Innovation in all its dimensions will continue as the central driver of wealth creation, economic progress and prosperity in the coming decades. Competitive cities embed innovation across all fields of activity including enterprise, education, tourism, public policy and civic engagement. Qualities such as openness, diversity of people and global links all spur innovation. These assets are greatly supported and enhanced by the availability of a good communication infrastructure, which means that facilitating next generation broadband provision is critical.

It is the policy of Dublin City Council:

- RE14 (i) To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open (see also section 8.4.8)
- (ii) To recognise that cities are crucibles of innovation and 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
- RE15 To promote and facilitate lifelong learning including by facilitating night/evening time educational uses, encouraging the optimum use of school buildings in the evenings and during holidays (see also section 8.4.8)
- RE16 To promote and facilitate the development and growth of Dublin's existing and emerging creative industries, including cultural enterprises and tourism, the film industry, green/clean technologies and other potential high growth sectors.

It is an objective of Dublin City Council:

- RE08 To work with the Creative Dublin Alliance to identify the challenges and opportunities that enhance the innovation potential of the city and to draw up a programme of work for the delivery of projects that will meet those challenges and develop opportunities, with the aim of positioning Dublin as an innovation hub for Europe
- RE09 To establish the contribution of the creative industries to the wider economy in Dublin and identify measures that would help support the growth of existing and emerging creative industries in the city region, including film-making and fashion design. In this regard, Dublin City Council will seek to establish a city quarter with appropriate accommodation space, to support and facilitate the creative industries

9.4.4 Clusters and Corridors

Clusters generate key economic benefits in terms of innovation, synergy and productivity. The clustering benefits of the city centre are limited by the lack of physical integration arising from significant areas of vacant/underutilised land as well as a lack of easy connectivity in some cases.

The three innovation corridors set out in the *Economic Development Action Plan* for the Dublin Region will provide a focus for regional innovation and clustering. In this context and in the interests of clarity, the innovation corridors have no additional implications for zoning or standards, in particular those pertaining to height, density, plot ratio and site coverage.

It is the <u>policy</u> of Dublin City Council:	
RE17	To promote and facilitate economic development and clustering taking place along the Southern, Metro North and Naas Road / Rail Innovation Corridors within the Dublin city region and to promote the city centre being the economic engine for the region (see also section 8.4.5)
RE18	To promote and facilitate the further development of clusters within the city thereby generating competitiveness, productivity and innovation benefits and to promote north-south linkages between Digital Hub – Grangegorman and east-west linkages between the Dublin Docklands, the historic city core and Heuston (see also Policy SC1)
RE19	<p>(i) To encourage the regeneration of the city centre zoned area through the promotion and facilitation of innovation clusters and the intensification of existing clusters such as the Mater Hospital, James' Hospital and the Digital Hub</p> <p>(ii) To recognise the strategic role of the hospital complexes in the city including the Children's Hospital of Ireland having regard to their national medical function, their role as a major employer in the city, as a generator of significant economic benefits for the economy of Dublin's inner city, and a promoter of the knowledge economy through research and education links with third level colleges in the city</p>
RE20	To develop and implement specific land-use and other planning policies so as to facilitate the retention and growth of existing and emerging clusters

It is the <u>policy</u> of Dublin City Council:	
RE21	To promote, facilitate and protect the enterprise and employment creation potential of the strategic enterprise/employment landbanks while also encouraging the necessary support infrastructure such as business services, cafes, shops, hotels

It is an <u>objective</u> of Dublin City Council:	
REO10	To work with the other Dublin local authorities to further develop the practical application of the concept of economic corridors and clustering
REO11	To identify and map the existing and potential clusters in the city region and identify effective supports to optimise the clustering benefits

9.4.5 Offices/Commercial/ Employment Space

A choice of good quality and cost competitive office and commercial space is critical in attracting investment, supporting enterprises and generating employment. There is a need to encourage the high quality redevelopment of outdated office stock.

Attracting Headquarter type uses to the city is a key foreign direct investment strategy. However, there is a limited supply of the large footplate offices outside of Docklands, Heuston and the suburbs. Sites of sufficient size to provide such floorplates are often found in regeneration areas.

It is the policy of Dublin City Council:

RE22	<p>(i) To promote and facilitate the supply of commercial space, where appropriate, e.g. retail and office including larger floorplates and quantum suitable for indigenous and foreign direct investment headquarter type uses, as a means of increasing choice and competitiveness, and encouraging indigenous and global headquarters to locate in Dublin</p> <p>(ii) To consolidate employment provision in the city by incentivising and facilitating the high quality redevelopment of obsolete office stock in the city</p>
RE23	To promote and enhance a number of identified key district centres as significant employment centres as part of their development as mixed use service centres for the local economy, incorporating a range of retail, employment, recreational and community uses
RE24	To facilitate home based economic activities and pooled work centres where, by virtue of their nature and scale, they can be accommodated without detriment to the amenities of residential areas (see also section 17.9.12)
RE25	To encourage the development of live work units as part of mixed-use developments where such accommodation can be provided without detriment to the amenities of adjoining residents (see also section 17.9.13)

in place a critical mass of investment and development in the short-term is essential to break the negative cycle of underdevelopment and to overcome the barriers to progress that have existed.

It is the policy of Dublin City Council:

RE26	To promote and facilitate the transformation of regeneration areas, especially inner city areas, as a key policy priority and the opportunity to improve the attractiveness and competitiveness of the city, including by promoting high quality investment and by seeking European funding to support regeneration initiatives, to the benefit of residents, employees and visitors (see also sections 4.4.1.1, 11.4.9, and 12.4.7)
RE27	To promote the location of high profile projects in regeneration areas by, for example, facilitating the required quality and quantity of office development in order to encourage high quality jobs and a more positive image for the area
RE28	To promote and facilitate cultural and tourism facilities including popular culture and art events as regeneration drivers in terms of direct wealth and job creation and making areas more attractive for investors, residents, key skilled workers and visitors (see section 7.1.5.4 Culture and the Economy)

9.4.6 Economic Area Regeneration

The speedy redevelopment of extensive vacant/underutilised sites especially in the city centre zoned area is critical to sustainable development. Putting

It is an objective of Dublin City Council:

- REO12 (i) To map and collate approaches to regeneration and in particular the specific employment and enterprise objectives in regeneration plans, to monitor delivery of these outcomes and encourage dissemination and learning
- (ii) To carry out an assessment of the challenges and barriers to regeneration as well as the opportunities and to bring forward recommendations for action.

REO13 To assess the potential of the Parnell Street, Capel Street and other areas for the creation and the promotion of ethnic retail and restaurant clusters

9.4.7 Vacant Lands and Buildings – Interim Solutions

The development plan through the core strategy, zoning objectives and standards focuses on appropriate long-term uses for the city. However, the City Council recognises that in the current challenging economic climate, there is merit and benefit in securing appropriate temporary uses as interim solutions to vacant lands or buildings. Temporary uses such as cafés, street markets, art galleries, allotments, parks or playing fields, can add vitality to city streets and local neighbourhoods as well as local communities and businesses.

The City Council will look positively on appropriate temporary uses as interim solutions for the significantly larger sites or tracts of land; smaller opportunity derelict or under-utilised sites; and recently vacated buildings. The Council will actively engage with landowners / tenants to provide advice and guidance on the requirements

for planning permission, recognising that many temporary uses may be exempt from planning permission.

It is the policy of Dublin City Council:

RE29 To promote and facilitate appropriate temporary uses on vacant lands and buildings as an interim solution (see also policies GC16, RE11 and RD 8)

9.4.8 Tourism: Visitors, International Education, Conventions

Attracting visitors, international students and conventions is crucial to the economic success including the global connectivity of the city and it is critical to continually improve the city's attractions, facilities and price competitiveness. (see section 7.1.5.4 Culture and the Economy)

It is the policy of Dublin City Council:

RE30 To promote and enhance Dublin as a world class tourist destination for leisure, culture, business and student visitors (see also policy FC20)

RE31 To promote and facilitate the optimum benefits (including the international marketing benefits) to the city of the Convention Centre Dublin, as well as all other major existing and future visitor attractions such as the National Cultural Institutions including The Abbey Theatre, IMMA, Collins Barracks, the National Gallery and the Chester Beatty Library, the Hugh Lane Gallery, the Phoenix Park, the Guinness Storehouse, the Georgian squares, and to promote the Convention Centre Dublin area as a major business, tourism, hotel, entertainment and leisure destination of international standard and to encourage development of further tourist attractions and cultural developments and facilities

It is the policy of Dublin City Council:

RE32	To promote Dublin as an International Education Centre/ Student City, as set out in national policy, and to support and encourage provision of necessary infrastructure such as colleges (including English Language colleges) and high quality custom built and professionally managed student housing (see also sections 8.4.8, 11.4.13, and 12.4.4)
RE33	To promote and facilitate sporting, cultural and tourism events as important economic drivers for the city
RE34	To develop appropriate tourism infrastructure, including signage, information, tourism trails, cafes, toilets, public transport, car and coach parking in the main tourist areas, and to facilitate and encourage computerised information points for visitors.

It is an objective of Dublin City Council:

REO14	To assess the need for a range of hotels of suitable size and quality for international conventions/ group tourism and the supply of large scale, high quality banqueting facilities
REO15	To examine the issues and potential additional synergies of promoting Dublin as an International Education Centre and to identify and seek to address the challenges experienced by international students in considering Dublin as a city of choice

It is an objective of Dublin City Council:

REO16	To examine the feasibility of a cruise terminal in the Poolbeg area and Dublin Port, including a review of the current disembarking point and its connectivity with the city and the development of tour options for visitors within the city and set out recommendations
REO17	To support Fáilte Ireland in its data analysis of its Tourist Content System in order to inform the targeted provision of a wide range of future tourist services and facilities.
REO18	To prepare an Action Plan in consultation with the stakeholders that would optimise the benefits Convention Centre Dublin (CCD), promote, facilitate and consolidate the CCD Area as a major business, tourism, hotel, entertainment and leisure destination of international standard and bring forward enhanced pedestrian linkages to O'Connell Street etc and also public realm management. (see also section 4.4.5 Public Realm)





10

**STRENGTHENING THE CITY AS THE
NATIONAL RETAIL DESTINATION**

10.0 INTRODUCTION

Retail activity has the potential to play a crucial role in the realisation of the core strategy. It can contribute to the city's economic recovery and a quality city by improving the existing retail offer and strengthening linkages with the rich diversity of uses within the city. The retail strategy for the city cross-cuts a number of aspects of the core strategy such as the city's performance on a national and international level, the primacy of the city centre, the regeneration strategies to lift and consolidate the city centre and the creation of successful communities and good neighbourhoods.

10.1 ACHIEVEMENTS

The introduction of the Luas which directly serves the two principal shopping streets has resulted in significantly improved access to the Henry Street and Grafton Street areas, whilst the completion of the port tunnel has helped ameliorate many critical points of pedestrian-vehicle conflict and improve the city centre environment.

Progress has also been made in consolidating and strengthening the city's main shopping quarter or retail core. Grafton Street & Environs has been designated as an Architectural Conservation Area and Special Area of Planning Control, to protect its character and to safeguard it as a premier shopping street.

In terms of the north retail core, there is the potential to deliver regional-scale retail development with two pivotal schemes known as the 'Northern Quarter' and 'Dublin Central'. These schemes upon development will make a significant contribution to the comparison retail offer of the city and improvements to the public realm.

Cow's Lane in Temple Bar West with its focus on contemporary design is a prime example of emerging small retail areas. There are a growing number of art galleries creating a synergy with the antiques trade along Francis Street. Parnell Street with its growing range of ethnic shops and services offers a distinctive retail experience.

Street markets are a welcome development in the city's retail sector such as the farmer's market at Coppinger Row, the Design Mart at Temple Bar, as well as markets at Smithfield and Newmarket Square. These market activities add to the diversity of the shopping experience in the city, lend a vibrancy to the street activity and enliven civic spaces.

In relation to the suburbs, important achievements include comprehensive schemes for district centre level retail provision as an integral element of regeneration in the Ballymun and Northside areas.

10.2 CHALLENGES

The city centre still retains its position as the premier retail centre in the state. However, there is genuine concern that the growth in the retail offer of suburban and regional centres is not being matched by a corresponding growth in the city centre. This relative inactivity means that the city centre has not broadened its appeal in terms of retail mix and quantum, posing a threat and challenge to the retail competitiveness of the city centre.

Dublin's city centre shopping experience is currently heavily concentrated on the main shopping streets or spines of Henry Street and Grafton Street. The extension of pedestrian loops beyond the main shopping streets and allowing for expansion of the shopping activities to

adjoining streets, is critical to strengthening and consolidating the north and south retail cores.

A key challenge for the city is to strengthen the pedestrian routes linking the north and south retail core areas to create a more cohesive retail core, with an expansion of shopping activity along established links such as O'Connell Street, College Green, Westmoreland Street and Temple Bar. This will require the creation of a high quality pedestrian environment and the development of a strong and active frontage at street level.

There has been a notable lack of larger units in the size range of 550-1500sq.m in the Grafton Street or south retail core area. The development potential of key sites in the vicinity has not been fully recognised and there has been a failure to attract leading international fashion outlets and optimise its potential as a high fashion area.

There are areas where the city centre is succeeding in terms of a vibrant shopping environment with a successful mix of shops, bars and restaurants and other retail uses that provide a competitive edge, for example Capel Street, South William Street and Castle Market. The Business Improvement District Scheme (BIDS), a joint venture between the city centre business community and Dublin City Council, is proving an effective mechanism to revitalise, manage and maintain the city centre environment.

In the suburbs, there are challenges relating to the traditional street, the parade of local shops or older shopping centres that are no longer strongly competitive. These factors can lead to unsustainable travel patterns with people driving to more attractive centres at further distances for convenience shopping needs.

The retail vitality of urban villages and emerging new neighbourhoods is often a challenge given the proximity to the city centre as in the case of Rathmines and to retail centres outside the city council area, as with Finglas. The complexity of retail catchment areas is particularly relevant to the inner and outer suburbs and is important in the context of vibrant sustainable neighbourhoods.

The Transport 21 proposals for the BX Luas Line linking the Green & Red Lines, together with the new Metro Line and the proposed DART Underground will significantly enhance connectivity within the city centre and between the city centre and the region. These multiple levels of connectivity make it an opportune time to address these challenges and to re-position Dublin as a premier shopping destination, supported by a rich diversity of leisure and cultural activities.

10.3 RETAIL GUIDANCE

The Retail Strategy for the Greater Dublin Area 2008-2016

The Retail Strategy for the Greater Dublin Area 2008-2016 (RSGDA) entails a review of changes in the retail sector and policies since the initial 2001 strategy and has been prepared in accordance with the requirements of the National Retail Planning Guidelines for Planning Authorities. The strategy provides guidance on the scale of overall provision in the context of a retail hierarchy for the Greater Dublin Area up to 2016. It also provides strategic guidance for a vibrant and competitive retail sector and a series of principles and recommendations for each council area.

The provisions of the RSGDA are incorporated into the Dublin City Retail Strategy and this city development plan. The Dublin City Retail Strategy, together

with guidance on the scale, location of retail development, criteria for the assessment of retail applications, specific improvement policies for the premier retail streets in the retail core and design guidance is set out in Appendix 4.

10.4 THE STRATEGIC APPROACH

(see Figures 17 and 18)

The strategic approach to strengthening Dublin as a retail destination incorporates the specific policy recommendations for Dublin that arise from the RSGDA and reinforces the settlement hierarchy of the core strategy.

The approach is to:

- Align the retail strategy to the settlement hierarchy of the core strategy in order to enhance and consolidate the inner city and to create mixed-use, lively and vibrant neighbourhoods throughout the city
- Place sustainability as the over-arching consideration with a particular emphasis on public transport accessibility, the primacy of the city centre and the vitality and viability of existing and emerging centres
- Provide choice and locally accessible shopping in a quality environment to cater for the regular needs of communities throughout the city
- Maintain the role of the city centre as the main retail centre for comparison goods in the country through continuing to develop the retail environment, the quality of the public realm, the range of retail uses and to facilitate complementary uses to retail
- Expand and develop local character areas, reflecting the differences and individual needs of the main retail core

areas of the city, focusing on facilitating the integration of the economic, cultural and spatial components of the city

- Actively promote and protect the range of specialist shops within the inner city, which contribute to the character and attractiveness of the city as a destination for shopping
- Support the hierarchy of retail locations in relation to the suburban areas, and especially so the development and expansion of the functions of key district centres
- Encourage the provision of accessible good quality convenience shopping with strong choice and competition within the inner city and in the rapidly growing areas in Docklands, Heuston and the Liberties, to ensure that adequate provision is made for city residents

10.5 POLICIES AND OBJECTIVES

10.5.1 General Retail

It is the policy of Dublin City Council:

RD1	To have regard to the National Retail Planning Guidelines and the Retail Planning Strategy for the Greater Dublin Area in preparing plans and in the assessment of planning applications for retail developments
RD2	To adopt the retail hierarchy contained in Appendix 4, Table 1 of this development plan
RD3	To promote and facilitate the major contribution of retail and other services to the vitality and success of the city, as a significant source of employment, a focus of tourism, as an important recreational activity and as a link with other cultural and recreational activities (see also section 7.1.5.4)

It is the policy of Dublin City Council:

- RD4 To promote and facilitate the significant role of new retailing and other services in encouraging regeneration and investment, providing local employment, improving local services and the attractiveness of regeneration areas for residents and businesses, and attracting additional complementary services
- RD5 To ensure that proposed large commercial developments, where appropriate, would incorporate retail, residential, employment and entertainment/cultural uses within the design. This mix of day and night time uses adds vitality, and is in line with the concept of sustainability. The non-residential units will be designed and finished so as to protect the amenities of the residential units
- RD6 To promote and facilitate a range of indoor and outdoor markets
- RD7 To require a high quality of design and finish for new and replacement shopfronts, signage and advertising. Dublin City Council will actively promote and seek the principles of good shopfront design as set out in Dublin City Council's Shopfront Design Guidelines ([see also section 17.25](#))
- RD8 To minimise the negative impact of dead frontage arising from high vacancy levels in retail or retail service outlets by the promotion and facilitation of temporary uses which contribute to the vitality of the street with particular support for publicly accessible creative and community uses such as community cafés, local markets, performance art events, art installations, galleries or artist studios ([see also section 9.4.7](#))

It is the policy of Dublin City Council:

- RD9 To seek to prohibit adult entertainment shops in proximity to residential areas and schools and to seek to prevent an excessive concentration of such uses having regard to the existing proliferation of similar retail outlets in an area and the vitality of a shopping area.
- RD10 To prohibit the further expansion of off-licences or part off-licences except in areas where a compelling case can be made. Any application for an off-license should include a map of all off-licenses located within a 1km radius of the proposed development.

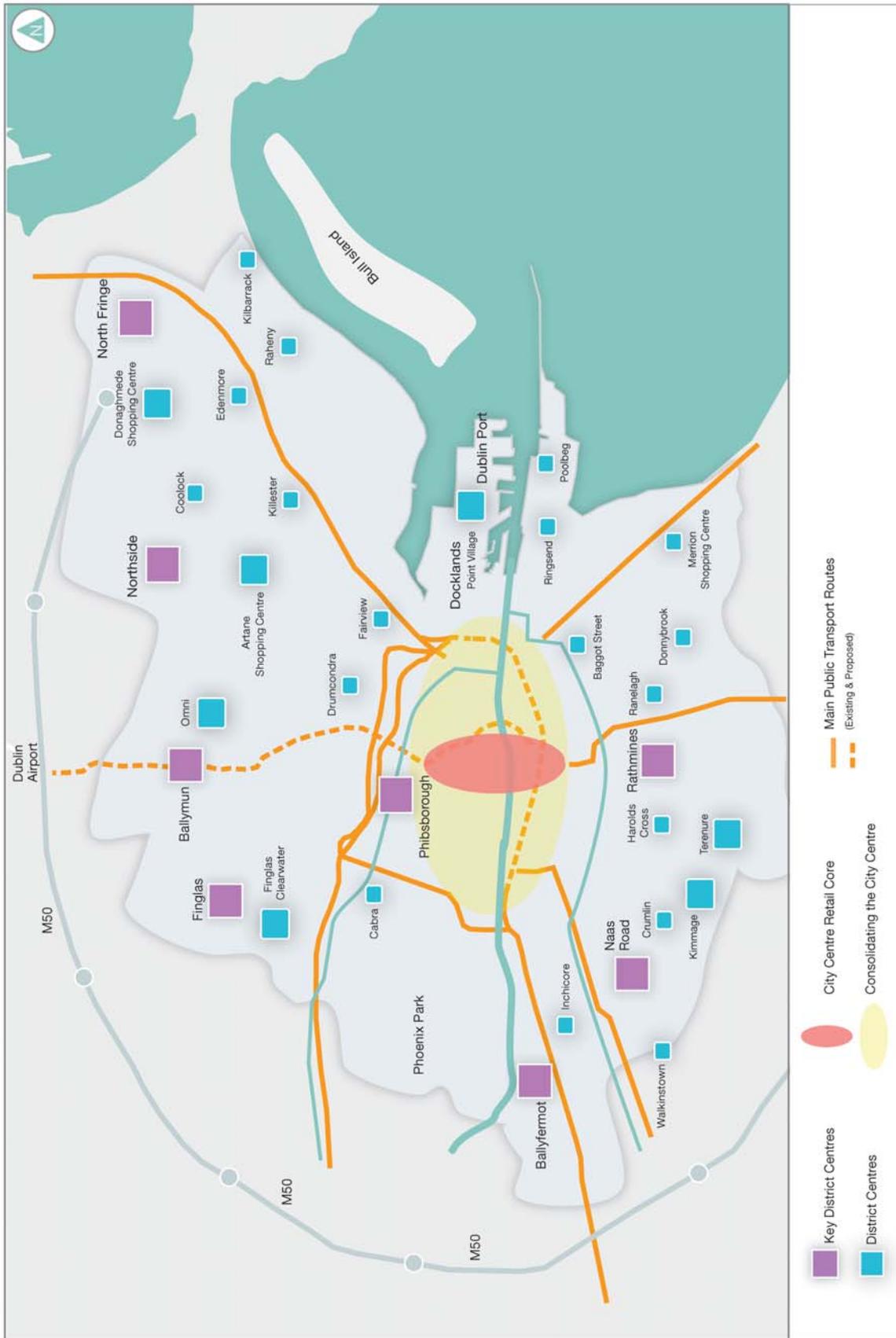
10.5.2 Primacy of the City Centre & Retail Core Area

In order to maintain and strengthen the retail character of the city centre retail core, which can be adversely affected by dead frontage and lower-order retail uses, the premier shopping streets in the city centre retail core are designated category 1 & category 2 shopping streets.

The purpose of this designation is to protect the primary retail function of these streets as the principal shopping streets in the retail core with an emphasis on higher order comparison retail and a rich mix of uses. The designation controls the extent of provision of non-retail uses at ground floor level, but also allows for uses complementary to the main shopping focus such as a cafés, bars, restaurants and galleries.

The land-use criteria for the Category 1 & 2 streets are set out in the Retail Strategy, Appendix 4 and their locations are shown in Figure 18: City Centre Retail Core, Principal Shopping Streets.

Fig 17 Retail Strategy



It is policy of Dublin City Council:

RD11 To maintain and reinforce the dominant position of the central shopping core as the premier shopping area in the state and to address the challenges and reposition the city as a premier shopping destination, supported by a rich diversity of leisure, cultural and other uses

It is the policy of Dublin City Council:

RD12 To implement the objectives of the Retail Core Framework Plan which include increasing the amount of retail floor space through the delivery of a significant quantity of additional retail floor area in particular accommodating higher order comparison goods retailing and including, where appropriate, the provision of larger shop units required by the mainstream fashion outlets. It is also a policy to promote active uses at street level on the principal shopping streets in the central shopping core and having regard to the criteria for Category 1 and Category 2 streets and the Special Areas of Planning Control

RD13 To have regard to the architectural fabric and fine grain of traditional retail frontage, whilst providing for modern retail formats necessary for vibrant city centre retail core as set out in the Retail Core Framework Plan

RD14 To recognise that it is essential that the city continues to re-invent itself to provide modern attractive retail environment that can compete both with modern regional centres and also with other international cities both in attracting trade and new retail formats as set out in Retail Strategy for the Greater Dublin Area 2008-2016

It is an objective of Dublin City Council:

RDO1 To implement the environmental and other improvements set out in the Retail Core Framework Plan such as improving facilities for pedestrians, a high quality street environment and better links between the shopping area and new routes, with the refurbishment and extension of the key pedestrian street network including the re-paving of the Grafton Street pedestrian spine and Liffey Street Upper and Lower (All environmental and public realm improvements to be prioritised under the Public Realm Strategy)

RDO2 To monitor and evaluate progress on the implementation of the City Centre Retail Core Framework Plan

RDO3 To promote and facilitate the early implementation of the City Markets Project, a vibrant retail food market, restaurant and leisure market, and a crucial development in integrating the city centre area

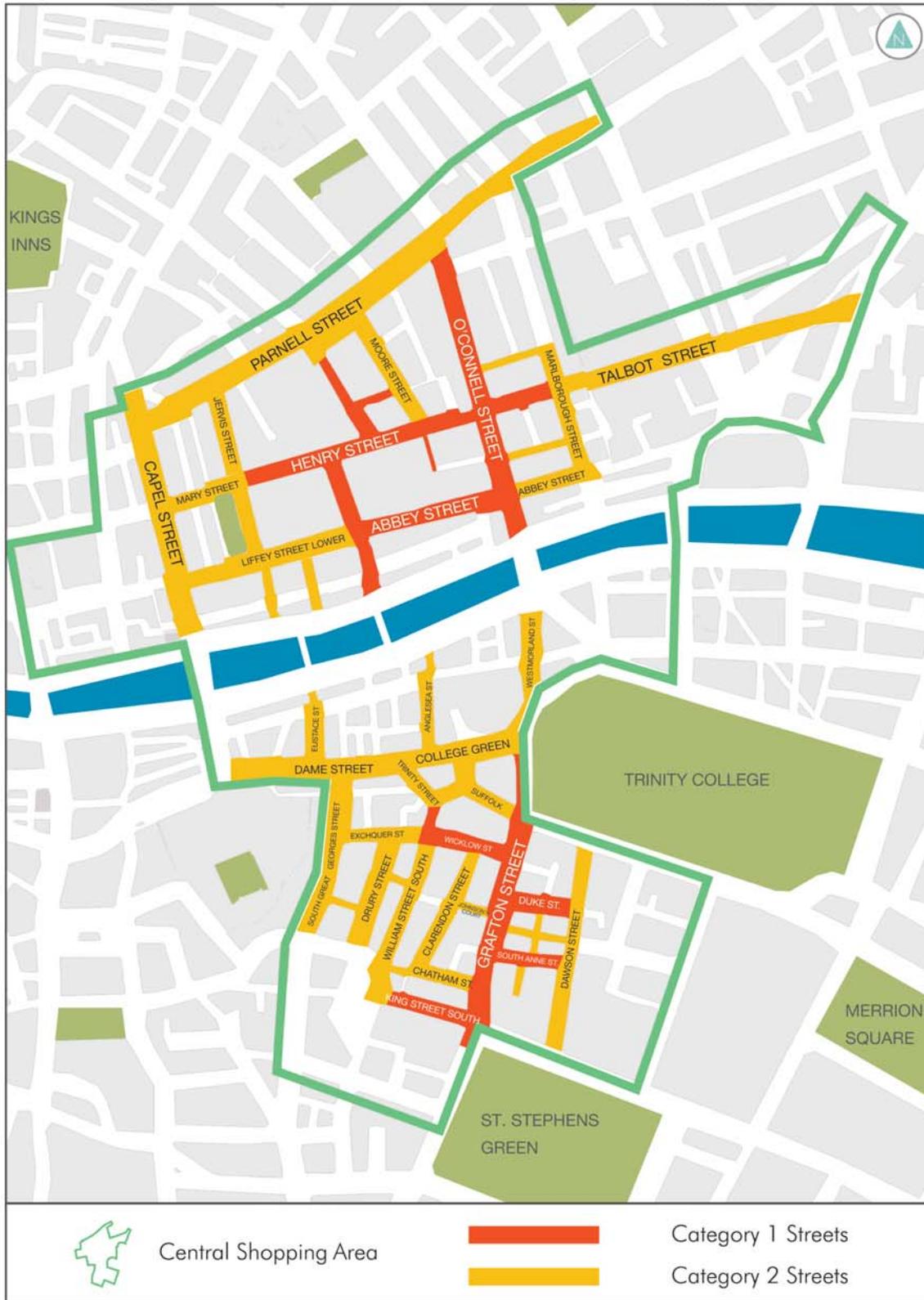
RDO4 To evaluate the operation of the Business Improvement Districts (BIDs) and give consideration to the further designation of the scheme in the city

RDO5 To give consideration to appropriate signage of the city centre retail core as a destination for retail, culture and leisure attractions as part of the City Council's Pedestrian Wayfinding System ([see also section 4.4.7](#))

10.5.3 Character Areas

The radial market streets such as Thomas Street, Camden Street and Manor Street / Stoneybatter and others add greatly to the character and vitality of the city but many of these streets are now being challenged to adapt to new retailing demands. Better

Fig 18 City Centre Retail Core - Principal Shopping Streets.



physical integration and pedestrian linkages would benefit both the market streets and the centre. (see full details in Appendix 4).

It is the policy of Dublin City Council:

RD15 To promote and facilitate the regeneration, while protecting and building on the local market roles, of the radial market streets located close to the city centre, such as Thomas Street, Camden Street and Manor Street / Stoneybatter

RD16 To promote and facilitate clustering of uses, including complementary uses, that add character and vitality to the city for example cultural/creative/antiques on Francis Street, ethnic restaurants/shops on Parnell Street and Capel Street

RD17 To promote and facilitate the improvement and integration of the market streets with the central shopping area, by the designation and improvement of pedestrian linkages, the reduction in levels of traffic, and other environmental improvements.

10.5.4 The Wider City

Retail provision has an important role to play in the creation of vibrant centres and sustainable compact neighbourhoods for residential communities. Dublin City Council will encourage appropriate retail provision throughout the city in accordance with the settlement and retail hierarchy as set out in the core strategy and retail strategy (see Chapter 3 and Appendix 4).

It is the policy of Dublin City Council:

RD18 To ensure the adequate and appropriate retail provision in the emerging or key developing areas such as Cherryorchard / Parkwest, North Fringe, Pelletstown and the Docklands

It is the policy of Dublin City Council:

RD19 To seek to maintain and strengthen the existing district and neighbourhood centres and to revitalise, re-invent and prevent the obsolescence of older suburban district and neighbourhood centres

RD20 To encourage the provision of local and/or corner shops in residential areas where there is an existing deficiency of retail provision

RD21 That major new shopping facilities should be located adjacent to public transport routes

RD22 To control the provision of retail warehousing and retail parks. These will be assessed with the need to protect the central shopping core and district centres as a priority and the need to confine their use to the sale of bulky goods

RD23 To co-operate and consult with adjoining local authorities regarding the impact of retail plans or schemes with particular regard to the potential for significant cross-boundary impacts on the retail hierarchy or the retail areas in adjoining councils

10.5.5 Convenience Shopping

The provision of good quality convenience, speciality and retail service shopping to cater for daily shopping needs is critical to attract and retain residents, especially families with children, as well as businesses in the inner city.

It is the policy of Dublin City Council:

RD24 To promote and facilitate the provision of accessible good quality convenience shopping with strong choice and competition within the inner city area and in developing areas to ensure that adequate provision is made for the increased population now living in the city; and reducing the numbers traveling the outer suburbs to meet their convenience needs and to attract and retain families with children in the city, as set out in Retail Strategy for the Greater Dublin Area (see also Appendix 4)

RD25 To promote and facilitate the provision of supermarket shopping primarily in district centres and neighbourhood centres. Any proposals for convenience shopping outside of designated centres will be subject to the sequential test criteria as set out in the Retail Strategy, Appendix 4 (see also section 17.25.5)

It is the policy of Dublin City Council:

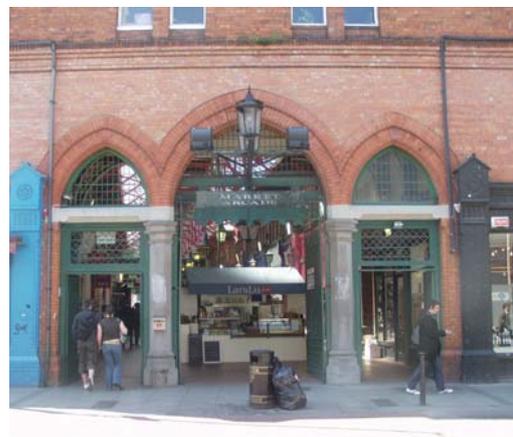
RD27 To promote and facilitate competition and innovation in the retail and other service sectors to the benefit of competitiveness and the consumer, as an integral part of the proper planning and sustainable development of the city

10.5.6 Competitiveness and Sustainable Planning

The retail sector is one of the fastest changing areas of the economy. Government reports have identified that there is a lack of competition in the grocery sector and that the planning system should foster competition and innovation. It is now recognised that planning should more explicitly take the needs of consumers into account.

It is the policy of Dublin City Council:

RD26 To ensure that Dublin adapts to developments in retail formats and changing lifestyles having regard to the retail and settlement hierarchy set out in the core strategy (see Chapter 3)





11

PROVIDING QUALITY HOMES
IN A COMPACT CITY

11.0 INTRODUCTION

The global city needs to be attractive as a place to live for all people. Providing homes that are adaptable to changing circumstances throughout people's lives, are affordable, pleasant, connected to areas where people work, relax and socialise, do not place an undue burden on the environment contribute to making attractive residential places.

Catering for the needs of residents, the City Council has introduced standards to improve the quality and liveability of individual apartment units in the city and, through this development plan will seek to broaden the scope of these standards to improve the quality of the built environment within residential developments and the wider communities in which people live.

11.1 ACHIEVEMENTS

New policies and standards for apartment developments seeking to create liveable sustainable new apartment homes were introduced under Variation 21 of the Dublin City Development Plan 2005-2011 (Achieving Sustainable Apartment Living). The aim was to promote the optimum quality and supply of apartment housing in the city for a range of housing needs including families with children.

The population of Dublin city grew from 495,781 in 2002 to 506,211 in 2006. The delivery of 26,796 housing units between 2005 and 2008 contributed to the goal of achieving the intensification and consolidation of the city.

The provision of social and affordable housing through Part V of the Planning and Development Act peaked in 2007 with the creation of 315 social units and 467

affordable units which together represented almost 12% of total housing completions in 2007.

New neighbourhoods were created whilst meeting demand for housing in developing areas such as Pelletstown and the North Fringe. The public private partnership mechanism was used to replace the Fatima Mansions local authority housing complex with a range of high quality social, affordable and private dwellings, together with community and leisure facilities and retail and enterprise units.

Substantial progress has been made regenerating and building a sustainable community in Ballymun through a combination of social, educational and economic initiatives and rejuvenating the built environment including public and private housing and the construction of a new Main Street.

11.2 CHALLENGES

The Regional Planning Guidelines for the Greater Dublin Area (2010-2022) provide a settlement hierarchy for the region and housing allocations for relevant local authorities. The guidelines take a long term view regarding demand and need, however, there is an acknowledgement that the scale of house building experienced in the Greater Dublin Area in the past number of years is unlikely to be repeated in the short or medium term.

It is important that the city has housing that is affordable and attractive to all who want to live in the city including: high quality spacious housing units with good levels of amenity in terms of green open space and daylight and sunlight; adaptable and flexible units that readily provide for changing needs over time including the needs of families with children, high quality well designed communal areas;



good property management; effective phasing of larger developments to front load benefits including social infrastructure; and sustainable building designs which are energy efficient and utilize renewable energy sources.

The development plan includes a socially inclusive housing strategy for the existing and future population of the city including the needs of those requiring social and affordable housing. The housing strategy indicates that: there is a good distribution of zoned and serviced land in Dublin which at 503 hectares has the capacity to meet regional housing allocations; unsold Part V affordable units will be transferred to social renting, the split between social and affordable housing shall be 15:5 in favour of social renting, and it will continue to be necessary to set aside 20% for social and affordable housing as permitted under Part V of the Planning and Developments Act 2000 (as amended). The complete housing strategy is contained in Appendix 3 of the development plan. The breakdown of the major land banks which contributes to the 503 Ha housing land availability is as shown in Appendix 3, section 2.

11.3 THE STRATEGIC APPROACH

The approach to providing quality homes in the compact city is to build on the policies of the last development plan and implement the core strategy by;

- supporting the emerging regional settlement strategy which seeks to re-balance future growth in the region and consolidate development in the metropolitan area
- providing for an appropriate quantity and quality of residential accommodation incorporating sustainable densities and designs
- providing for a variety of housing typologies and tenures which are adaptable, flexible and meet family needs and the changing needs of people throughout their lives
- providing for housing that is accessible and affordable for all residents of the city through the implementation of the housing strategy
- providing for the creation of attractive mixed use sustainable neighbourhoods which benefit from the phased delivery of supporting infrastructure

11.4 POLICIES AND OBJECTIVES

11.4.1 National and Regional guidelines

The DoEHLG published several guidelines in recent years relating to the government’s vision for housing and the promotion of sustainable urban housing including: ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007); ‘Delivering Homes Sustaining Communities – Statement on Housing Policy’ (2007); ‘Design Standards for New Apartments’ (2007) and ‘Sustainable Residential Development in Urban Areas’ with an associated Best Practice Urban Design Manual (2008). The city development plan seeks to build upon and enhance the provisions of these guidelines.

It is the policy of Dublin City Council:

- QH1 To have regard to the DoEHLG Guidelines on ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007); ‘Delivering Homes Sustaining Communities – Statement on Housing Policy’ (2007), ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2007) and ‘Sustainable Residential Development in Urban Areas’ and the accompanying Urban Design Manual: A Best Practice Guide (2009)
- QH2 To have regard to the Regional Planning Guidelines for the Greater Dublin Area and make provision for the scale of population growth and housing allocations outlined in these guidelines (see also Appendix 3, section 1)

11.4.2 Sustainable Residential Areas

Building at higher densities makes more efficient use of land and energy resources, creating a consolidated urban form which fosters the development of compact neighbourhoods and a critical mass which contributes to the viability of economic, social, and transport infrastructure.

Varied housing typologies will be sought within neighbourhoods in order to encourage a diverse choice of housing options in terms of tenure, unit size, building design and to ensure demographic balance in residential communities.

Some large residential schemes will be developed over a substantial period of time. In such cases, a phasing programme will be required to ensure that important physical, social and community infrastructure is delivered in tandem with the residential development. Dublin City Council will ensure that such development is phased in line with the availability of essential infrastructure such as transport, schools, childcare facilities, health facilities, and recreational facilities.

It is the policy of Dublin City Council:

- QH3 To encourage and foster the creation of attractive mixed use sustainable neighbourhoods which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities
- QH4 To promote residential development at sustainable urban densities throughout the city in accordance with the core strategy having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area (see also sections 4.4.3, 16.1,17.1 and 17.3)

It is the policy of Dublin City Council:

- QH5 To promote significant residential accommodation on the upper floors of premises as part of a mix and range of uses in order to establish a long term integrated community within attractive mixed-use sustainable neighbourhoods
- QH6 To promote the development of underutilised infill sites and to favourably consider higher density proposals which respect the design of the surrounding development and the character of the area
- QH7 To discourage any substantial changes or additions to a residential property which fundamentally alter the residential nature of the residential property or if same conflicts with the residential character of the adjoining area or if same substantially decreases the likelihood of the property remaining primarily in residential use.
- QH8 To require that larger schemes which will be developed over a considerable period of time are developed in a phased manner to ensure that suitable physical, social and community infrastructure is provided in tandem with the residential development and substantial infrastructure is available to initial occupiers (see also Chapter 12, and standard 17.17)
- QH9 To ensure that gated residential developments will be discouraged and in most cases will be prohibited as they negate Dublin City Council's vision of a permeable, connected and linked city that encourages integration

11.4.3 Sustainable Building Design

The City Council will support a sustainable approach to housing development by promoting high standards of energy efficiency in all housing developments, promoting improvements to the environmental performance of buildings including the use of renewable energy, and through the spatial planning, layout, design and detailed specification of proposals.

It is the policy of Dublin City Council:

- QH10 To promote more sustainable development through energy end use efficiency, increasing the use of renewable energy, and improved energy performance of all new development throughout the city by requiring planning applications to be supported by information indicating how the proposal has been designed in accordance with guiding principles and development standards set out in the development plan (see Chapters 16 and 17)





11.4.4 Quality Housing for All

Housing with long term adaptability and potential for flexibility allows for change as circumstances alter or families grow. Adaptability that allows for the alteration of the fabric of a building and flexibility which allows for spaces to accommodate a range of uses are key considerations in the design of a home.

Dublin City Council will have regard to the Lifetime Homes guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007).

It is the policy of Dublin City Council:

QH11 To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner as set out in the Residential Quality Standards and with regard to the Lifetime Homes guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007) ([see section 17.9.1](#))

QH12 To promote the provision of appropriate accommodation for older people in accordance with the housing strategy ([see Appendix 3](#))

11.4.5 Good Property Management

Good property management arrangements are needed to secure the satisfactory upkeep and maintenance of communal areas and facilities. Existing Dublin City Council taking-in-charge standards for water, drainage, roads and open space infrastructure will reflect development plan development standards in order that all developments permitted can be completed to a satisfactory standard to be taken-in-charge (see Appendix 26).

It is the policy of Dublin City Council:

- QH13 To require compliance with the City Council’s policy on the taking-in-charge of residential developments (see also section 17.9.3 and Appendix 26)
- QH14 To promote efficient and effective property management in order to secure the satisfactory upkeep and maintenance of communal areas and facilities in the context of successful templates of apartment management derived from countries with a long history of apartment dwelling and successful apartment management structures and systems, and evolving national legislation including the Multi-Unit Developments Bill 2009, the Property Services (Regulation) Bill 2009 and the establishment of the National Property Services Regulatory Authority. Dublin City Council will support the provisions of this legislation when enacted and support the full establishment of the National Property Services Regulatory Authority (see also sections 17.9.1 and 17.9.3, and Appendix 26)

11.4.6 Apartment Living

The majority of new housing in the city area will be apartments or another typology that facilitates living at sustainable urban densities. Successful apartment living requires that the scheme must be designed as an integral part of the neighbourhood. Apartment standards aim to ensure that new apartment developments provide housing with high levels of amenity: within individual apartments; within the overall development including all communal facilities; and by ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood.

It is the policy of Dublin City Council:

- QH15 To promote the provision of high quality apartments within sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, achieving appropriate target average floor areas and levels of amenity within each apartment development; and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood (see also Chapter 12, and section 17.9.1)
- QH16 To promote the optimum quality and supply of apartments for a range of housing needs and aspirations, including households with children and people with disabilities, in attractive, sustainable mixed-income, mixed-use neighbourhoods supported by appropriate social and other infrastructure (see also Chapter 12, and section 17.9.1)



It is the policy of Dublin City Council:

QH17 To ensure apartment developments on City Council sites are models of international best practice and deliver the highest quality energy efficient apartment homes with all the necessary support infrastructure such as public parks and suitable shops contributing to the creation of attractive, sustainable, mixed-use and mixed income neighbourhoods

11.4.7 Houses

As outlined in Sustainable Residential Areas above, it is important to provide a good mix of house types and sizes designed to lifetime homes standard

which are well managed and provided in tandem with suitable physical, social and community infrastructure.

It is the policy of Dublin City Council:

QH18 To ensure that new houses provide for the needs of family accommodation and provide a satisfactory level of residential amenity. All new houses shall comply with the Residential Quality Standards ([see section 17.9.1](#))

QH19 To ensure that new housing development close to existing houses reflect the character and scale of the existing houses unless there are exceptional design reasons for doing otherwise ([see also sections 16.1, and 17.1.1](#))

11.4.8 Demolition & Reuse of Housing

The demolition of existing housing is generally discouraged on sustainability grounds and it may lead to a loss of residential accommodation and streetscape character. Providing residential accommodation on upper floors is encouraged, particularly in central commercial areas as it will contribute to the creation of vibrant mixed-use areas within a compact urban core. Historic residential parts of the city such as the Georgian core would benefit from the reintroduction of more residential uses to improve the mix of uses and the vibrancy of the city centre.

It is the policy of Dublin City Council:

- QH20 To discourage the demolition of habitable housing unless streetscape, environmental and amenity considerations are satisfied. In the event that a proposal satisfies these considerations, a net increase in the number of dwelling units provided shall be required in order to promote sustainable development by making efficient use of scarce urban land
- QH21 To resist the loss of residential use on upper floors and actively support proposals that retain or bring upper floors above ground floor premises into residential use
- QH22 To encourage the reintroduction of residential use into the historic areas of the city, where much of the historic fabric remains intact (e.g. the Georgian and Victorian areas), provided development is consistent with the architectural integrity and character of such areas (see also sections 7.2 and 17.10)

11.4.9 Regeneration

The Council has identified the need to create sustainable communities and address the underlying causes of deprivation through a combination of social, educational and economic initiatives while rejuvenating the built environment in key regeneration areas including: Fatima Mansions, O’Devaney Gardens, Dominick Street, Bridgefoot Street, Charlemont Street, St. Michael’s Estate, St. Teresa’s Gardens, Dolphin House, Croke Villas, and Mountainview Court. (see Figure 19)

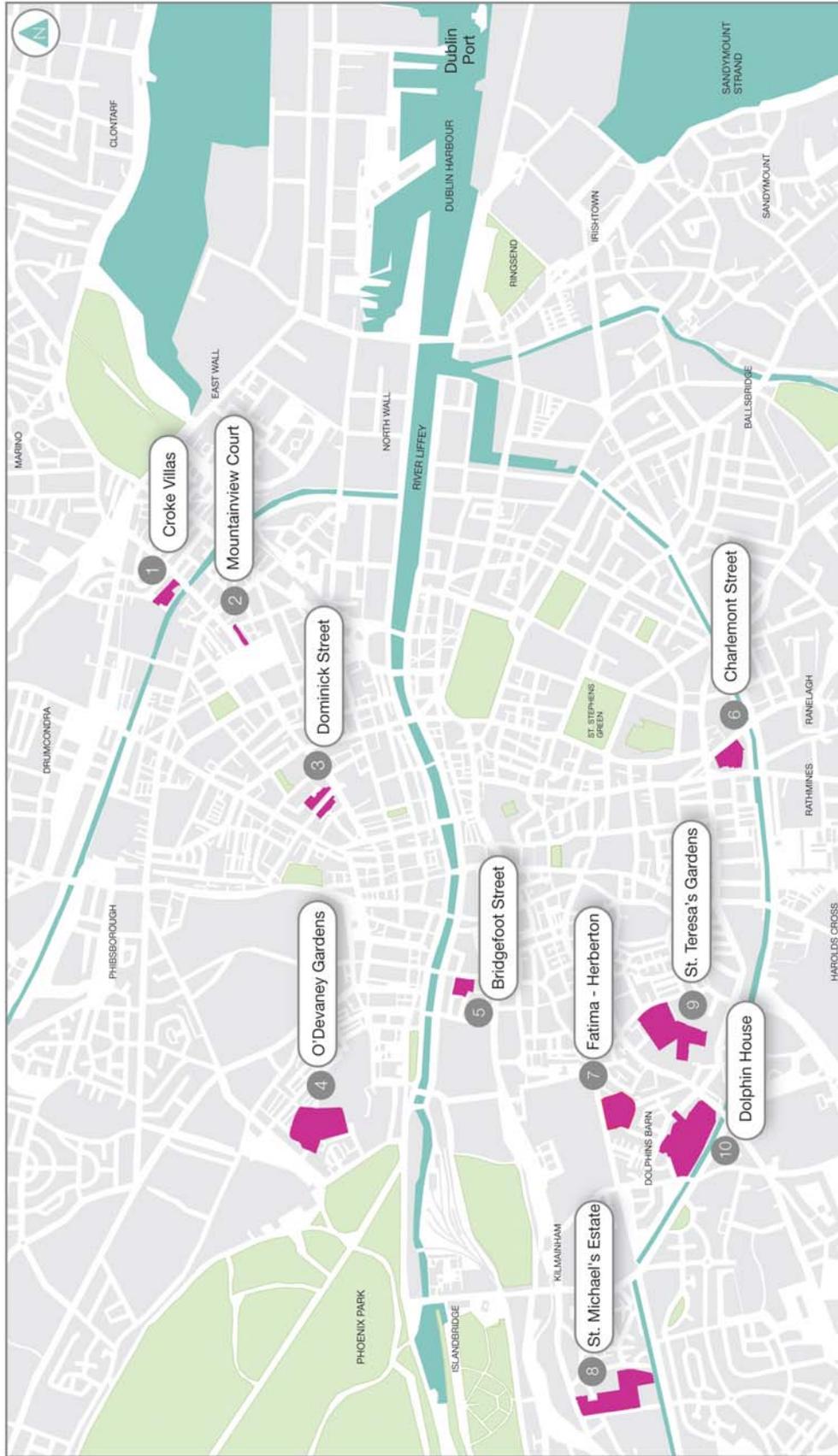
It is the policy of Dublin City Council:

- QH23 To regenerate the areas identified on the Main City Centre Regeneration Areas Map and develop them as highly popular areas in which to live and work (see Figure 19)
- QH24 To promote the transformation of the key regeneration areas into successful socially integrated neighbourhoods and promote area regeneration in parts of the city which require physical improvement and enhancement in terms of quality of life, housing and employment opportunities (see Figure 19)

11.4.10 Social & Affordable Housing

The Dublin City Council housing strategy contained in Appendix 3 addresses many issues associated with housing in the city including housing need, the amount of serviced and zoned land required to meet projected housing need, the need for housing units of different types and sizes, improving social mix and catering for those with special needs including the elderly, travellers, homeless and disabled people.

Fig 19 Main Inner City Regeneration Areas



It is the policy of Dublin City Council:

QH25 To secure the implementation of the Dublin City Council housing strategy. In this regard, 20% of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for the provision of social and affordable housing (see Appendix 3)

It is an objective of Dublin City Council:

QHO1 To undertake a pilot housing scheme, based on the Boston Model, which provides for social, affordable and private rented tenures, under a specific design and management structure, which will necessitate a once-off derogation from the residential development standards set out in section 17.9.1

11.4.11 Traveller Accommodation

The Dublin City Council Traveller Accommodation Programme 2009 – 2013 states that the Council is committed to the provision of top quality traveller accommodation, where possible in accordance with the aspirations and desires of the majority of traveller families identified in the ‘assessment of need’.

It is the policy of Dublin City Council:

QH26 To recognise the separate identity, culture, tradition and history of the Travelling people and to reduce the levels of disadvantage that Travellers experience

QH27 To provide a range of accommodation options for Travellers who normally reside in the Dublin city area and who wish to have such accommodation in accordance with the Dublin City Council Traveller Accommodation Programme 2009 – 2013 (see also Appendix 3, section 4)

11.4.12 Homeless Services

The City Council and other statutory agencies are obliged to provide appropriate accommodation and to work together to improve the range and quality of services available for homeless persons. An over-concentration of institutional accommodation can have an undue impact on residential communities and on the inner city in particular. A co-ordinated approach to the provision and management of these facilities as well as their spread across the city is important (see also Appendix 3, section 4).

It is the policy of Dublin City Council:

QH28 To support the implementation of the Homeless Action Plan for Dublin

QH29 To ensure that all proposals to provide or extend homeless accommodation or support services shall be supported by information demonstrating that the proposal would not result in an undue concentration of such uses nor undermine the existing local economy, resident community or regeneration of an area. All such applications shall include: a map of all homeless service within a 500m radius of the application site (equivalent to a 1 km diameter map of facilities around the application site); a statement on the catchment area identifying whether the proposal is to serve local or regional demand; and a statement regarding management of the service / facility

11.4.13 Student Accommodation

To plan for future expansion of third level institutions and to accommodate growth in the international education sector, there is a need for high quality, purpose built and professionally managed student housing schemes, which can make the city's educational institutions more attractive to students from Ireland and abroad, and can also become a revitalizing force for regeneration areas.

It is the policy of Dublin City Council:

QH30 To support the provision of high quality, professionally managed and purpose built third level student accommodation on campuses or in appropriate locations close to the main campus adjacent to high quality public transport corridors and cycle routes, in a manner which respects the residential amenity of the surrounding area, in order to support the knowledge economy. Proposals for student accommodation shall comply with Appendix 23 'Guidelines for Student Accommodation' and shall be considered in the context of the Department of Education and Science 'Guidelines on Residential Development for 3rd Level Students' (1999) and the supplementary review document of July 2005 ([see also section 9.4.8, and Appendix 23](#))





12

**CREATING GOOD NEIGHBOURHOODS
AND SUCCESSFUL COMMUNITIES**

12.0 INTRODUCTION

All neighbourhoods serve a local community, while some are also home to national landmarks and institutions. Irrespective of the unique and varying characteristics, a common theme across the city is that good neighbourhoods serve as focal points for the surrounding community with a range of services and facilities, typically in a vibrant and attractive physical environment. The inherent strength of a good neighbourhood is that it is small enough to engender a sense of belonging and community with opportunities for chance encounters and casual meet-and-greets between people going about their daily activities. The real value of any neighbourhood is its community with people, individually and collectively, being the city's strongest asset.

This chapter defines the essence of a good urban neighbourhood in order to strengthen existing neighbourhoods throughout the city and to emulate the qualities of good neighbourhoods in the newly emerging developing areas.

12.1 ACHIEVEMENTS

Progress has been made in recent years with the significant improvements in the residential amenity and urban design quality of developments, with new mixed-use, family-friendly neighbourhoods and communities emerging in areas such as Ballymun, Pelletstown and North Fringe. These areas have good public transport connections and shopping, leisure, employment and amenities that are continuing to grow, making them attractive for people at all stages of their lives.

Community and social facilities, such as the Ballyfermot Leisure, Youth & Community Centre, St. Anne's Park and Rathmines swimming pool have been

developed in recent years. On a smaller scale, a number of new playgrounds in parks and residential areas have been provided throughout the city. There has been a greater emphasis on the provision of arts and cultural facilities such as the Lab in the inner city and the Red Stables in St. Anne's Park. Meanwhile, the provision of community facilities, amenities and open spaces have been key considerations in the approach to neighbourhood development in all local plans.

12.2 CHALLENGES

Creating sustainable neighbourhoods requires sustainable densities that make the necessary facilities and services viable, and good public transport connections. All of this should be within walking distance of residents and workers. These sustainable density levels must also incorporate quality living spaces, amenity areas and green infrastructure, as well as fostering a distinctive sense of place and a safe environment.

The provision of a range of facilities and services to cater for all, such as schools, care centres, cultural spaces and transport, involves a number of agencies and will require an inter-agency response to ensure the timely provision of such social infrastructure. It will also be essential to ensure the optimum use of community facilities and services between neighbourhoods and communities throughout the city.

The National Spatial Strategy (2002-2020), identifies the potential for enhancement of quality of life, through integrating the provision of social infrastructure with policies that affect where people live and work, whilst the DoEHLG has recently

produced a suite of best-practice guidance on urban planning and neighbourhood development.

Dublin City Council strategies especially relevant to good neighbourhood making include, inter alia, the City Development Board’s – A City of Possibilities and its Action Plan; Towards Integration-A City Framework; Social Inclusion Strategy; Childcare Policy; the Play Plan; and the Sports & Recreation Strategy. The integrated delivery of these policies together with the development plan’s policies is a challenge for the future.

12.3 THE STRATEGIC APPROACH

(see section 3.2 and Figure. 20)

The new approach builds on the significant recent improvements in residential amenity and urban design quality of developments and:

- Extends the focus beyond the residential unit and the scheme with an equal emphasis on the quality of the surrounding area
- Defines the essence of a good urban neighbourhood and sets out a series of principles for the making of sustainable neighbourhoods
- Places an emphasis on delivering supporting infrastructure with particular focus on the value of social infrastructure for sustaining and supporting real communities
- Focuses on creating a network of sustainable communities throughout the city

12.4 POLICIES AND OBJECTIVES

12.4.1 A Good Urban Neighbourhood

(see also sections 4.3, 4.4, 7.1.5.2, 7.1.5.5, 11.3, 11.4, Chapter 17 and Appendix 28)

The urban neighbourhood in Dublin should be big enough to support a range of services and small enough to foster a sense of belonging and community; it should be sufficiently dense to enable all of its essential facilities to be within easy walking distance of the urban centre.

The government’s ministerial guidelines, ‘Sustainable Residential Development in Urban Areas, 2009’ offers the most recent guidance with criteria on planning for sustainable neighbourhoods under four main themes, namely, provision of community facilities, efficient use of resources, amenity or quality of life issues and conservation of the built and natural environment.

It is the policy of Dublin City Council:

- | | |
|-----|--|
| NC1 | To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with standards set out in this plan |
| NC2 | To promote neighbourhood developments which build on local character as expressed in historic activities or buildings, materials, housing types or local landscape to harmonise with and further develop the unique character of these places in the wider Dublin context |

It is the policy of Dublin City Council:

NC3 To recognise the important role that community groups play in the city and to engage with consultative forums which are inclusive of all age groups

It is the policy of Dublin City Council:

NC4 To have regard to the DoEHLG's Guidelines on Sustainable Residential Development in Urban Areas and its accompanying Urban Design Manual 2009 in the making of sustainable neighbourhoods

12.4.2 Making Sustainable Neighbourhoods

New developments should contribute to the unique identities and sense of place in Dublin's neighbourhoods. There will be a requirement for all proposals to demonstrate a positive urban design response. Applications for large-scale proposals will need to include an Urban Design Statement.

Where communal open or amenity spaces are provided within residential developments in accordance with the requirements set out in Chapter 11 'Providing Quality Homes in a Compact City', they should be designed to be clearly distinct from fully public spaces. Their scale and activities should also be considered so as to fit within the local network of planned or existing public spaces.

The recently published Urban Design Manual: A Best Practice Guide (DoEHLG 2009) sets out a series of non-prescriptive questions which should be considered during the key stages of the design and planning process. Submissions for proposals for the design of buildings, public realm or infrastructure should demonstrate how the layout of the proposals have addressed the principles of the "Neighbourhood Section" of the Urban Design Manual.

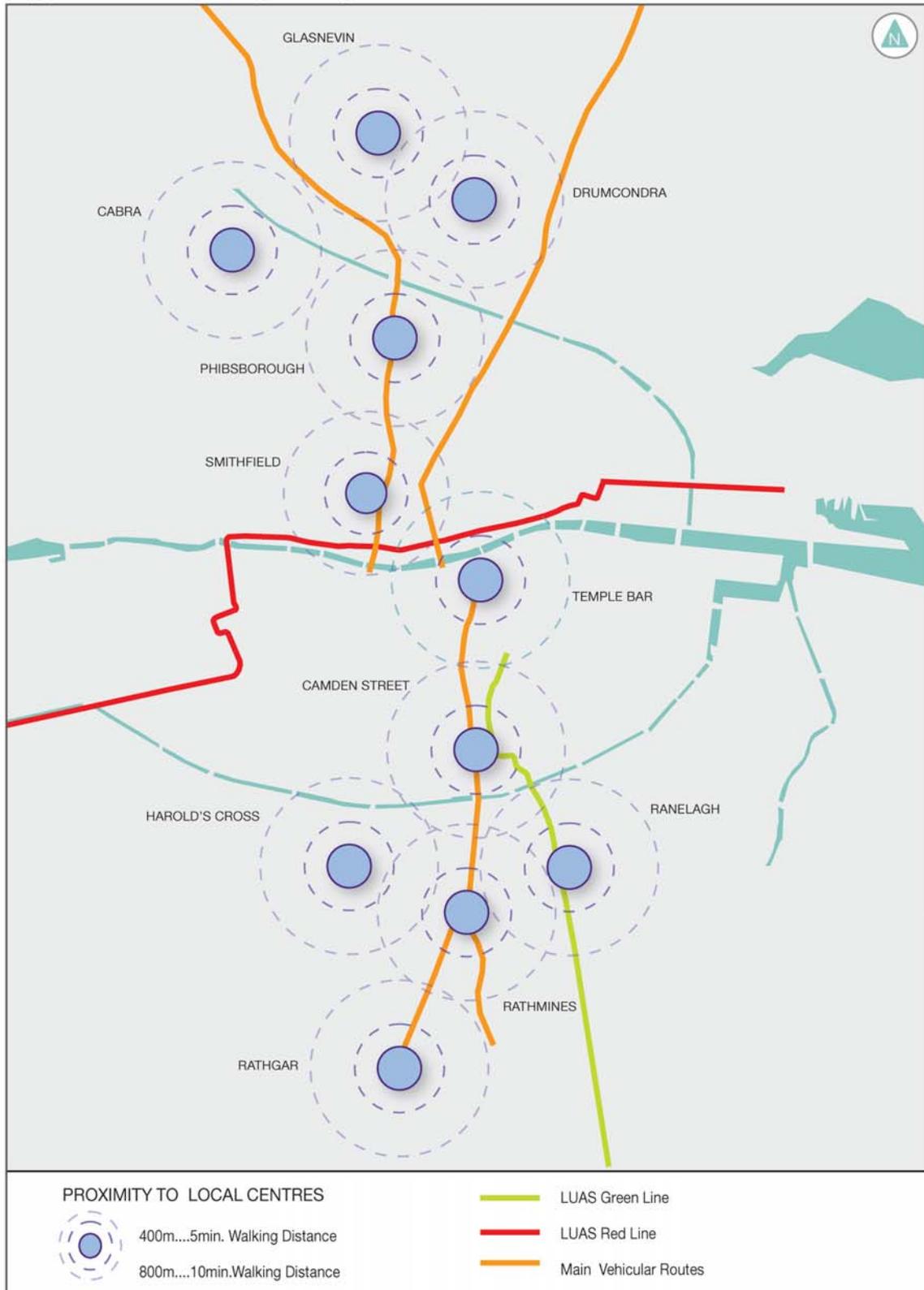
12.4.3 Neighbourhoods and Supporting Infrastructure

(see also section 11.4)

The importance of supporting infrastructure to underpin the making of successful neighbourhoods is recognised at national level with the DoEHLG's Developing Areas Initiative, 2007. This initiative aims at providing a holistic and partnership approach to the integrated delivery of both hard and soft infrastructure, such as water and wastewater services, roads and public transport, schools and sports and community facilities. It identifies key physical and social infrastructure determinants and seeks the integration between the provision of housing and essential supporting community and social infrastructure.

The Ministerial Guidelines, 'Sustainable Residential Development in Urban Areas' (2009) reinforces the central objectives of the Developing Areas Initiative. Dublin City Council will use development management phasing mechanisms positively and will liaise with relevant stakeholders and agencies to secure strategic infrastructure in the key developing areas as identified in the core strategy.

Fig 20 Connecting Neighbourhoods



It is the <u>policy</u> of Dublin City Council:	
NC5	To ensure that applications for significant large new developments (over 200 Units) are accompanied by an Implementation and Phasing Programme in relation to community infrastructure, so that such facilities are provided in a timely and co-ordinated fashion
NC6	To support and encourage the future growth of a wide range of public, social and community services essential to local community life
NC7	To promote and seek to provide multi-use, fit-for-purpose, community facilities which are suitable for all ages and all abilities, are operated according to an effective management strategy, and which are accessible in terms of physical design, location, cost of use, and opening hours
NC8	To continue to liaise and support other statutory, voluntary and community groups in the provision of key services



12.4.4 Schools and Educational Facilities

(see also sections 5.1.4.6, 15.10.14, 17.9, 17.17, Appendix 5, Appendix 20)

Dublin City Council will actively assist and liaise with the Department of Education and Science (DES) in relation to the provision of schools with particular regard to forecasting demand and the timely identification of suitable sites and phasing arrangements. The potential for sharing of facilities either between schools, or with public open spaces and community facilities will also be pursued with the DES. Dublin City Council will also have regard to the publication on the Provision of Schools



and the Planning System, A Code of Practice for Planning Authorities, DES and DoEHLG (2008).

It is the policy of Dublin City Council:

- NC9 To facilitate the provision of new schools, school extensions and third level institutions and to have regard to the provisions of the DoEHLG & DES Joint Code of Practice on Planning and the Provision of Schools (2008)
- NC10 To seek to reserve lands for educational purposes in locations close to the areas of greatest residential expansion and adjacent to community developments such as community centres, playing fields, libraries etc. so that the possibility of sharing facilities can be maximised in accordance with the Department of Education & Science’s and the DoEHLG Joint Code of Practice (2008)
- NC11 To facilitate the provision of college and other educational sites in accordance with the requirements of the relevant education authorities and encourage the shared use of school grounds and facilities –including sports facilities and equipment– with the local community, outside of core school hours
- NC12 To facilitate the provision of continuing educational facilities which provide for lifelong learning for all, including the elderly

It is an objective of Dublin City Council:

- NCO1 To liaise with the Department of Education and Science and other community interests in the preparation of a report on the educational needs of the city

It is an objective of Dublin City Council:

- NCO2 To actively assist and liaise with the Department of Education and Science in the provision of new and additional school places in developing areas for example, to progress the delivery of a new primary school in the Whitehall Area, as identified by the DES

12.4.5 Sustainable Provision and Optimum Use of Social Infrastructure

A key aspect in the sustainable provision of social infrastructure is to ensure optimum use of community facilities in both emerging and existing neighbourhoods throughout the city and also key regeneration areas. This means that the provision of strategic new infrastructure should complement the range of neighbouring facilities already existing in the vicinity.

It is the policy of Dublin City Council:

- NC13 To support the provision of community facilities which act as a point of integration between residents of new and established communities within neighbourhoods
- NC14 To seek to provide and to promote the provision and further development of community facilities throughout the city

12.4.6 Social Audits and the Provision of Social Infrastructure

(see also sections 4.4.3, 6.4.7, 17.9.1)

Large-scale residential and/or mixed-use schemes, typically 200 units or 20,000sq.m depending on local circumstances, must be accompanied by a Community Infrastructure Statement comprising an audit of existing facilities in the area. This audit must show how the proposal will



contribute to the range of supporting community infrastructure and how it will deliver a key social infrastructure element.

Key social infrastructure elements may include the following category types, as defined by the government's Developing Areas Initiative, 2007: Educational and Childcare Facilities; Community and Social Facilities; Passive Amenity & Open Space and Local Retail.

All proposals should have regard to the guidance on planning for sustainable neighbourhoods set out in the DoEHLG's

Planning Guidelines on Sustainable Residential Development in Urban Areas (2009).

Proposals in excess of 200 dwelling units must be accompanied by an assessment of the capacity of local schools to accommodate the proposed development in accordance with the above guidelines and the DES & DoEHLG's Code of Practice on the Provision of Schools and the Planning System (2008).

It is the policy of Dublin City Council:

- NC15 To facilitate the provision in suitable locations of sustainable, fit-for-purpose childcare facilities in residential, employment, and educational settings, taking into account the existing provision of childcare facilities and emerging demographic trends in an area
- NC16 To encourage and facilitate the provision of a range of community facilities in the city that cater for all
- NC17 To enhance and improve the provision of playgrounds, play spaces playing pitches (including relaying such pitches using modern methods to enhance drainage and playability in various weather conditions) and recreational spaces in residential areas and in the city centre in accordance with the City Council’s standards and guidelines
- NC18 To promote the development of both indoor and outdoor facilities for young people e.g. multi-use games areas (MUGAs), teenage shelters, skateboarding areas and skateboard parks, youth cafes, youth centres
- NC19 To facilitate the development or expansion and improvement of hospitals, community based healthcare facilities, respite homes and day care centres for the elderly in residential areas

It is an objective of Dublin City Council:

- NCO3 To investigate the opportunities, in consultation with young people, to provide for challenging play opportunities which provide a wide variety of play experiences and, where possible, allow access to the natural environment

It is an objective of Dublin City Council:

- NCO4 To support the vision and aims of Dublin City Council’s Children’s Services Policy Statement (Dec. 2009)

12.4.7 Social Inclusion and Regeneration

(see also sections 9.4.4, 9.4.6, 11.4, 15.10.13, 16.3, 17.7, 17.13, Appendix 3 and Appendix 22)

Social inclusion is important in creating sustainable neighbourhoods. The regeneration of areas of the city with poor quality environments and connecting developing areas into the fabric of the city are vital to this. The promotion of inclusive neighbourhoods that cater for all age groups, that accord with the principles of universal design and that offer quality of opportunity and good services to all will be a priority.

It is the policy of Dublin City Council:

- NC20 To support urban regeneration in areas across the city in order to enhance social cohesion and potential for positive change in traditionally marginal areas
- NC21 To facilitate the balanced provision of social support services and avoid the proliferation of such facilities in any one part of the city
- NC22 To support immigrant communities in relation to their social, cultural and community needs in an integrated manner through the implementation of Dublin City Council’s Towards Integration: A City Framework

It is the policy of Dublin City Council:

NC23 To promote built environments and outdoor shared spaces which are accessible to all. Such developments must be in accordance with the principles of universal design, the city development plan's Access For All Standards, and the National Disability Authority's '*Building For Everyone*' publication

NC24 To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle i.e. children, people of working age, elderly, people with disabilities



It is an objective of Dublin City Council:

NCO5 To have regard, in the preparation of local level plans, to the City Development Board's '*Mapping of Social Inclusion Data*', where such data is relevant and up-to – date data is made available to Dublin City Council



13

IMPLEMENTATION

13.0 INTRODUCTION

Dublin City Council is fully committed to securing the implementation of the policies and objectives of this city development plan. The development plan sets out new ways of working and new mechanisms to supplement the statutory requirements to ensure effective implementation of the plan. These new mechanisms include a set of performance indicators and instruments such as the Guiding Principles and Development Standards (see Chapters 16, 17 and Appendix 28).

The Framework for Sustainable Dublin (FSD) offers a strategic and systematic approach to prioritise, guide and align actions towards sustainable development, whilst also giving full recognition to the value of public engagement and a partnership approach to secure successful implementation. The emphasis of this approach on the creation of a vision meaningful to individuals, communities and sectoral groups across the city, involves new ways of collaborative working and greater transparency, but will ultimately reinforce and strengthen the statutory requirements, such as the preparation of a two-year progress report on the plan and the monitoring of the significant environmental effects of the implementation of the plan, as set out in the Planning & Development Act, 2000 (as amended) and SEA Regulations, 2004.

13.1 COLLABORATION & ENGAGEMENT MECHANISMS

The citizens of Dublin are the city's most valuable asset. Dublin's progress in moving towards a resilient low-carbon economy that offers a high quality of life for its citizens will rely on broad public engagement and participation. The skills, awareness and competencies of the city's residents and users, as well as agencies

at city, city region and national level, are critical to building and maintaining the city's momentum on sustainability.

The successful implementation of a significant number of the policies and objectives of the plan will necessitate on-going collaboration and a sense of good-will across a range of agencies and stakeholders. Dublin City Council will actively undertake a leadership role to progress and secure the implementation of the plan. In providing this leadership role, the City Council will foster a collaborative approach with citizens, stakeholders, sectoral interests, city partners and adjoining authorities to achieve collective support and successful implementation of the plan.

The City Council will, during the life of this development plan, engage with the city's stakeholders through the use of new communication tools such as the internet in order to develop online dialogue and debate, create networks and get critical feedback about progress on the plan.

The City Council through collaboration with communities and existing networks and fora, such as the Dublin City Development Board, the Creative Dublin Alliance and the Dublin Community Forum will develop this on-going engagement process for the development plan.

13.2 MONITORING

13.2.1 Statutory Two-Year Review & SEA / AA

The development plan will be reviewed and a two-year progress report will be prepared on achievements in securing the objectives of the plan. As far as practicable, every effort has been made to bring in measurable objectives throughout the plan using the SMART Approach (Specific, Measurable, Achievable, Realistic and

Time-bound). This approach will assist in the transparency and objective evaluation of the two-year review process.

The plan will also be subject to a separate monitoring and review exercise as part of the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). This aspect of monitoring will ensure compliance with the strategic environmental objectives as set out in the Environmental Report which accompanies this Plan and will also safeguard the special characteristics and features of the designated NATURA 2000 Sites.

13.2.2 Sustainability Indicators

Sustainability indicators provide the means by which the city's progress towards sustainability can be measured in accordance with stated goals by providing benchmarks. Indicators can also prompt action and are a useful tool to communicate to the public the progress made towards the development plan vision.

This development plan contains a set of indicators that will build towards sustainability and that evaluate the effect of city initiatives in a broad range of areas such as environmental impact, quality of life, future-proofing for climate change, economic security, governance and empowerment, infrastructure, the built environment and natural heritage (see Appendix 28). These indicators have been devised to reflect the vision and key components of the core strategy and are broader than the range of purely environmental indicators under the SEA and AA. The set consists of 18 cross-cutting indicators, 6 for each strand of the vision. These indicators represent an initial working set and may be subject to review and refinement as a result of feedback from engagement with the city's stakeholders.

In using these indicators to monitor the plan, the City Council will measure the city's performance and progress. In addition to the two-year statutory report, a progress report on the indicators will be presented to the City Council on an annual basis.

13.3 IMPLEMENTATION MECHANISMS

Dublin City Council will collaborate with the relevant agencies and authorities to progress and expedite the implementation of the plan and will retain a development plan team to oversee and progress the implementation programme arising from the plan and report on same on an annual basis to the City Council and each area committee.

To ensure that implementation of the plan is sustainable and contributes towards the long-term vision of the city, the development standards section and a series of key guiding principles (see Chapter 16) are included to assist the development management process.

Under the Framework for a Sustainable Dublin, (FSD), the effective translation of higher-level development plan policy to local level plans will be achieved through the inclusion of a sustainability toolkit in all local area plans and schematic masterplans. The sustainability toolkits will focus on a number of key performance areas with a particular emphasis on sustainable densities and design, green infrastructure, high energy and environmental standards, and social infrastructure. The focus will not only be on the energy performance of buildings and the ecological value of open spaces or amenity areas, but also on the social needs of communities with regard to the

development standards for making of sustainable neighbourhoods (see section 17.9).

The City Council believes that this range of implementation measures will progress the delivery of the plan and vision in an effective and sustainable manner.

13.4 FRAMEWORK FOR SUSTAINABLE DEVELOPMENT

The Framework for Sustainable Dublin (FSD) is designed to help understand, guide and plan the progress towards a sustainable society for Dublin. It represents an adaptation of a generic and scientifically robust framework for planning and decision-making in complex systems.

The FSD takes a whole systems perspective. At each of the five levels, the FSD involves;

- developing a common awareness of the system and of sustainability
- understanding the current reality
- creating a shared vision of success with regard to the key sustainability principles
- back-casting to envisage the future outcome of success and then prioritising relevant actions to reach that outcome
- using indicators to measure progress and to show linkages of assets in the city

It is a useful mechanism to prioritise actions and emphasises measures that provide a flexible platform for future developments and an adequate return on investment, connecting short-term measures to the long-term vision of a sustainable society.



Framework for Sustainable Dublin City Council A Five-Level Framework For Strategic Planning & Sustainability Principles*		
Level	Explanatory Note	Practical Application
Joined-Up Systems	A whole systems perspective to highlight the dynamic relationships within society and the biosphere. This perspective requires an understanding of how environmental and ecological factors relate to organisational and institutional networks. This level requires a recognition and understanding of the physical environment around us and has an integral role to play in the functions carried out by the City Council.	Six Themes Approach Building Alliances
Vision Level	A concrete vision of success for a sustainable city, striving towards compliance with the four sustainability principles, mindful of the city's responsibility for contribution to sustainability in the region, state and globally.	Vision of a Sustainable Dublin
Strategic Level	Back-casting from the vision of success for a sustainable city, understanding the current reality and awareness of the baseline and developing strategic guidelines to prioritise actions towards sustainability. Making Dublin a Sustainable City in which people can happily live and work.	Development Plan Policies
Actions Level	Actions that move the city towards success, whilst ensuring compliance with the Sustainability Principles.	Implementation of Development Plan Development Management Guiding Principles Sustainable Standards Objectives
Tools Level	Tools that can measure the city's progress towards sustainability.	Monitoring System & Indicators Strategic Environmental Assessment

* All levels have regard to the four Sustainability Principles. This means reducing our dependence on fossil fuels, metals and minerals, as well as synthetic materials and artificial chemicals. It also means that we reduce our encroachment on nature and so should seek to protect the natural environment and bio-diversity. The fourth principle relates to basic human needs, meeting human needs fairly and efficiently. All policies and actions should accord with these Sustainability Principles.



14

DEVELOPMENT MANAGEMENT

14.0 INTRODUCTION

The Planning and Development Acts, 2000 (as amended), require that the planning authority, in considering applications for permission to carry out development, shall be restricted to considering the proper planning and sustainable development of the area of the planning authority, including the preservation and improvement of the amenities thereof, regard being had to the provisions of the development plan and the provisions of any special amenity area order or any European site or other area so prescribed. There is also provision for the imposition of conditions on permissions granted. In the assessment of planning applications, the planning authority will have regard to the DoEHLG, Development Management, Guidelines for Planning Authorities (2007).

The granting of planning permission does not in itself enable development to commence. There are other legal and procedural requirements which may have to be complied with. In this context, attention is drawn, in particular, to the need to comply with the Building Control Act, Public Health Acts, Fire Regulations and Air and Water Pollution legislation.

14.1 INTEREST IN PROPERTY

For an application for planning permission to be valid it must be made either by or with the approval of a person who is able to show sufficient legal estate or interest to enable him/her to carry out the proposed development, or so much of the proposed development as relates to the property in question.

14.2 COMPLIANCE WITH PERMISSIONS GRANTED AND ENFORCEMENT

Development must be carried out and completed in accordance with the planning permissions granted. In cases where development, including a material change of use, has commenced or is being carried out without planning permission or in breach of a permission, enforcement proceedings will be taken. The planning authority may require removal, modification or completion of the development or termination of the use, as necessary, to conform with the proper planning and sustainable development of the area.

Dublin City Council will use all powers at its disposal to ensure that development only takes place with the benefit of valid planning permissions and that all conditions attached to permissions are complied with in the developments. Dublin City Council will also continue to encourage developers/constructors to meet with residents' groups in the areas affected by development, as appropriate.

14.3 EXCEPTIONS TO THE DEVELOPMENT PLAN: MATERIAL CONTRAVENTION

Dublin City Council has a statutory obligation to take such steps as may be necessary to secure the objectives of the development plan. In appropriate circumstances, Dublin City Council may permit a material contravention of the development plan. The granting of a planning permission which materially contravenes the development plan is a reserved function of the elected members of Dublin City Council, exercisable following a public consultation process.



14.4 DEVELOPMENT CONTRIBUTIONS

Dublin City Council may, when granting planning permission, attach conditions requiring the payment of contribution(s) in respect of public infrastructure and facilities, benefiting development in its area. Details of such contributions must be set out in a Development Contribution Scheme, which is available at Dublin City Councils website www.dublincity.ie.

14.5 BONDS

To ensure the satisfactory completion of development, including the protection of trees, on a site which has been the subject of a grant of planning permission, a bond or cash lodgement may be required until the development has been satisfactorily completed. The bond or cash lodgement may be sequestered in part or in its entirety where the development has not been satisfactorily completed. Dublin City Council will determine the amount of such bond or cash lodgement.

14.6 ENVIRONMENTAL IMPACT ASSESSMENT

To facilitate the proper assessment of development proposals in circumstances where it is considered that a proposed development would be likely to have a significant effect on the environment, due to the nature, scale or location of the proposal, Dublin City Council will require the submission of an Environmental Impact Statement in accordance with the provisions of the Planning and Development Regulations, 2001 (or as may be amended from time to time).

14.7 APPLICATIONS FOR PLANNING PERMISSION

Prior to making a planning application, consultation with Dublin City Council is of benefit in clarifying objectives, reducing the need for additional information, and minimising delays. Dublin City Council is anxious to facilitate such discussions and will endeavour to facilitate consultation. All those who wish to carry out development are advised to refer to the development plan prior to the preparation of detailed plans.



15

LAND-USE ZONING

15.1 ZONING PRINCIPLES

This chapter sets out the general land-use and zoning policies and objectives of the plan. It provides an explanation of the land-use categories and the zoning objectives that apply to them. The zoning policies and objectives are derived from the core strategy (see Chapter 3).

The overall zoning strategy is based on the following basic principles:

- That enough land should be zoned so that the anticipated development needs of the economy and society in the city within the lifetime of the plan and for a reasonable period beyond can be met.
- That zoned land is in appropriate locations throughout the city to accommodate the expected growth in population and other growth needs of Dublin city within the lifetime of the plan. There is circa 503 hectares of available zoned residential land which is capable of meeting the target of circa 42,400 residential units for the period 2006-2016 as identified in the Regional Planning Guidelines (RPGs).
- That zoning should be designed to promote particular classes of land-uses in appropriate locations, to reduce conflict of uses, to protect resources both natural and man-made and to give residents, businesses and developers a degree of certainty. Where appropriate, zonings should be used as a tool for shaping the city in a sustainable way and not solely reflect existing land-uses.
- That development should be encouraged in established centres and the redevelopment of underutilised and brownfield land in these areas should be promoted with a view to consolidating and adding vitality to existing centres, and ensuring the efficient use of urban lands in accordance with the principles set out in the National Spatial Strategy (NSS).
- That intensification of sustainable development should be permitted adjacent and close to public transport nodes and corridors in order to maximise the use of public transport, to minimise trip generation and distribution, and to promote sustainable development (see section 5.1.4.1)
- That traditional single use zoning can result in development that is largely two dimensional in character, i.e. large blocks of mono land-uses. Dublin City Council recognises that a mix of uses is often more appropriate in urban areas, and that a mixed use or three dimensional approach by way of horizontal and vertical differentiation in land-uses results in more animation and activity in urban areas. Such a zoning approach is therefore often appropriate in central locations, identified mix-use zones and in areas well served by public transport such as the main radial transportation routes.
- To accord with the provisions of the Dublin Docklands Development Authority Act, 1997, and to ensure consistency with the Docklands Master Plan.
- Dublin City Council recognises that certain public bodies, and educational and health institutions, private owners and clubs, sports organisations, provide important facilities for the city on their sites. The continued provision of these facilities is desirable for the economic, social and cultural health of the city, and it is the policy of Dublin City Council to co-operate with these bodies and institutions in relation to future planning and development of these sites so



as to consolidate these uses in their present locations. Notwithstanding the foregoing, permission will not be granted for any development which materially contravenes the zoning of the site of the proposed development.

15.2 CHALLENGES

The zonings result from an evaluation of the implementation of the 2005-2011 Dublin City Development Plan which highlighted a number of issues:

- The need to ensure that land-use zoning facilitates spatially the core strategy and the three strands of creating a compact, quality, clean, green, connected city; real economic recovery; and making sustainable neighbourhoods to support thriving communities.
- The need to ensure that there is an increase in the amount of resource lands available in the city both in existing established areas and regeneration / development areas, given the capacity

for an additional 67,000 residential units in the city and to ensure that there is capacity to meet the needs of existing and future residential communities, in particular for schools, hospitals and recreational activities.

- Land-use zoning must reflect the overarching objective to achieve sustainable development where the aim is to achieve mixed-use neighbourhoods in proximity to employment, local services, and high quality public transport. While Z10 provides mixed-use in the inner suburbs, there is no equivalent mix-use zoning objective for the outer suburbs, which in the regional context is within the metropolitan area.
- Z6 lands remain an important land bank for employment use which it is considered strategically important to protect, especially as mixed use is a more sustainable form of development. Where Z6 employment lands are close to high quality public transport,

residential and support businesses development will be permitted as a subsidiary to the employment use.

- In considering applications for the development of lands zoned objective Z6 there needs to be a consistency of approach in terms of the quantum of non-employment generating floorspace permitted on such lands.
- Land-use zoning must cater for the future economic development of the city and facilitate developments in the emerging sectors, such as, green technologies, biotechnology, health, IT, research, academic medical centres, and the provision of legal, insurance and financial services.
- Recognition of the expansion of the city centre to encompass the docklands area to the east and the area around Heuston Station to the west and to consolidate this expansion.

15.3 POLICY APPROACH

In view of the above issues, there are a number of amendments to the land-use zoning objectives and zoned areas. In summary, these are as follows:

- Land-use zoning reflects the overarching objective to achieve sustainable development where the aim is to achieve mixed-use neighbourhoods in proximity to employment, local services, and high quality public transport. Where development sites are located within walking distance of high quality public transport stops, a more intense form of development will be encouraged.
- There are a number of mixed-use key district centres identified in the development plan. In general, these areas are primarily zoned objective Z4, however they may incorporate other zonings. The location of these centres are highlighted on the development plan maps and a number of generic principles guiding their development are listed in section 15.10.4 below.
- Development proposals in key district centres shall be in accordance with the relevant land-use zoning objective and with the guiding principles set down out in section 15.10.4.
- The consolidation of the city centre zoning objective (Z5) primarily to the east and west to incorporate docklands and the area around Heuston station, but also to the north and south.
- To introduce general principles for Z6 employment lands in order to maximise employment potential and guide future development of these areas (see section 15.10.6).
- In recognition of their strategic location, to extend the Z10 (Inner Suburban Sustainable Mixed-Use) zoning objective to a number of Z6 sites within the canal ring in order to permit a wider range and extent of mixed-uses than permitted under Z6 but which would be distinguished from areas zoned Z5 by a recognition of their distance from the central business district and surrounding context of these sites.
- The consolidation of the main zonings relating to rejuvenation areas into objective Z14. Guiding principles for the overall development of each of the proposed Developing Areas have been prepared including those identified as Z14 zones (see section 16.3).
- There is an emphasis on the importance of Z15 lands as a resource for the city in providing educational, recreational, community and health facilities, in the maintenance and creation of sustainable, vibrant neighbourhoods

and a sustainable city. Z12 lands which contain these facilities have been rezoned to Z15.

- To seek the co-operation of owners/occupiers of lands zoned, Z6, Z9, Z12, Z14 and Z15, towards progressing the green infrastructure network (see section 6.4.1. and 16.2). This shall include, as part of any redevelopment of the site, setting back of boundaries and/or adequate provision for greenways in accordance with routes illustrated and relevant local area plan content.

15.4 PERMISSIBLE AND NON PERMISSIBLE USES

The following sections define what is meant by a permissible and open for consideration use.

Uses not listed under the permissible or open for consideration categories in zones Z1, Z2, Z8, Z9, Z11 and Z15 are deemed not to be permissible in principle.

Uses not specified in any permissible or open for consideration categories and located in the following zones will be dealt with on their merits: zones Z3, Z4 (including key district centres), Z5, Z6, Z7, Z10, Z12 and Z14.

15.5 PERMISSIBLE USES

A permissible use is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning consideration, including policies and objectives outlined in the plan.

15.6 OPEN FOR CONSIDERATION USES

An open for consideration use is one which may be permitted where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the

zone, would not have undesirable effects on permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area.

15.7 RELAXATION OF ZONING OBJECTIVES FOR PROTECTED STRUCTURES

Dublin City Council actively encourages uses which are compatible with the character of protected structures. In certain limited cases to ensure the long-term viability of a protected structure, it may be appropriate not to stringently apply city-wide zoning restrictions, including site development standards, provided the protected structure is being restored to the highest standard, the special interest, character and setting of the building is protected and the use and development is consistent with conservation policies and the proper planning and sustainable development of the area.

15.8 NON CONFORMING USES

Throughout the Dublin City Council area there are uses which do not conform to the zoning objective for the area. All such uses, where legally established (the appointed day being 1 October 1964) or where in existence longer than 7 years, shall not be subject to proceedings under the Act in respect of the continuing use. When extensions to or improvements of premises accommodating such uses are proposed, each shall be considered on their merits, and permission may be granted where the proposed development does not adversely affect the amenities of premises in the vicinity and does not prejudice the proper planning and sustainable development of the area.

15.9 TRANSITIONAL ZONE AREAS

The land-use zoning objectives and control standards show the boundaries between zones. While the zoning objectives and development management standards indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use zones. In dealing with development proposals in these contiguous transitional zone areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas or abutting residential development within predominately mixed-use zones, particular attention must be paid to the use, scale, density and design of development proposals and to landscaping and screening proposals in order to protect the amenities of residential properties.



15.10 PRIMARY LAND-USE ZONING CATEGORIES

The following sections set out the objectives and requirements of the planning authority for the main categories of land-use. In total there are 14 land-use zones as follows:

Table 15.1 Primary Land-use Zoning Categories

Land-use Zoning Objective	Abbreviated Land-use Description
Z1	Sustainable Residential Neighbourhoods
Z2	Residential Neighbourhoods (Conservation Areas)
Z3	Neighbourhood Centres
Z4	District Centres (incorporating key district centres)
Z5	City Centre
Z6	Employment/Enterprise
Z7	Employment (Heavy)
Z8	Georgian Conservation Areas
Z9	Amenity/Open Space Lands/ Green Network
Z10	Inner Suburban (Sustainable Mixed-Use)
Z11	Waterways Protection
Z12	Institutional Land (Future Development Potential)
Z14	strategic development and regeneration areas
Z15	Institutional and Community

The following sections outline each of the above zoning categories in more detail and set out the general role of each zone in land-use terms, and the specific land-use zoning objective in each case.

15.10.1 Sustainable Residential Neighbourhoods – Zone Z1

LAND-USE ZONING OBJECTIVE Z1:

To protect, provide and improve residential amenities

The vision for residential development in the city is one where a wide range of accommodation is available and set within sustainable communities where residents are within easy reach of services, open space and facilities such as shops, education, leisure, community facilities and amenities, on foot and by public transport and where adequate public transport provides good access to employment, the city centre and the key district centres.

The general objectives for primarily residential areas are to provide a measure of protection from unsuitable new development or certain ‘bad-neighbour’ developments that would be incompatible with the overall residential function of the area. It is not intended to rule out development other than housing development but simply to apply a test that the new development should be compatible with or reinforce the residential function of the area as a whole. The policy chapters, especially Chapters 11 and 12 detailing the policies and objectives for residential development, making good neighbourhoods and standards respectively should be consulted to inform any proposed residential development (see section 17.9).

In both new and established residential areas there will be a range of uses that have the potential to foster the development of new residential communities. These are uses that benefit from a close relationship with the immediate community and have high standards of amenity, such as convenience

shopping, crèches, schools, nursing homes, open space, recreation and amenity uses.

ZONING OBJECTIVE Z1:

Permissible Uses

Buildings for the health, safety and welfare of the public¹, Childcare facility, Community facility, Cultural/recreational building and uses, Education, Embassy residential, Enterprise centre, Halting site, Home-based economic activity, Medical and related consultants, Open space, Park and ride facility, Place of public worship, Public service installation, Residential, Shop (local), Training centre.

Open for Consideration Uses

Bed and breakfast, Betting office, Car park, Civic and amenity/recycling centre, Garden centre, Golf course and clubhouse, Embassy office, Hostel, Hotel, Industry (light), Live-work units, Media recording and general media associated uses, Petrol station, Pigeon lofts, Public house, Restaurant, Veterinary surgery.

15.10.2 Residential Neighbourhoods (Conservation Areas) – Zone Z2

LAND-USE ZONING OBJECTIVE Z2:

To protect and/or improve the amenities of residential conservation areas.

Residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The overall quality of the area in design and layout terms is such that it requires special care in dealing with development proposals

¹ Hostels for the care of people, such as, homeless hostels will not be allowed in areas where there is an over concentration of such facilities such as parts of the north inner city and south west inner city in Dublin 1, 7 and 8.

which affect structures in such areas, both protected and non-protected. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity or architectural quality of the area. The policy chapter, especially Chapter 7 detailing the policies and objectives for residential conservation areas and standards respectively, (see section 17.10.8 and Appendix 10), should be consulted to inform any proposed development.

The principal land-use in residential conservation areas is housing but can include a limited range of other secondary and established uses such as those outlined above in respect of Z1 lands. In considering other uses, the guiding principle is to enhance the architectural quality of the streetscape and the area.

Proposals for live-work units at an appropriate scale with discreet signage will be considered on the basis that the proposal would not detract from, or alter the physical character and fabric of the streetscape.

ZONING OBJECTIVE Z2:

Permissible Uses

Buildings for the health, safety and welfare of the public, Childcare facility, Embassy residential, Home-based economic activity, Medical and related consultants, Open space, Public service installation, Residential.

Open for Consideration Uses

Bed and Breakfast, Community Facility, Cultural/recreational building and uses, Education, Embassy Office, Live-work units, Place of public worship, Restaurant, Veterinary surgery.

15.10.3 Neighbourhood centres – Zone Z3

LAND-USE ZONING OBJECTIVE Z3:

To provide for and improve neighbourhood facilities.

These are areas which provide local facilities such as small convenience shops, hairdressers, hardware etc. within a residential neighbourhood and range from the traditional parade of shops to neighbourhood centre, such as, Collins Avenue and Dunville Avenue. They can form a focal point for a neighbourhood and provide a limited range of services within approximately 5 minutes walking distance of the local population. Neighbourhood centres provide an essential and sustainable amenity for residential areas and it is important that they should be maintained and strengthened where necessary. Neighbourhood centres are the primary building block to achieving sustainable development.

Neighbourhood centres may include an element of housing, particularly at higher densities, and above ground floor level. When opportunities arise, accessibility, particularly by public transport, walking and cycling, should be enhanced.

ZONING OBJECTIVE Z3:

Permissible Uses

ATM, Bed and Breakfast, Betting office, Buildings for the health, safety and welfare of the public, Car park, Childcare facility, Community facility, Cultural/recreational building and uses, Education, Enterprise Centre, Garden Centre, Guest House, Home-based economic activity, Industry (light), Live Work Units, Medical and related consultants, Office (max 300sq.m), Open

space, Part off-licence, Public service installation, Residential, Restaurant, Shop (neighbourhood), Training centre.

Open for Consideration Uses

Advertisement and advertising structures, Civic and amenity/recycling centre, Embassy residential, Garage (motor repair service), Household fuel depot, Internet café, Media recording and general media-associated uses, Office (max 600sq.m), Off-licence, Petrol station, Place of public worship, Public house, Takeaway, Veterinary surgery.

15.10.4 District Centres – Zone Z4

LAND-USE ZONING OBJECTIVE Z4:

To provide for and improve mixed-services facilities.

District centres, which include urban villages, such as, Santry, Finglas and Crumlin, provide a far higher level of services than neighbourhood centres. They will have outlets of greater size selling goods or providing services of a higher order, and their catchment area extends spatially to a far greater area than neighbourhood centres would normally service (see Chapter 10, sections 17.24 to 17.34 and Appendix 4 for details of policies, standards and the retail strategy).

As the top tier of the urban centres, outside the city centre, key district centres have been identified which will provide a comprehensive range of commercial and community services.

District centres will often attract large volumes of traffic and should be located on transport corridors and intersections, and be well serviced by public transport.

To maintain their role as district centres, new development should enhance their attractiveness and safety for pedestrians

and a diversity of uses should be promoted to maintain their vitality throughout the day and evening. In this regard, opportunity should be taken to use the levels above ground level for additional commercial/retail/services or residential use with appropriate social facilities, such as crèches. Higher densities will be permitted in district centres particularly where they are well served by public transport.

The district centre can provide a focal point for the delivery of integrated services as envisaged in the Dublin City Development Board's document Dublin – A City of Possibilities 2002-2012.

In response to this opportunity, Dublin City Council have identified and designated eight key district centres (formerly prime urban centres). These centres that have, or will have in the future, the capacity, by reason of their existing size, accessibility to public transport and/or established urban form, to deliver on a range of requirements, the most important of which are:

- An increased density of development
- A viable retail and commercial core
- A comprehensive range of high quality community and social services
- A distinctive spatial identity with a high quality physical environment

A symbol and reference number identifies the designated key district centres (KDCs) on the development plan maps (see Map K). General principles with regard to the overall development in these identified key district centres are set out below. Proposals for development within these areas should be in accordance with these principles in addition to complying with the land-use zoning. Some of these KDCs

form an integral part of the key developing areas as outlined in the core strategy (see Chapter 3).

The following locations have been identified as key district centres:

1. KDC 1 North Fringe East and West*
2. KDC 2 Northside Shopping Centre
3. KDC 3 Ballymun*
4. KDC 4 Finglas Village**
5. KDC 5 Ballyfermot
6. KDC 6 Naas Road* **
7. KDC 7 Rathmines
8. KDC 8 Phibsborough*

* These key district centres form part of proposed key developing areas as identified in the core strategy

** These key districts centres form part of proposed gateways to the city as identified in Section 4.4.2

Within these identified KDCs, the following general development principles shall apply:

- **Population:** Establish significant residential population bases with diversity in unit types and tenures capable of establishing long-term integrated communities.
- **Density:** Ensure the establishment of high-density developments capable of sustaining quality public transport systems and supporting local services and activities. Account should be taken in any such development of any distinct or valuable architectural or historical features which influence the urban form, character and scale of the existing area.
- **Transport:** Ensuring provision is made for quality public transport systems. Provide improved access to these systems and incorporate travel plans, which prioritise the primacy of

pedestrian movement and address the issue of parking facilities and parking overflow.

- **Commercial/Retail:** The creation of a vibrant retail and commercial core with animated streetscapes.
- **Community and social services:** The centres will be encouraged to become the focal point for the integrated delivery of community and social services.
- **Employment:** Encourage the provision of mixed-use developments incorporating retail, office, residential and live work units, and the creation of small start-up units. (The floor area limitations in respect of offices given in the land-use zoning objective Z4 shall not apply in the case of identified KDCs, and applications involving office development in these areas shall be assessed on their merits taking account of the overall objective to provide for a mixed-use environment).
- **Built environment:** The creation of high quality, mixed-use urban districts with a distinctive spatial identity and coherent urban structure of interconnected streets and child friendly public spaces and urban parks. Development should have regard to the existing urban form, scale and character and be consistent with the built heritage of the area.
- **Capacity for development:** Encourage the development/ redevelopment of underutilised sites.

ZONING OBJECTIVE Z4:

Permissible Uses

Amusement/leisure complex, ATM, Bed and breakfast, Betting office, Buildings for the health, safety and welfare of the public, Car park, Car trading, Childcare facility, Civic offices, Community facility, Cultural/recreational building and uses,

Delicatessen² Education, Embassy office, Enterprise centre, Garden centre, Guest house, Halting site, Home-based economic activity, Hostel, Hotel, Industry (light), Live work units, Media recording and general media-associated uses, Medical and related consultants, Motor sales showroom, office (max. 600sq.m.)³, Off-licence, Open space, Park and ride facility, Part off-licence, Petrol station, Place of public worship, Public house, Residential, Restaurant, Science and technology-based industry, Shop (district), Shop (neighbourhood), Takeaway, Training centre.

Open for Consideration Uses

Advertisement and advertising structures, Civic and amenity/recycling centre, Conference centre, Embassy residential, Factory shop, Financial institution, Funeral home, Garage (motor repair/service), Household fuel depot, Internet café, Nightclub, Office (max. 1,200sq.m), Outdoor poster advertising, Shop (major Comparison), Warehousing (retail/non-food)/Retail Park.

In the case of Z14 lands that are identified as KDCs all uses identified as permissible uses and open for consideration uses on Z4 lands will be considered.

2 Delicatessen is not included in the definition of a shop in the regulations. It is a distinct use. The use should be permissible subject to safeguards such as over proliferation of such uses in a shopping street. A definition has been included – selling mainly gourmet cold food (no fried foods).

3 Floor area limitations for office use shall not apply in the case of identified key district centres

15.10.5 City Centre – Zone Z5

LAND-USE ZONING OBJECTIVE Z5:

To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

The primary purpose of this use zone is to sustain life within the centre of the city through intensive mixed-use development (see Chapters 9, 10 and 17 for details on policies, objectives and standards)

The strategy is to provide a dynamic mix of uses, which interact with each other, creates a sense of community and which sustains the vitality of the inner city both by day and night. As a balance and in recognition of the growing residential communities in the city centre, adequate noise reduction measures must be incorporated into development, especially mixed-use development, and regard should be given to the hours of operation (see Section 17.31).

Ideally, this mix of uses should occur both vertically through the floors of the building as well as horizontally along the street frontage. While a general mix of uses e.g. retail, commercial, residential etc. will be desirable throughout the area on the principal shopping streets, retail will be the predominant use at ground floor level.

ZONING OBJECTIVE Z5:

Permissible Uses

Amusement/leisure complex, ATM, Bed and Breakfast, Betting office, Buildings for the health, safety and welfare of the public, Car park, Car trading, Childcare facility, Civic Offices, Community facility, Conference centre, Cultural/recreational building and uses, Delicatessen Education, Embassy office, Enterprise centre, Funeral

home, Guest house, Home-based economic activity, Hostel, Hotel, Industry (light), Internet café, Live work units, Media recording and general media-associated uses, Medical and related consultants, Motor sales showroom, Nightclub, Office, Off-licence, Open space, Part off-licence, Place of public worship, Public house, Public service installation, Residential, Restaurant, Science and technology-based industry, Shop (district), Shop (neighbourhood), Shop (major comparison), Takeaway, Training centre, Veterinary surgery, Warehousing (retail/non-food)/ Retail Park.

Open for Consideration Uses

Advertisement and advertising structures, Civic and amenity/recycling centre, Financial institution, Household fuel depot, Outdoor poster advertising, Petrol station, Transport depot.

15.10.6 Employment/Enterprise Zones – Zone Z6

LAND-USE ZONING OBJECTIVE Z6:

To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

It is considered that Z6 lands constitute an important land bank for employment use in the city which it is considered strategically important to protect. The primary objective is to facilitate long-term economic development in the city region.

The uses in these areas will create dynamic and sustainable employment, and these uses include innovation, creativity, research and development, science and technology⁴, and the

4 Science and technology is defined as knowledge-based processes and industrial activities (including ancillary offices) in which research, innovation and development play a



development of emerging industries and technologies, such as, green/clean technologies. The permissible uses above will be accommodated in primarily office based industry and business technology parks developed to a high environmental standard and incorporating a range of amenities, including crèche facilities, public open space, green networks and leisure facilities. A range of other uses including residential, local support businesses, are open for consideration on lands zoned objective Z6 but are seen as subsidiary to their primary use as employment zones. The incorporation of other uses, such as residential, recreation, and retail uses, will be at an appropriate ratio where they

significant part, and which lead to and accommodate the commercial production of a high-technology output, i.e. commercial laboratory, data processing, enterprise centre, film production, healthcare, information technology, light industry, media recording and general media associated uses, publishing, research and development, software development, telemarketing, teleservicing and training.

are subsidiary to the main employment generating uses and shall not conflict with the primary landuse zoning objective, or the vitality and viability of nearby district centres.

Proposals for development of these lands provide the opportunity to develop sustainable employment use and contribute to developing the strategic green network by providing green infrastructure, landscape protection, public open space, and sustainable energy solutions.

The policy chapters, detailing the policies and objectives for economic development and standards respectively, should be consulted to inform any proposed development ([see especially Chapters 9 and 17](#)).

The uses in this zone are likely to generate a considerable amount of traffic by both employees and service traffic. Sites should therefore have good vehicular and public transport access. The implementation of travel plans will provide important means of managing accessibility to these sites.

Within the land-use objective Z6 the following development principles shall apply, in addition to complying with land-use zoning:

Employment

- To create dynamic and sustainable employment areas that are poised to facilitate innovation, creativity, research and development, science and technology and the development of emerging industries and technologies, to ensure the optimum development/ redevelopment of underutilised lands and sustain and expand a significant long-term employment base, supported

by a compatible mix of subsidiary uses and convenient access to national and international markets.

- Redevelopment proposals on Z6 lands should ensure that the employment element on site should be in excess of that on site prior to redevelopment in terms of the numbers employed and/or floor space.

Uses

- To incorporate mixed-uses in appropriate subsidiary ratios to generate urban intensity and animation. All such uses, including residential and retail shall be subsidiary to employment generating uses and shall not conflict with the primary aim of the Z6 land-use zoning to provide for the employment requirements of the city over the development plan period and beyond and shall not detract from existing centres.

Transport

- To consider proposals for intensification and mixed-use development in conjunction with an analysis of public transport capacity and accessibility.
- To maximise access and permeability to public transport connections and proposed public transport infrastructure in accordance with development plan land-use and transportation policies, to accommodate the sustainable movement needs of employees (and residents) and to incorporate travel plans, which prioritise the primacy of pedestrian movement and sustainable transport modes to manage accessibility.

Built Environment

- To create a distinct spatial identity for individual areas with a high quality physical environment and

coherent urban structure providing for environmental and amenity needs including access to quality open space.

Landscape

- To exploit and integrate natural amenities, biodiversity considerations and emerging strategic green networks in the layout of emerging urban structure (see Chapters 6, sections 16.2 and 17.2.3).
- For large developments, a schematic master plan will be prepared and submitted as part of the planning application and based on the development principles outlined above, will set out a co-ordinated vision to guide the future economic sustainable development.

ZONING OBJECTIVE Z6:

Permissible Uses

ATM, Betting Office, Car park, Childcare facility, Conference centre, Cultural/recreational building and uses, Embassy office, Enterprise centre, Green/Clean light industries, Hotel, Industry (light), Live work units, Open space, Park and ride facility, Public service installation, Restaurant, Science and technology-based industry, Shop (neighbourhood), Training centre.

Open for Consideration Uses

Advertisement and advertising structures, Car trading, Civic and amenity/recycling centre, Factory shop, Funeral home, Garage (motor repair/service), Nightclub, Office, Outdoor poster advertising, Petrol station, Place of public worship, Public house, Residential, Veterinary surgery, Warehousing (retail/non food)/Retail Park, Warehousing.

15.10.7 Employment (Industry) – Zone Z7

LAND-USE ZONING OBJECTIVE Z7:

To provide for the protection and creation of industrial uses, and facilitate opportunities for employment creation.

The majority of these lands are located in the Port area (see sections 4.4.1.2. and 17.22 for approaches and standards to Docklands and Dublin Port). The primary uses in these areas are those which result in a standard of amenity that would not be acceptable in other areas. They can unavoidably cause ‘bad neighbour’ problems due to the generation of dis-amenities such as noise, smells, and heavy goods traffic etc. Activities include industry, other than light industry; manufacturing repairs, open storage, waste material treatment, and transport operating services.

These areas require a measure of protection from other non-compatible ‘clean’ uses as this can result in conflict and limit the expansion of the primary use in the area. In particular, activities that fall within the scope of the SEVESO II (COMAH) Regulations should only be permitted on lands zoned objective Z7 and the expansion of such facilities may be impacted by the requirement to protect surrounding land-uses (see sections 5.2.4, 17.36 and Appendix 19 for further guidance).

ZONING OBJECTIVE Z7:

Permissible Uses

ATM, Betting office, Boarding kennel, Car park, Chemical processing and storage, Childcare facility, Civic and amenity/recycling centre, Enterprise centre, Garage (motor repair/service), General industrial

uses, Heavy vehicle park, Household fuel depot, Industry (light), Open space, Outdoor poster advertising, Park and ride facility, Petrol station, Port-related industries and facilities, Public house, Public service installation, Scrap yard, Storage depot (open), Support office ancillary to primary use, Transfer station, Transport depot, Warehousing.

Open for Consideration Uses

Advertisement and advertising structures, Amusement/leisure complex, Bed and breakfast, Buildings for the health, safety and welfare of the public, Car trading, Community facility, Cultural/recreational building and uses, Factory shop, Guest house, Hotel, Media recording and general media-associated uses, Nightclub, Place of public worship, Restaurant, Science and technology-based industry, Takeaway.

15.10.8 Georgian Conservation Areas – Zone Z8

LAND-USE ZONING OBJECTIVE Z8:

To protect the existing architectural and civic design character, to allow only for limited expansion consistent with the conservation objective.

Lands zoned objective Z8 incorporate the main conservation areas in the city, primarily the Georgian squares and streets. The aim is to protect the architectural character/ design and overall setting of such areas. A range of uses is permitted in such zones, mainly residential, as the aim is to maintain and enhance these areas, as active residential streets and squares during the day and at night time. Office may be permitted where they do not impact negatively on the architectural character and setting of the area. In any event a minimum of 60% of the floorspace on each site (including any mews) shall be residential.

In the case of new build or redevelopment of buildings which are not Georgian, the 40% limit on the proportion of office use (excluding retail branch bank/building society) may be relaxed if the development contributes to enhancing the existing architectural and civic design character.

The policy chapters, especially Chapters 7.2 and 17 detailing the policies and objectives for conservation and heritage and standards, should be consulted to inform any proposed development.

ZONING OBJECTIVE Z8:

Permissible Uses

Bed and Breakfast, Childcare facility, Cultural/recreational building and uses, Education, Embassy residential, Home-based economic activity, Hostel, Hotel, Live-work units, Medical and related consultants, Office (maximum 40% of unit and excluding retail branch bank/building society), Open space, Residential.

Open for Consideration Uses

Buildings for the health, safety and welfare of the public, Guesthouse, Nightclub, Place of public worship, Public service installation, Restaurant.



15.10.9 Amenity/Open Space Lands/ Green Network – Zone Z9

LAND-USE ZONING OBJECTIVE Z9:

To preserve, provide and improve recreational amenity and open space and green networks.

This zoning includes all amenity open space⁵ lands which can be divided into three broad categories as follows:

- Public open space
- Private open space
- Sports facilities in private ownership

The provision of public open space is essential to the development of a strategic green network. The policy chapters detailing the policies and objectives for landscape, biodiversity, open space and recreation and standards respectively, should be consulted to inform any proposed development (see especially Chapter 6, section 16.2 and Chapter 17).

Generally, the only new development allowed in these areas, other than the amenity/recreational uses themselves are those associated with the open space use. Specifically, residential development shall not be permitted on public or privately owned open space apart from limited once off development on lands accommodating private sports facilities as detailed below.

In the case of sports facilities in private ownership, Dublin City Council recognises that a number of such facilities are under

pressure to relocate so as to release resources for the maintenance and development of the club or sports facility. In highly exceptional circumstances, where it is considered to be required to secure, protect and consolidate the sporting and amenity nature of the lands and retain the facility in the local area, some limited degree of residential development may be permitted, on such sites on a once off basis and subject to the primary use of the site being retained for sporting/amenity use.

ZONING OBJECTIVE Z9:

Permissible Uses

Club house and associated facilities, Municipal golf course, Open space, Public service installation which would not be detrimental to the amenity of Z9 zoned lands.

Open for Consideration Uses

Car park for recreational purposes, Caravan park/Camp site (holiday), Community facility, Craft centre/craft shop, Crèche, Cultural/recreational building and uses, Golf course and clubhouse, Kiosk, Tea room.

15.10.10 Inner Suburban (Sustainable Mixed-Use) – Zone Z10

LAND-USE ZONING OBJECTIVE Z10:

To consolidate and facilitate the development of inner city and inner suburban sites for mixed-use development of which office, retail and residential would be the predominant uses.

The primary uses in this zone are residential, office and retail. A range of other smaller ancillary uses to service the site will also be facilitated. The concept of mix-use is central to the development or redevelopment of these sites and

⁵ Open space is any land (active or passive use), including water, whether enclosed or not, on which there are no buildings (or not more than 5% is covered with buildings), and the remainder of which is laid out as a garden/ community garden or for the purposes of recreation, or lies vacant, waste or unoccupied. It also includes school playing fields, playgrounds, urban farms, forests, allotments, outdoor civic spaces.

mono uses, either all residential or all employment/office use, shall not generally be permitted.

Lands zoned Z10 will cater for a relatively intensive form of development in accessible inner suburban locations, and the range of uses permitted will be similar to Z5 but not as intensive or wide ranging, reflecting the more suburban location and the interactions with surrounding established land-uses.

Accessibility will be an issue in the development of Z10 lands, and where significant numbers of employment and/or residents are envisaged, a travel plan will be required.

ZONING OBJECTIVE Z10:

Permissible Uses

ATM, Bed and breakfast, Betting office, Buildings for the health, safety and welfare of the public, Childcare facility, Craft centre/craft shop, Cultural/recreational building and uses, Education, Embassy office, Embassy residential, Financial institution, Guest house, Halting site, Home-based economic activity, Hostel, Hotel, Live work units, Medical and related consultants, Motor sales showroom, Office, Open Space, Part off-licence, Public service installation, Residential, Restaurant, Shop (neighbourhood).

Open for Consideration Uses

Amusement/leisure complex, Car park, Car trading, Civic and amenity/recycling centre, Civic offices, Community facility, Conference centre, Enterprise centre, Funeral home, Garden centre, Internet Café, Media recording and general media-associated uses, Off-licence, Petrol station, Place of public worship, Science and technology-based industry, Shop (district),

Takeaway, Training centre, Veterinary surgery, Warehousing (retail/non-food)/Retail Park.

15.10.11 Waterways Protection – Zone Z11

LAND-USE ZONING OBJECTIVE Z11:

To protect and improve canal, coastal and river amenities.

These areas generally include all the waterways and waterbodies in Dublin City Council area. The purpose of the zoning is to protect the amenity of these areas including views and prospects into/out of the areas (see sections 5.2.4.5 and 6.4.4 to 6.4.6.).

The coast, canals, and rivers have a role in contributing to the development of a strategic green network. The policy chapters detailing the policies and objectives for landscape, biodiversity, open space and recreation and standards respectively, should be consulted to inform any proposed development (see especially Chapters 6 and 17)

ZONING OBJECTIVE Z11:

Permissible Uses

Open space, Water-based recreational/cultural activities.

Open for Consideration Uses

Restaurant, Tea room.

15.10.12 Institutional Land (Future Development Potential) – Zone Z12

LAND-USE ZONING OBJECTIVE Z12:

To ensure the existing environmental amenities are protected in any future use of these lands.

These are lands the majority of which are in institutional use, which could possibly be developed for other uses.

These areas include community and recreation related development including schools and colleges, residential health care institutions (e.g. hospitals) and development for other community uses (e.g. club meeting facilities such as scout and guide halls). Often significant ancillary facilities such as staff accommodation and dedicated open space or sports and recreational facilities are included.

Where lands zoned Z12 are to be developed, a minimum of 20% of the site, incorporating landscape features and the essential open character of the site, will be required to be retained as accessible public open space.

In considering any proposal for development on lands subject to zoning objective Z12, other than development directly related to the existing community and institutional uses, Dublin City Council will require the preparation and submission of a master plan setting out a clear vision for the future for the development of the entire land holding. In particular, the master plan will need to identify the strategy for the provision of the 20% public open space requirements associated with any residential development, to ensure a co-ordinated approach to the creation of high quality new public open space on new lands linked to the green network and/or

other lands where possible. In addition, development at the perimeter of the site adjacent to existing residential development shall have regard to the prevailing height of existing residential development and to standards in Section 17.9 in relation to aspect, natural lighting, sunlight, layout and private open space, and in section 15.9 in relation to the avoidance of abrupt transitions of scale between zones.

On Z12 lands the minimum 20% public open space shall not be split up into sections and shall be comprised of soft landscape suitable for relaxation and children's play unless the incorporation of existing significant landscape features and the particular recreational or nature conservation requirements of the site and area dictate that the 20% minimum public open space shall be apportioned otherwise.

And, for the avoidance of doubt, at least 20% social and affordable housing requirement, as set out in the housing strategy in this plan, will apply in the development of lands subject to the Z12 zoning objective.

ZONING OBJECTIVE Z12:

Permissible Uses

ATM, Bed and breakfast, Buildings for the health, safety and welfare of the public, Caravan park/Camp site (holiday), Childcare facility, Community facility, Conference centre, Cultural/recreational building and uses, Education, Embassy residential, Enterprise centre, Garden centre, Golf course and clubhouse, Guest house, Halting site, Home based economic activity, Hostel, Hotel, Live-work units, Media recording and general media-associated uses, Medical and related consultants, Open space, Place of public worship, Public service installation,

Residential institution, Residential, Restaurant, Science and technology-based industry, Training centre.

Open for Consideration Uses

Boarding kennel, Car park, Civic and amenity/recycling centre, Funeral home, Industry (light), Municipal Golf Course, Nightclub, Office, Outdoor poster advertising, Shop (neighbourhood).

15.10.13 Strategic Development and Regeneration Areas – Zone Z14

LAND-USE ZONING OBJECTIVE Z14:

To seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and “Z6” would be the predominant uses.

These are areas, including large-scale public housing areas, where proposals for comprehensive development or redevelopment have been, or are in the process of being prepared. These areas also have the capacity for a substantial amount of development in developing areas in the inner and outer city. A number of the Z14 areas relate to public housing important regeneration areas and in the case of each, a number of development principles to guide the development of each area have been identified. These development principles are set out in the guiding principles for strategic development and regeneration areas (SDRAs) (see section 16.3).

It should be noted that not all of the identified strategic development and regeneration areas (SDRAs) are zoned Z14 in their entirety. Ballymun has different zoning objectives and uses; the relevant zoning objective for each area shall be applied to any development proposals.

These are areas capable of significant mix-use development; therefore, developments must include proposals for additional physical and social infrastructure/facilities.

The development principles, the relevant land-use zoning objectives and development standards should be complied with in the making of development proposals (see section 16.3 and Chapter 17).

The following areas have been identified as strategic development and regeneration areas in the plan:

SDRA 1.	North Fringe
SDRA 2.	Ballymun
SDRA 3.	Pelletstown
SDRA 4.	Park West/ Cherry orchard
SDRA 5.	Naas Road
SDRA 6.	Docklands (Spencer Dock, Poolbeg, Grand Canal Harbour)
SDRA 7.	Heuston Station and Environs
SDRA 8.	Grangegorman
SDRA 9.	St Michaels Estate
SDRA 10.	Dominick Street
SDRA 11.	O’Devaney Gardens
SDRA 12.	St. Teresa’s Gardens
SDRA 13.	Dolphin House
SDRA 14.	Croke Villas

ZONING OBJECTIVE Z14:

Permissible Uses

ATM, Betting Office, Buildings for the health, safety and welfare of the public, Childcare facility, Community facility, Conference centre, Cultural/recreational building and uses, Education, Embassy office, Embassy residential, Enterprise

centre, Green/Clean industries , Halting site, Home-based economic activity, Hotel, Industry (light), Live work units, Media recording and general media associated uses , Medical and related consultants, Offices, Open space, Park and ride facility, Part off-licence, Place of public worship, Public service installation, Residential, Restaurant, Science and technology-based industry, Shop (neighbourhood), Training centre.

Open for Consideration Uses

Advertisement and advertising structures, Bed and breakfast, Car park, Car trading, Civic and amenity/recycling centre, Factory shop, Financial institution. Funeral home, Garage (motor repair/service), Garden centre, Golf course and clubhouse, Hostel, Internet café, Nightclub, Off-licence, Outdoor poster advertising, Petrol station, Pigeon lofts, Public house, Takeaway, Veterinary surgery, Warehousing (retail/non food)/Retail Park, Warehousing.

In the case of Z14 lands that are identified for key district centres, all uses identified as permissible uses and open for consideration uses on zoning objective Z4 lands will be considered.

15.10.14 To protect and provide for institutional and community uses

LAND-USE ZONING OBJECTIVE Z15:

To protect and provide for institutional and community uses and to ensure that existing amenities are protected.

These are generally large blocks of land, consisting of buildings and lands located mainly in the suburbs. The present uses on the lands generally include community related development including schools, colleges, residential institutions and healthcare institutions, such as prisons

and hospitals. Institutional and Community lands display a variety of characteristics ranging from institutions in open grounds to long established complexes of functional buildings. They often provide ancillary and incidental activities for the local community such as use of part of the site for recreational purposes or the use of rooms for local meetings.

These lands play an important role in the achievement of a more compact city in that they contribute to the creation of vibrant neighbourhoods and a sustainable well-connected city through the provision of such infrastructure as schools, hospitals and open space. The city also includes nationally important institutions, such as hospitals and educational facilities, which as stated in Section 15.1 (Zoning Principles), it is Council policy to cooperate with, in order to promote the strategic long term needs of the city and the country.

With any development proposal on these lands, consideration should be given to their potential to contribute to the development of a strategic green network (see also Chapter 6). In addition, development at the perimeter of the site adjacent to existing residential development shall have regard to the prevailing height of existing residential development and to standards in section 17.9 in relation to aspect, natural lighting, sunlight, layout and private open space, and in section 15.9 in relation to the avoidance of abrupt transitions of scale between zonings.

Where there is an existing institutional and/or community use, any proposed development for “open for consideration” uses on part of the landholding, shall be required to demonstrate to the Planning Authority how the proposal is in accordance with and assists in securing the aims of the zoning objective;

how it secures the retention of the main institutional and community uses on the lands, including space for any necessary expansion of such uses; how it secures the retention of existing functional open space e.g. school playing fields; and the manner in which the nature and scale of the proposal integrates with the surrounding lands zoned Z15. The open space requirement in relation to the lands to be developed will have regard to the provisions of the development plan taking into account the nature of the proposed development. A masterplan may assist in demonstrating how the requirements of this paragraph may be satisfied.

A masterplan is not required in the case of minor developments associated with the existing use or where the development proposed relates to extensions to the existing community and institutional use and would enhance the facilities.

Where there is no longer an identified need for an existing institutional and community use (such as a school, or hospital) on lands zoned Z15 and where the land is to be redeveloped, in whole or in part, for open for consideration uses (such as residential) and/or other uses including permissible uses, then a masterplan shall be prepared by the proposer and/or owner.

The masterplan shall be accompanied by the evidence that demonstrates to the Planning Authority that there is no longer a need for the existing institutional and community use on the lands zoned Z15.

In considering whether there is no longer a need for the existing use, the Planning Authority shall consult with the owner/operator of the existing institutional and community uses and the relevant statutory provider (e.g. the Department of Education

and Skills in the case of Schools, and the Department of Health and the HSE in the case of Hospitals).

“Existing institutional and/or community use” referred to above shall include the last institutional and community use on the lands. For the avoidance of doubt, a masterplan does not replace the need for Material Contravention or Variation procedures to be followed in any given circumstance, depending on the nature and scale of the proposed redevelopment in relation to the zoning objective.

For the avoidance of doubt, the 20% social and affordable housing requirement, as set out in the Housing Strategy in this Plan ([see Appendix 3](#)), will apply in the development of lands for residential or, where mixed, the residential portion only subject to the Z15 zoning objective.

Masterplan Requirements (where an existing use is no longer required)

The masterplan shall set out a clear vision for the lands zoned Z15, to provide for the identification of 25% of the lands for open space and/or community facilities (in lieu of the 10-20% public open space provided for in paragraphs 17.2.3 and 17.9.1). This requirement need not apply if the footprint of the existing buildings exceeds 50% of the total site area of the institutional lands in question. (In such circumstances, the standard 10% public open space requirement shall apply). The masterplan must incorporate landscape features which retain the essential open character of the lands zoned Z15. It must also ensure that the space will be provided in a manner designed to facilitate potential for future public use and protect existing sporting and recreational facilities which are available predominately for community use. The 25% public open space shall not be split up, unless site characteristics

dictate otherwise, and shall comprise mainly of soft landscaping suitable for recreational and amenity purposes and should contribute to, and create linkages with, the strategic green network. Where such facility exists, it shall be included in the open space requirement.

ZONING OBJECTIVE Z15:

Permissible Uses

ATM, Buildings for the health, safety and welfare of the public, Childcare facility, Community facility, Cultural/recreational building and uses, Education, Medical and related consultants, Open space, Place of public worship, Public service installation, Residential institution.

Open for Consideration Uses

Bed and breakfast, Car park ancillary to main use, Conference Centre, Funeral Home, Guesthouse, Hostel, Hotel, Municipal Golf Course, Residential, Student accommodation, Training.

15.10.15 Specific Objectives

Map B:

- In the event of the development of the lands identified as 'Hillside Farm' in order to protect existing residential amenities, development around the perimeter of the site adjacent to existing residential development shall not be greater than the prevailing height of the existing residential developments. In the event of a development, a masterplan shall be prepared and agreed with Dublin City Council.





16

GUIDING PRINCIPLES

16.1 THE PUBLIC REALM, URBAN FORM AND ARCHITECTURE

(see Chapter 4)

16.1.1 Design of public spaces

Public spaces should be designed so that they are memorable and can be easily navigated by the people using them in a similar manner to the city's traditional streets and squares. Proposals should demonstrate how they connect to the surrounding network of streets and spaces.

Public spaces should be accessible and inclusive. The design of landscaping and features should be wheelchair accessible and should not create barriers for those with mobility impairment. The design of spaces should be considered from the point of view of the city's diverse range of communities, age groups and abilities.

Proposals for open space should be appropriate to the surrounding uses and their design should demonstrate this, e.g. a residential district may require spaces with a greater emphasis on design for sitting and recreation while spaces in a central area surrounded by largely commercial uses may require a greater emphasis on hard landscaping with a civic character.

16.1.2 Connections

How a street or space is connected to the local network of routes and destinations is critical to its success. The planning of new public routes and spaces should also promote permeability and walkability. Designers must demonstrate how the public realm is logically integrated into the local network of streets. Proposals for new streets should indicate how they align with known or likely 'desire-lines' connecting activities in the area.

Public spaces should be designed to deter crime in so far as possible, promoting natural activity and passive surveillance to discourage criminal or anti-social behaviour as being preferable to needing active policing. The principles outlined in the document 'Safer Places' (UK Home Office, 2003) should be considered in the design of new developments with public spaces and connections.

Buildings should properly address public streets and spaces. Active frontages should be used in as far as possible and blank walls should be avoided. Where active frontages are provided their design should be robust, taking a common sense approach to security and privacy, e.g. providing a buffer space of front garden or communal space to ground floor dwellings to give privacy to residents.

The servicing of utilities is an important consideration and the Council will not permit on-street service frontages (such as substations or switching rooms) unless it is demonstrated that these cannot be accommodated elsewhere in the development, for example in a rear service area or a basement car park.

16.1.3 Making Successful Streets

Where new routes are proposed in developments they should be designed in as far as possible as public, open, mixed-traffic streets.

Streets in Dublin should be places which put people first, and where there might be competing needs arising from different users, the following order of importance should be referred to in prioritising design decisions: pedestrians and those with mobility impairment, cyclists, public transport vehicles, service vehicles, private vehicles.



Proposals for new streets or intervention in existing streets should consider its desired or existing character in relation to surrounding buildings and uses. Is this to be a quiet residential street with a high degree of privacy and natural amenity, or a vibrant, economically active street requiring robust detailing and civic character? Proposals for the activities, landscaping and detailing of buildings fronting these streets should respond to the intended character.

Building frontages should provide appropriate enclosure to streets. They should have consistent heights relative to existing buildings and their plan form should prioritise the provision of a consistent building line, giving enclosure to the street or space.

16.1.4 Proportions and Enclosure

It is an objective of the Council to promote streets and public spaces which are human-scaled, are memorable as places and which have a high standard of amenity. The relationship of Dublin's street facades

to the human scale is recognised as a major attraction of the city. It is a policy of Dublin City Council that new buildings should be designed and sited with a view to maintaining this important characteristic. The height of buildings relative to the width of a space is an important consideration affecting sunlighting and also the sense of being in a traditional street. For large developments (e.g. occupying more than 20m of street frontage) the height of buildings and how they positively relate to the scale of other buildings along the whole length and on both sides of the street must be demonstrated. The degree of continuity of street enclosures is also an important consideration and frontages with very irregular plan forms should be avoided. A comparison of the proposed street proportions with an existing successful public space can be a useful tool for planning consultation.

16.1.5 Mix of Uses and Activities

In order to promote on-street activity (and hence public safety) the design of adjoining buildings should focus activity on the street. Where different uses are provided they should be directly accessible from the public street in as far as possible.

16.1.6 Movement and Vehicles

Streets should accommodate diverse types of transport and movement, and streets which create significant separations or barriers between types of movement should be avoided. Except in areas with very high pedestrian activity (such as the central retail areas), pedestrian-only streets should be avoided. Where a range of transport is required the design of the street should accommodate the needs of everyday users in the following order of importance: pedestrians and wheelchair users, cyclists, public transport vehicles, servicing vehicles, private vehicles. Wherever decisions are required to balance the requirements of different users in the design of a street or space, this order of importance should be referred to.

Where parking is to be provided on streets the general design should reflect the traditional design of a street rather than an on-street car park. Parking perpendicular to the kerb should be avoided.

Where non-residential uses are provided, active frontages should be promoted wherever viable and practically feasible. Where active frontages are provided, a common-sense approach to design should be used considering issues of security and out-of-hours activity.

For residential developments the design of ground floor units should take into account the amenity and security of residents and the quality of the public space. Where possible an intermediate zone (such as

a small private garden or railed common area) should be provided to aid security and privacy. The design of ground floor units should also promote overlooking of public spaces with rooms which are frequently used such as kitchens.

16.1.7 Materials and Detailed Design

Materials for public spaces should be appropriate to historical or local character or, where contemporary interventions are proposed, should have a consistent design rationale for their specification. The selection of indigenous materials is also preferable in the interests of environmental sustainability, and materials with a high embodied energy, such as might result from being transported over very long distances, should be avoided where possible.

The design and specification of street furniture should be in accordance with the Council's forthcoming Public Realm Strategy.

Proposals for street furniture and signage should avoid clutter. Unnecessary poles or stands should be avoided by utilising buildings or sharing poles for mounting traffic lights, street lighting and signage where possible. Unnecessary signage should be avoided.

Trees should be incorporated in the design of streets wherever possible, with species selection appropriate to the scale and character of the street. ([see Chapter 6 Greening the City](#))

The landscaping of public spaces should provide for the incorporation of sustainable urban drainage including the use of permeable paving or swales where appropriate. Where attenuation tanks are proposed for developments, consideration

should be given to incorporating these above ground as water features within the landscaping scheme.

16.1.8 Urban Form & Architecture

Urban blocks should be designed to promote permeability and walkability. Urban block lengths greater than 100m should be avoided.

Where a development consists of several buildings, their layout should be considered and consolidated to form coherent, enclosed urban blocks. It should be demonstrated how such layouts relate to the local context of building patterns or typologies.

16.1.9 Architectural design

The role of a building within a streetscape or skyline should be considered. Does it sit within the background, building a local streetscape? Or is it a local landmark, defining the termination of a vista or marking an important connection?

In urban design terms, an important function of the majority of buildings in the city is to form the enclosure or backdrop to the streets and squares which are at the heart of public life. Design proposals generally should be well considered in terms of their interface with public spaces, such as street edges and should demonstrate how proposals will contribute to the character of the spaces. Their planning and design at these interfaces should deal with their functions as 'street walls' in equal measure to their internal functions.

The geometry of a building should be carefully considered to strike a balance between its urban design role and its internal function. The scale of buildings is an important consideration, for example, frequent setbacks or changes in materials

while often thought to reduce the visual scale of a building can often detract from its coherence and generate cluttered streetscapes.

Building materials should be considered so as complement the historical use of materials in a district or, where contrasting, to follow a coherent logic through a building's design. Building materials should be appropriate to the scale and importance of the building and frequent changes of material should generally be avoided.

Detailing should be well thought through, as these later details can seriously detract from a building. Details and materials should be sufficiently robust for a building's role. As examples, on lower levels, design and materials should deter or withstand graffiti or physical impacts. For upper levels the effects of weathering should be considered. Frequent service penetrations and insufficiently sized flashings will cause streaking over time.

Clutter resulting from materials and equipment should be minimised or where necessary should be considered so that it can be incorporated in an overall design. The need for antennae or satellite dishes should be considered early so that they can be designed out if possible through alternative provision of a service.

16.1.10 Issues for Building Design Assessment Criteria

Dublin City Council will be highly ambitious for our built environment. Architecture is an art form with a captive audience, as it inescapably shapes and structures the inhabited world. Quality of architecture is a determinant for quality of life. A good environmental image fosters emotional security, self-esteem and most importantly enables us to establish a harmonious relationship with the outside world.

Core Objectives in the delivery of a quality urban environment:

1. That the citizens of Dublin to enjoy the highest quality built environment. One that meets the core objectives set out below and gives proud expression to our civic identity. An architecture that is clear, generous, appropriately scaled, positive to context and well made.
2. Quality of edge. Buildings and structures are critical components from which urban places are made. In order to achieve urban quality, we must 'consider places before buildings' in order to achieve quality of edge to the public realm.
3. Excellence in the ordinary. It is intended to achieve excellence in, and value the ordinary. Most buildings must work quietly and collectively as a backdrop or foil, providing a setting for those buildings that have legitimate call to be distinctive. Only through achieving excellence in the ordinary will we achieve magnificence as a city.
4. There is a need to learn from the past in creating an architecture for the future. Dublin, our inherited city, is remarkable in terms of scale and setting. The Georgian core is unique, yet, in places, undervalued and fragile. Contemporary architectural intervention and expression must match the quality and longevity of earlier models while serving to strengthen or remake place as appropriate.
5. Dublin City Council will facilitate an architecture that is contemporary both in substance and style. Architecture performing to the highest environmental standards and clearly reflecting the spirit of our age, concerned with climate

change and culturally cosmopolitan. Good examples of architecture of all periods must be valued.

It is possible to define universal qualities which are embedded in good works of architecture and against which architectural proposals can be measured. It is suggested that the following five principles, which are overlapping and interdependent, be developed as criteria, which can be demonstrably considered and applied in all development proposals (see also Objective SCO18). These criteria can be considered and addressed in the first instance by the applicant and his/her design team when making a development proposal and by the planning authority when reviewing and assessing that proposal.

Clarity

- Clarity of meaning, intent and purpose
- Clarity of articulation, form and scale
- Clarity of material and detail

Generosity

- Generosity in consideration of routine elements and delivery of functional requirements
- Generosity through discovery of opportunities for enhanced enjoyment and use
- Generosity in creation of distinctive and memorable places

Order

- Order of scale responsive to the individual, the communal and the transcendent
- Order of composition of plan, section, elevation and components
- Order of articulation and sequence



Fit

- Fit response to context, that is positive, enriching, well-mannered and considered
- Fit expression of times
- Fit for life-cycle and intended use

Craft

- Craft applied to design
- Craft applied to detailing
- Craft applied to construction

16.1.11 Sustainable Urban Form

The orientation of streets, blocks and the heights of their enclosures should be adequately considered in order to aid passive solar design. Designers must demonstrate how this has been considered.

Building heights should be designed to minimise overshadowing of adjacent properties and public spaces, for example, by avoiding taller buildings on the south side of an east-west street.

To minimise the waste of embodied energy in existing structures, the re-use of existing buildings should always be considered as a first option in preference to demolition and new-build. New public spaces should incorporate proposals for Sustainable Urban Drainage (SUDS) in their design.

16.2 GREEN INFRASTRUCTURE GUIDING PRINCIPLES

(see also Chapter 6)

16.2.1 Guiding Principles for All New Development

(see also Chapter 6)

The guiding principles relate to sustainable site design, sustainable buildings and green corridors. The overall emphasis is on best-practice sustainable solutions and the principles are as follows:

16.2.2 Sustainable Site Design

(see also sections 17.1.1 and 17.1.4)

The proposal should indicate how existing natural features of the site will inform sustainable urban form and should include the following;

- The potential for the integration of existing natural features of merit, such as watercourses, mature planting and topography. This approach ensures the landscape character of the area is maintained whilst also assisting biodiversity maintenance and more natural forms of surface water drainage. In effect the layout will be informed by the inherent natural characteristics of the site. The connectivity of proposed open spaces to adjoining existing open space or natural assets should also be considered.
- For larger sites, potential applicants should consult the City Council's Parks and Landscape Division to ascertain the significance of any ecologically sensitive areas which it may be appropriate to retain or integrate into a landscape plan. In such cases the ecological attributes of the site and the impact of any development should be considered

prior to final design. All landscaping proposals should comply with the standards on landscaping.

- The development should assist in promoting modal shift to sustainable modes of transport. This is achievable by minimising pedestrian/cycle through route distances to public transport stops or nodes.
- Building design and layout taking account of solar gain and microclimatic impacts.
- Sustainable energy technology, materials and construction methods.
- Sustainable waste management and water conservation measures.
- Connectivity to the green network.

16.2.3 Sustainable Urban Drainage Systems (SUDS)

(see also 5.2.4.8 and 6.4.1)

Proposals should incorporate the principles of Sustainable Urban Drainage Systems (SUDS) in accordance with the requirements and standards of the City Council's Environment and Engineering Department – Drainage and Wastewater Services Division. Applications for developments on large sites (0.2Ha or over) should be accompanied by a package of proposed measures addressing the following;

Infiltration – For water soakage into ground through use of trenches, basins and permeable paving

Filtration – In order to capture pollutants by devices such as swales and bio-retention systems

Constructed Wetlands – To reduce run-off and enhance bio-diversity by using stormwater wetlands



Retention – To retain pollutants through the use of retention ponds

Detention – To reduce run-off through devices such as detention basins, filter drains

For smaller developments, the following drainage requirements are sought:

- Permeable paving
- Rainwater harvesting
- Use of appropriately designed soakaways

16.2.4 Sustainable Buildings

All development proposals should incorporate a building design to utilise sustainable energy technologies and innovative design solutions such as living walls, roofs as well solar panels. Proposals should also be accompanied by a construction management plan and waste management and water conservation plan for the operational phase.

16.2.5 Green Roofs

(see also sections 5.2.4.8, 6.4.1, 17.1.4 and 17.2.2)

In addition to the above, green roofs should be provided as standard in apartments schemes, industrial parks, utility buildings and larger commercial developments. The use of green roof area for amenity purposes will be dependent on appropriate design with regard to overlooking and impact on adjoining privacy.

16.2.6 The Benefit of Green Roofs

A) Stormwater Retention

Green roofs can store stormwater and slow down the rate of run-off, thus easing pressure on the city's drainage system. The amount of stormwater stored and evaporated is dependant on the depth of the growing medium and type of planting.

Grass and herbaceous planting retains stormwater more effectively than sedum or moss.

B) Biodiversity

Roofs which encourage a higher diversity of species than just sedum roofs are known as brown roofs. The use of local substrates such as crushed brick, seeded with a local wildflower mix will attract a higher colonisation of flora and fauna. A roof with an uneven topology will allow for more water storage and is a source of water for wildlife. Sedum roofs have a low biomass and do not support a lot of insect life, which nesting birds depend on. A blend of green / brown roofs can provide both a habitat and an amenity.

C) Energy

Green roofs can reduce the amount of energy lost from a building and thus reduce the overall energy cost. Heat loss is mainly prevented by air pockets within green roofs layers, rather than the plants themselves. Green roofs can also improve the efficiency of photo-voltaic panels, by acting as a natural cooling mechanism, thus maintaining the panels' efficiency.

D) Carbon Sequestration

Both the substrate and the plant material can sequester and store more carbon. Older green roofs tend to store more carbon than younger roofs and the use of thicker substrate improves sequestration.

E) Air Quality

Vegetation improves air quality by trapping particulates and dissolving pollutants, especially carbon dioxide.

In order to achieve the benefits outlined above the following specification is recommended:

- Substrate depth 6-10cm

- Planting; minimum requirement of extensive green roof planting supplemented with semi-intensive or intensive type planting (see below)

Type of Green Roof	Vegetation Type
Intensive	Wide variety of plants, trees, shrubs and grasses
Semi – Intensive	Restricted to shrubs, perennials and grasses
Extensive	Restricted to mosses, sedums, & grasses

Note that the above specification can be modified to differing conditions/scenarios. For example – an increased substrate depth assists with stormwater storage in flood risk areas, and brown roof design can be beneficial on derelict sites.

16.2.7 Green Networks

(see also sections 3.3.1.3, 6.4.1, 8.3, 8.4.7, 15.10.9, 16.2, 17.2.3 and Figure 10)

The Strategic Green Network Map illustrates a network of routes, some of which are through undeveloped lands, some through proposed transportation corridors, and some through institutional or enterprise/employment lands.

A comprehensive analysis of the existing and potential green routes will be undertaken during the life of the plan, which will help to inform a schedule of enhancement projects and specific measures for particular area. In the interim, where illustrated routes occur within local area plans areas, the policies contained therein will apply.

Where illustrated routes run through areas for which there are local area plans, the policies contained therein shall apply. Where routes run outside these areas, in

order to increase the increase the amenity value of these routes, the following will apply:

- Enhanced tree or shrub planting to improve biodiversity and amenity value
- Measures to improve quality of cycle and pedestrian access
- Measures to increase connections and accessibility to the wider network
- Application of Sustainable Urban Drainage (SUDS) and soft engineering solutions

16.2.8 Development Proposals Adjoining Rivers and Canals

Where a proposed development adjoins a river or canal bank, the area adjacent to the waterway should be retained as a linear park or walkway, with linkages into the wider open space network.

The width of the linear park will take into account the existing layout and amenity potential with due allowance for riparian corridors and flood risk. In all case, any existing blockages to permeability, such as boundaries or redundant buildings, should be resolved where possible.

Potential applicants should also demonstrate best practice measures to protect the watercourse from soil, silt or other material during construction and in this regard should liaise with the Eastern Regional Fisheries Board (ERFB).

In the case of proposals adjacent to a canal, appropriate space should be retained for wildlife and it should also be ensured that wildlife have appropriate access to the water. In addition, applicants should consult the 'Dublin City Canals Plan' (Waterways Ireland in conjunction with Dublin City Council, Fáilte Ireland and the

Dublin Docklands Development Authority) to ascertain the implications of this plan for any such the site.

16.2.9 Flood Risk Areas

(see also section 5.2.4.7 and Appendix 17)

For coastal areas, soft engineering options are to be applied where appropriate in accordance with best practice.

In relation to rivers, applicants should give consideration to potential river channel impact, adhere to the ERFB guidance and ensure access for wildlife to the river where possible.

16.2.10 Open Space Lands / Institutional and Community Lands / Large Tracts of Lands / Lands with Open Character

The zoning objectives set out general requirements for open space provision and contribution to the green network or green infrastructure in relation to institutional lands, outer suburban lands and large tracts of land with redevelopment potential zoned for enterprise and employment (Z15, Z12, Z6).

For these lands, new green routes either through or along the edge of, as shown indicatively on the Strategic Green Infrastructure Map (see Figure 10), should be of an adequate width and dimensions to accommodate a footpath, two-way cycle lane and mature planting.

For routes adjacent to canals or rivers, the setback should take into account an appropriate riparian corridor and flood risk factors to the satisfaction of the Dublin City Council.

16.3 PRINCIPLES FOR STRATEGIC DEVELOPMENT AND REGENERATION AREAS

This set of guiding principles relates primarily to former strategic Z14 sites and the former strategic Z13 sites which are now combined.

The majority of these sites are important components of the key developing areas set out in the core strategy. However, some of the former social regeneration sites do not fall within the key developing areas. Nevertheless, all of these sites can deliver significant quantum of mixed-uses to create synergies to regenerate their respective areas.

16.3.1 Strategic Development and Regeneration Areas

(see sections 15.10.13 and 16.4)

SDRA1 North Fringe

1. To create a highly sustainable, mixed-use urban district, based around high quality public transport nodes, with a strong sense of place.
2. To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities.
3. To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community, comprising the following elements;
 - A central spine route, in the form of a boulevard or high street, linking the Malahide Road with the proposed train station to the east
 - Two high quality urban squares (one at the junction of the Malahide Road with the Main Street boulevard and

the other adjacent to the rail station) as the main focus for commercial and community activity

- A series of smaller urban squares as significant place markers and activity nodes e.g. a recreation square adjacent to Father Collins Park
- A flagship urban park in the redesigned Father Collins Park
- A new perimeter route running north from the Malahide Road via Belcamp Lane, relieving traffic pressure from the N32 and from the proposed Main Street boulevard.
- An interconnected network of streets and public spaces:
 4. To promote the creation of a high quality public domain by establishing a high standard of design in architecture and landscape architecture.
 5. To develop the amenity potential of the Mayne river in the creation of a linear park.
 6. To develop an Urban Design Strategy for the lands at St. Michael's Cottages that is co-ordinated with the overall strategies for the developing areas.
 7. To include a phasing programme to ensure that physical and social infrastructure is provided in a timely manner, using a sequential approach.

SDRA 2 Ballymun

1. Maximise the economic potential of Ballymun and its surrounding areas in accordance with its strategic location, the proposed Metro North and its designation as a Key District Centre (KDC).
2. Enhance existing, and establish new and appropriate land-uses that support a growing mixed-use community, and

seek innovative planning responses for the key sites in the area, that respond to the environmental, social, cultural and economic issues and demands facing the area.

3. Create internal and external links throughout the area – removing barriers to movement and establishing a strong and interactive relationship with Dublin city and the wider environment.
4. Create a network of well connected, sustainable mixed neighbourhoods, providing a range of facilities and a choice of tenure and house types, promoting social inclusion and integration.
5. Promote and enhance Ballymun and the wider area's reputation as a sustainable urban environment.
6. Promote Ballymun as a leading arts and cultural hub serving the city and wider region.

SDRA 3 Pelletstown

1. To provide for a sustainable living environment, prioritising public transport and mixed use.
2. To achieve a density of development that can be met by the public transport, social, educational, recreational and community infrastructure available in the immediate area.
3. To ensure that buildings in the area are such that they do not facilitate social isolation, detachment or militate against opportunities for regular engagement with neighbours.
4. To ensure social and public amenities and spaces do not facilitate anti-social behaviour.
5. To ensure that development is provided in a context that does not overwhelm the surrounding areas and residents.

6. To develop a coherent spatial structure, based on a hierarchy of linked streets, public spaces, and design in keeping with the natural and other adjacent amenity areas of the Phoenix Park, the Royal Canal and Tolka Valley. The main components of this spatial structure are:

- Two high quality village centres, one to the east and west respectively, as the focus for mixed use development and community activities.
- A tree lined canal-side boulevard linking the two village centres and providing the potential for developing a range of different experiences, including recreation uses.
- A central park to provide the setting for leisure uses and community activities.
- North/south linkages facilitating good access to public transport and to the amenity of the Tolka Valley.

7. To promote the creation of a high quality public domain by establishing a high standard of design in architecture and landscape architecture.

SDRA 4 Park West / Cherry Orchard

1. To create a vibrant and sustainable new urban area with work, living and recreational opportunities, based around high quality public transport nodes.
2. To create a place with distinctive urban character, based on urban design principles with strong physical and psychological linkages to the city.
3. To provide for sufficient densities of development, to sustain public transport and a viable mix of uses.

4. To provide for an integrated public transport system, with bus and commuter rail as the main components.
5. To provide for the integration of the new community with the established community.
6. To provide for a balanced mix of residential tenure.
7. To develop a coherent spatial framework, incorporating the following elements;
 - Two axial routes, defined by buildings, providing the main structuring components, linking the proposed new rail station with Ballyfermot Road to the north and Park West Road to the south
 - A Main Street at the intersection of the two axial routes, providing a safe and vibrant mixed use environment
 - Two major new linked civic spaces adjacent to the rail station, creating a high profile for public transport and a strong sense of place for the local resident and working population
 - A series of nodal spaces at key junctions to act as place markers
8. That in the creation of the 'new town' in the Park West/Cherry Orchard area as a policy and priority that the key historic and existing deficits with regard to lay-out, community underdevelopment, policing, anti-social activity, lack of provision for childcare etc. be factored in to be provided for in the new proposed development and that a new Charter for Cherry Orchard be articulated and become an integral part of the overall plans and initiatives for the area.

SDRA 5 Naas Road

Future development in the Naas Road industrial area shall be guided by the strategic policy objectives of the development plan in tandem with the vision and strategic aims of the Naas Road Lands Strategic Plan which seek to:

1. Link the plan area with the surrounding environment, to assist in enhancing a living community in and around the area.
2. Create connectivity throughout the plan area – removing barriers to movement and opening up attractive links between key areas.
3. Use existing and proposed infrastructure to establish a strong and interactive relationship with Dublin city and the wider environment.
4. Establish new and appropriate land-uses that assist in creating relationships between one another, and support a growing mixed use community.
5. Seek innovative design responses for key sites (collectively and individually) that respond to the environmental, social, cultural and economic issues and demands facing the plan area.
6. Provide publicly accessible open spaces and green infrastructure which contribute to the amenities of the area and the green network.

SDRA 6 Docklands (Spencer Dock, Poolbeg, Grand Canal Dock)

The Docklands Strategic Development and Regeneration Area comprises the three major areas of Spencer Dock North, Poolbeg, and Grand Canal Dock as set out in the DDDA Masterplan 2008. Future development shall be informed by the following development principles set out for each area.

Spencer Dock North

1. To develop a new urban neighbourhood based on sustainable densities and with a strong sense of place, a 'bridge' between the established communities of East Wall and North Wall/Sheriff Street.
2. To facilitate the provision of a socially cohesive community through the provision of a wide range of housing types and tenures in an integrated manner.
3. To create a high quality physical environment through the development of a coherent spatial structure based on a hierarchy of linked streets and spaces.
4. To open up the Royal Canal as a central component of this spatial structure, as a linear park – a 'green lung', a vital connector to the river Liffey and a generator of a network of linked public spaces.
5. To improve accessibility from this new neighbourhood and the adjoining neighbourhoods to the city centre and the I.F.S.C. through the development of an integrated public transportation system.
6. To create a permeable quarter by removing existing physical barriers between these lands and the adjoining neighbourhoods of East Wall and North Wall/Sheriff Street, and by developing of a network of pedestrian and cycle linkages.
7. To explore alternative and innovative ways of creating a new public dynamic and energy within the linear park and forging a physical synergy between the park and future developments on the adjoining lands to the east.

Poolbeg

1. To ensure that new development facilitates the implementation of a global landscape plan for the Poolbeg Peninsula developed in the context of the unique landscape qualities of the peninsula, river and bay area.
2. To ensure that significant dimensions of the landscape framework are implemented as part of any future development in utilities.
3. To support a 'differentiated character' approach within an overall landscape framework that will allow for the consolidation of specific activities.
4. To promote an urban scale and form of development with mixed use and defined areas of 'predominant character'.
5. To allow for utilities operation and expansion within an overall environmental improvement strategy and landscape plan.
6. To promote and protect the ecology of the area, while providing for recreational open space with public access within a consolidation framework for public utilities, including the re-use of historic structures.
7. To improve accessibility through the development of a movement framework with a strong emphasis on public transport, pedestrian/cycle networks and incorporating innovative approaches geared to developing sustainable modes of commuter movement and car parking.
8. To initiate a phased development of both commercial development and public realm – landscape/road infrastructure to ensure that key elements of the landscape framework are of the highest quality design and are



implemented early in the overall phasing plan to set future precedent for area character.

9. To ensure phased implementation of major redevelopment sites can be linked to the implementation of significant public realm packages of the landscape framework plan identified outside of the commercial sites in question.
10. To ensure that all development is compatible with the nature conservation designations of the south bay including the Habitats Directive.
11. To ensure that the unique landscape qualities of the Poolbeg Peninsula, rivers and bay area are recognised in any development proposals for the Poolbeg area and that the existing open character and nature of the views from Irishtown Nature Park are retained as far as practicable.

Grand Canal Dock

1. To facilitate sustainable urban densities in this important character area.
2. To sensitively regenerate key brownfield sites cognisant of their context, while optimising their potential to contribute to the city in economic and employment terms.
3. To forge spatial connections with the wider Docklands Area, the city centre and the surrounding neighbourhoods.
4. To recognise Grand Canal Dock DART Station as a major provider of public transport accessibility in the area.
5. To recognise the emerging role of Grand Canal Dock as a cultural destination in the city.

SDRA 7 Heuston & Environs

1. To develop a new urban gateway character area focused on the transport node of Heuston Station and incorporating sustainable densities in a quality contemporary architecture and urban form which forges dynamic relationships with the national cultural institutions in the Heuston environs.
2. To facilitate sustainable urban densities in new development and ensure such densities are underpinned by access to an integrated public transport system.
3. To ensure the application of best practice urban design principles to achieve;
 - A coherent and legible urban structure within major development sites
 - A prioritisation on the provision of public space
 - A successful interconnection between the development site and the adjacent urban structure
4. To resolve conflict between key modes of transport; rail, light rail, bus, taxi and national primary routes, with particular reference to the need to take pressure off the space in front of Heuston Station.
5. To forge spatial interconnection between the national cultural institutions which cluster loosely in the Heuston environs but which are currently isolated due to a poor public domain and fragmented urban structure.
6. To provide a new urban edge to Victoria Quay containing the plaza space in front of Heuston and interfacing with the expanding centre of gravity moving westwards from the city core.
7. To incorporate mixed use in appropriate ratios in order to generate urban intensity and animation. This will require the major uses of residential and office to be complemented by components of culture, retail and service elements.
8. To ensure brownfield sites are developed within a co-ordinated framework including the provision of an elevated urban space and river bridge to the rear of Heuston Station.
9. To co-ordinate the redevelopment of the area within an overarching framework which will include the definition of common infrastructure funded by a ring fenced contribution scheme.
10. To support Guinness Brewery in their continued development to safeguard employment, industry and tourism in the south west inner city.

SDRA 8 Grangegorman/Broadstone

1. To ensure that the development framework for Grangegorman/Broadstone provides for a high quality character area/urban district with strong physical linkage to the H.A.R.P. Area/Smithfield, Phibsborough, Manor Street and to the city centre through Henrietta Street.
2. To create a highly sustainable urban campus at Grangegorman as a new home for Dublin Institute of Technology with the capacity to develop strong links with other knowledge sector engines located elsewhere in the inner city.
3. To develop a legible, attractive spatial and urban character which marries the provision of new urban space with high quality contemporary architecture and with the integration and re-use of protected historic structures and other buildings of architectural/artistic merit.



4. To ensure that the existing open space is developed both for the benefit of the new campus and for adjacent existing communities.
5. To co-operate with existing stakeholders in Broadstone to promote the development of a range of higher value economic uses that would be complementary to the campus uses at Grangegorman
6. To provide for the physical integration of Grangegorman and Broadstone with each other and the city centre through the development of a series of physical connections including pedestrian and cycle linkages and new transport infrastructure.
7. To ensure that the requirements of the North Area Health Board in the provision of health care facilities shall be accommodated in any future development of Grangegorman.
8. To examine in conjunction with the relevant educational agencies including Educate Together the primary and secondary education uses to support this third level campus.
9. To have regard to the physical integration and regeneration potential of Manor Street/Stoneybatter as important streets / radial routes in the redevelopment proposals for this area.

SDRA 9 Saint Michael's Estate

1. The development of a high quality, vibrant, mixed use urban quarter will be promoted. New facilities will be located in accessible locations and will maximise the opportunities to connect with the wider neighbourhood.
2. The development will compliment the regeneration of Inchicore by encouraging a natural extension of the village centre eastwards along Emmet Road. The development will provide strong connections between the site and the functions of the village centre.

3. The development of high quality streetscape onto Emmet Road with accessible civic spaces, active frontages and an appropriate transition in scale, height and character between the village centre and the site will be promoted.
 4. Strong permeability will be sought through the site, including pedestrian and cyclist connections, to achieve strong north to south connections between Emmet Road and the Luas/ Grand Canal corridor and east to west connections between St Vincent Street West and Bulfin Road. Active streetscapes along these routes will be promoted.
 5. The important heritage features on, and adjoining the site shall be respected and highlighted by urban design with particular regard to the tourism, heritage, community and amenity value of assets such as St. Michaels Church, Richmond Barracks, Goldenbridge Cemetery and the Grand Canal.
 6. Innovative proposals that create a landmark destination within the city for combined facilities of a community, recreational, leisure and sports nature will be promoted. Such facilities shall integrate positively with the existing sports facilities on site.
 7. A positive integration of new developments with the Phase 1 section of this site, in terms of connectivity, positive urban design principles and appropriate land-uses, will be required.
- services will be promoted at street level with quality residential units above to create vibrant city centre streetscape.
2. The design of the re-development will respect and integrate positively with the Georgian streetscapes of Dominick Street Lower and shall respect, in terms of its design and scale, the special architectural quality of this local area including Parnell Square. The new development shall promote high quality contemporary architecture to add to the rich legacy of the built heritage in this part of the north city centre.
 3. The development will create a new public plaza at a central location directly adjacent to Dominick Street Lower. This civic space will provide a new landmark for the city centre and provide a focal point for the rejuvenation scheme for recreation, events and community interaction. Active frontages shall address the square including opportunities where possible for access to community, cultural and recreational facilities accessible to the wider community.
 4. The rejuvenation of side streets in the local area connecting Capel Street (moving west) to Parnell Square (moving east) passing through the new development will be promoted. The layout of a scheme will encourage these connections by providing pedestrian through-routes and clear lines of visual permeability to encourage east to west movement.
 5. A high quality public realm will be promoted for Dominick Street Lower, new side streets and new areas of civic space to encourage pedestrian movement through the scheme. The

SDRA 10 Dominick Street

1. The development of a high quality mixed-use scheme will be promoted to strengthen the functions and urban character of the north city centre. Active street frontages accommodating a range of high quality mixed uses and

quality of new streetscapes shall reflect the civic importance of the location within the city centre.

6. The opportunities presented by the proposed Luas Line BXD to place the street strategically on the city's integrated public transportation network will be integrated positively with the regeneration proposals.

SDRA 11 O'Devaney Gardens

1. The strategic location context of this site within the city (close to the amenities of the Phoenix Park, Heuston Station, the new emerging courts complex on Infirmary Road), its potential positive contribution to the character of the city and the potential that exists for greater synergies to Stoneybatter and Grangegorman will be valued and promoted.
2. The development of a high quality mixed use quarter comprising of quality new homes supported by a complimentary range of mixed commercial, community and recreational facilities will be promoted for this site.
3. The development of attractive new streetscapes with mixed typologies of high quality accommodation, a high quality public realm and active street frontages will be promoted to compliment the architectural legacy of streetscapes adjoining this location including the special streetscapes of the North Circular Road, Infirmary Road and Oxmantown areas.
4. Accessible locations for commercial and community facilities to encourage interaction between the site and established communities adjoining will be promoted.
5. The development of a neighbourhood park will be integrated into the masterplan as a key feature of the design to provide recreational amenities, encourage community interaction and provide a focal point/meeting place for the wider local community. The location will be bounded by high quality streetscapes accommodating commercial, community and residential uses to generate activity, encourage active use of the space and provide passive surveillance.
6. The established character of streets and residential amenities for adjoining residents will be respected in the urban design proposals and layout of a new development. Opportunities for new building forms to aid legibility through the scheme and create streetscapes of visual interest will incorporate appropriate height transitions from site boundaries and propose locations that avoid negative impact on adjoining residential boundaries.
7. Permeability through the site will be promoted to integrate the location more successfully with the adjoining community. The existing bus route will be retained and incorporated along a main boulevard route connecting the North Circular Road to Montpelier Gardens. Opportunities for connections with streets to the northeast boundary, with particular emphasis on walking and cycling routes, will be encouraged.
8. To have regard to the physical integration and regeneration potential of Manor Street/Stoneybatter as important streets / radial routes in the redevelopment proposals for this area.

SDRA 12 St. Teresa's Gardens

(inclusive of former Player Wills, former Bailey Gibson sites and Coombe Hospital)

1. The development of a network of streets and public spaces will be promoted to ensure the physical, social and economic integration of three key sites in this area (St. Teresa's Gardens, former Player Wills and former Bailey Gibson sites) with further integration potential with the sites of the Coombe Hospital and White Heather Industrial Estate.
2. A vibrant mixed-use urban quarter will be promoted with complimentary strategies across adjoining sites in terms of urban design, inter-connections and landuse.
3. A new public park is proposed as a landmark feature and integral part of the masterplan with passive supervision by residential and other uses. This park will have a comprehensive landscaping strategy to provide significant greenery within the scheme and will make provision for a diverse range of recreational and sporting facilities for use by the wider neighbourhood.
4. Strong permeability through these lands will be encouraged to generate movement and activity east to west (connecting Dolphin's Barn Street and Cork Street with Dunore Avenue) and north to south (connecting Cork Street and Dunore Avenue with the South Circular Road and Grand Canal corridor). A high quality public domain, provision of pedestrian and cyclist routes and provision of active streets will be promoted.
5. A community hub will be incorporated into the scheme to provide a wide range of community facilities accessible to the wider neighbourhood. Opportunities to

highlight the heritage of the local area by proposing community uses close to important landmark buildings such as St. Teresa's Church will be promoted.

6. The regeneration lands and Dolphin's Barn will be promoted as a significant destination point at the southern end of the Cork Street corridor with potential benefits filtering through to other locations close by. In particular, synergies will be promoted moving northwest towards St. James Hospital and the Luas Line and to the north and northeast to rejuvenation proposals under the Liberties local area plan.

SDRA 13 Dolphin House

1. The development of a vibrant mixed use urban quarter will be promoted to consolidate the southern end of Dolphin's Barn and provide an important destination point at the south end of the Cork Street corridor.
2. The development of high quality streetscapes onto Dolphin's Barn to form a natural southward extension of the existing mixed use commercial zone in the village centre to promote the reinvigoration of Dolphin's Barn village centre.
3. The development of a strategy to ensure an integrated approach for the regeneration of Dolphin House and adjoining commercial sites fronting the South Circular Road and Dolphin's Barn will be promoted. An integration of landuse and design principles will promote coordination in the event of future redevelopment on these adjoining sites.
4. The heritage, tourism and recreational opportunities of the Grand Canal will be promoted as a key feature for the site and for Dolphin's Barn.

5. Permeability will be promoted through the site to encourage active streets and connections to the adjoining neighbourhood, in particular pedestrian and cyclist routes. East to west connections from Dolphin's Barn towards Herberton Road and north to south connections from the South Circular Road to the Grand Canal will be encouraged. The feasibility of a new pedestrian crossing point over the Grand Canal to connect with Dolphin Road will be explored.
6. The development of synergies with other regeneration areas in close proximity will be promoted for co-ordination in the provision of new facilities. New parks, recreation and community facilities will be promoted as features accessible to the wider neighbourhood for inclusion and integration of the site with the adjoining area.

SDRA 14 Croke Villas

1. The site at Croke Villas benefits from a close association with a national landmark (Croke Park). Opportunities for a development that mixes high quality residential development with commercial, tourism and recreational uses associated with the stadium and its functions will be encouraged. See also Objective SCO5 in relation to Croke Park, Ballybough/North Strand.
2. The development of a high quality mixed use quarter comprising of quality new homes supported by a complimentary range of mixed commercial, community and recreational facilities will be promoted.
3. An excellent standard of architecture, urban design and public realm will be encouraged to maximise the benefit of the site frontages.
4. The heritage, tourism and recreational opportunities of the Royal Canal will be promoted as a key feature for the site and for the local area.
5. An integrated approach for the regeneration of the site and adjoining lands will be promoted, having regard to the potential future development along adjoining backland or infill sites. The character and amenities of established residential streets adjoining the regeneration area will be respected as part of a design proposal.
6. The opportunity for pedestrian and cyclist connections along a green corridor by the Royal Canal and strong synergies between this regeneration area and the Docklands will be encouraged.
7. Strong permeability through the site will be encouraged along high quality active streetscapes to connect with the wider area. In particular, legibility via walking and cycling routes towards existing and future proposed rail and Metro services at Drumcondra Station, towards Connolly Station, linkages to the recreational routes along the Royal Canal Corridor and routes connecting with the grand civic spine (Parnell Square and O'Connell Street) will be encouraged.

16.4 PRINCIPLES FOR BUILDING HEIGHT IN A SUSTAINABLE CITY

These principles should be read in conjunction with the standards for building heights and the development principles set out elsewhere in the development plan (including Chapter 4 and section 17.6). Areas with an existing Framework Plan, local area plan or Section 25 Planning Scheme are indicated.

16.4.1 General Principles

- All proposals for high buildings must form part of a sustainable, mixed-use urban district at appropriate density, well served by high quality public transport, with a strong sense of place, a coherent urban structure, and with sufficient neighbourhood facilities for both the existing and new communities, including people friendly civic spaces.
- All high buildings must be of the highest architectural quality and should aim to have a slenderness ratio of 3:1 or more and have regard to the existing urban form, scale and character, and the built heritage of the area.
- The key principles outlined here must be applied in conjunction with other policies and standards in the development plan, including those designed to ensure good community infrastructure, a pleasant public realm, compliance with the apartment quality standards, energy efficient development, and the promotion of employment, especially in the knowledge economy.
- Applications for high buildings will also be subject to assessment under the development management process, including matters such as a shadowing, amenity, microclimate and Environmental Impact Assessment

where appropriate. All development involving higher buildings must be designed to mitigate the effects of climate change.

- Each of the identified areas for high buildings will (unless there is one already in existence) be the subject of a local area plan, SDZ or Section 25 Planning Scheme as appropriate, to include a co-ordinated urban design strategy which takes on board the guiding principles outlined herein.
- Each Plan shall have regard to the overall city form and structure, in order to prevent visual clutter or negative disruption of the skyline.
- High buildings should be associated with significant open space, to promote appropriate setting, daylighting and amenity.

16.4.2 KEY DEVELOPMENT PRINCIPLES FOR EACH AREA

(see Figure 21)

1. Eastern Cluster

(the Docklands including the Spencer Dock Area, the Grand Canal Dock Area, the area between Spencer Dock and the East Link Bridge, and Poolbeg Peninsula – see Docklands Masterplan and Poolbeg Planning Scheme)

(see also SDRA6)

- Given that the river Liffey has always been at the heart of the city's identity, high buildings and high building clusters must enhance the character of the Liffey corridor, including key views and vistas, as it widens towards the east.
- High buildings along the corridor should contribute to a coherent extension of the city's form (e.g. sited at the confluence of canals/ harbours with the river and public transport

interchanges such as at the Spencer Dock, in the vicinity of the proposed DART Underground station, and at Grand Canal Dock) and must not result in a wall of high buildings or a sporadic approach.

- To ensure that high buildings and high building clusters contribute to the creation of a new identity and character for the Docklands while providing a coherent skyline, which builds on Dublin's character.
- High buildings should relate coherently to the prevailing "shoulder" level or "datum level" of buildings along the new river corridor and associated streetscape, and also respect the setting of protected structures and conservation areas.
- To ensure that high buildings contribute to high quality neighbourhoods, in terms of quality design, attractive and useable public realm, community facilities and connectivity to sustainable transport.
- That the use of taller buildings be used to support a "differentiated character" approach, within an overall landscape that will allow for the consolidation of specific activities, and clusters.
- To concentrate higher buildings on the northern side of the Poolbeg Peninsula having regard to matters such as the urban scale of the waterfront, overshadowing etc.

2. Connolly

- To ensure that the development of Connolly Station as a major transport interchange in the city is integrated with the sustainable redevelopment of adjacent lands, including a more efficient use of lands currently used as surface parking and marshalling areas.

- To ensure that any high building is designed and located so as to enhance the character of the main station, which is a protected structure, including the protection of the key vista along Talbot Street.
- To secure enhanced mixed uses and vitality outside office hours on Seville Place and Sheriff Street Lower.
- To ensure that any proposed high buildings have regard to the amenity of the residential areas to the east.
- To provide greater pedestrian permeability from the east to improve access to the station, and the city centre.
- To consider height as part of a coherent approach with the International Financial Services Centre to the south.

3. George's Quay

- 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 in 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.

4. Western Cluster

(Heuston Area – See framework development plan) (see also [SDRA7](#))

- To facilitate sustainable urban densities at this major transport interchange, which is being planned to act as a new centre of gravity moving westwards from the city core, and the western gateway to the city centre.
- To forge spatial connections with cultural institutions and spaces in the vicinity.
- To integrate the Diageo lands fronting Victoria Quay into the Western Cluster, by means of a new Heuston Plaza, the proposed DART Underground station, and links south to the Digital Hub. This area could accommodate some local mid-rise buildings, set back from the quays, and which enhance views from Phoenix Park.
- Any proposals for high buildings must have regard to existing views and vistas, e.g. those between IMMA and Phoenix Park and along the Liffey, while also enhancing and protecting the setting and character of the main station building, and the scale of the Liffey quays.
- As a western counterpoint to the Docklands, the Heuston gateway potentially merits buildings above 16-storeys in height in terms of civic

hierarchy. However, any buildings must provide a coherent skyline and not disrupt key vistas and views.

5. Digital Hub / Grand Canal Harbour & Basin Area

(See Liberties local area plan)

With regard to the Digital Hub Area:

- One or more carefully placed mid-rise buildings on the two Digital Hub sites (Crane Street and Windmill) would respond to the industrial legacy of taller buildings as part of the Guinness complex and as symbols of the new digital economy. Such buildings must be located to provide a coherent profile along the Thomas/ James's Street Ridge, when viewed from the historic city, including from the quays, the environs of the St. Catherine's Church and St. John's Church.

With regard to the Grand Canal Harbour & Basin Area:

- To provide for a cluster of height including mid-rise and taller buildings. Locations must be selected to protect the setting of protected structures. The grouping and profile of the cluster must be mannered to avoid clutter on the skyline.

6. Phibsborough

(See Phibsborough / Mountjoy local area plan)

- To ensure that height and massing do not impact negatively on protected structures and the social and historic heritage of the area.
- To ensure that high buildings create a visually and architecturally coherent and attractive contribution to the skyline, in terms of slenderness ratio and height.

- To protect and frame important views and vistas, and to ensure proposals for high buildings will have no negative local or city-wide impacts.

7. Grangegorman/ Broadstone

(see Draft Grangegorman Masterplan)

- To create a high quality educational campus and healthcare facilities at Grangegorman, with strong linkages to Phibsborough, Manor Street and the city centre through Henrietta Street.
- To promote the physical integration of Grangegorman and Broadstone with each other and to the city centre.
- To promote the identity and character of this new educational campus by the location of an elegant mid-rise building towards the centre of the main site on elevated ground overlooking a large open space and the city.
- To signify the main gateway to the campus by the use of 1 or 2 mid-rise buildings on the proposed main entrance from Constitution Hill/ Broadstone.

8. North Fringe

(see also SDRA 1)

- To use a limited number of mid-rise buildings to enhance the central spine or boulevard linking Malahide Road with the new train station to the east. The boulevard will be terminated at either end by two high quality urban squares, which will become the main hubs for commercial and community activity, with a series of smaller civic spaces along the route.
- Given the extent of the area, the flat topography and the significance of the two main urban spaces, it is considered that one or more mid-rise buildings

would add to the character and the identity of the area. Such buildings should also be located and designed to terminate and /or frame vistas along the boulevard/street.

9. Clonshaugh Industrial Estate

- To promote the potential of this large industrial area of strategic significance to provide a major landmark gateway to the city from the north given its proximity to the M1 Motorway, the Airport and Belfast. It is considered that height should be concentrated in a co-ordinated manner on the site to confer the necessary identity.
- High buildings should respect the character and setting of Woodlands House (a protected structure) and the Conservation Area to the north of the IDA Estate.
- To consider height in conjunction with an extensive public transport system, including well-used QBCs, e.g. the Oscar Traynor Road.

10. Ballymun

(see also SDRA 2)

- The key principle here is to deploy a limited number of high buildings to symbolise the new emerging Ballymun, by creating vibrant sustainable neighbourhoods, well connected to the rest of the city by public transport including the proposed new Metro.
- The key urban structure element is a new main street running north to south, which will also serve as a public transport corridor. In this context high buildings will be confined to gateway elements at either end of the street, to announce the new town centre, and frame vistas along the street.

11. Pelletstown

(See Pelletstown Action Area Plan and SDRA 3)

- To ensure that a limited number of mid-rise buildings enhance the main urban structure components of Pelletstown including the quality village centres at the east and west end respectively as the focus for mixed uses and community activities.
- It is considered that mid-rise buildings serve to strengthen this urban structure by providing identity and aiding navigation around this developing area, particularly in close proximity to the railway corridor.

12. Park West/ Cherry Orchard

(see also SDRA 4)

- To create a vibrant, sustainable “new town”, with work, living and recreational opportunities, based around quality public transport and a mixed-use economy, all re-integrated with the city, by the use of carefully sited mid-rise buildings.
- To enhance the identity and character of the new town by the presence of one or more mid-rise buildings located in a co-ordinated manner in the vicinity of the new railway station. Such a building(s) should also be visible from the motorway, thereby further increasing the profile of the new Park West / Cherry Orchard.

13. Naas Road

(See Naas Road Lands Strategic Plan) (see also SDRA 5)

- To create a new identity, this 60 Ha approximate area of industrially zoned land is strategically located at a visually prominent entrance point to the city, on the main Cork/ Limerick Road and on the Red Luas Line to Tallaght.

- To provide for a limited number of mid-rise buildings, to complement proposals for a new Key District Centre, with a sustainable mix of employment, residential, retail and community uses supporting the surrounding areas.
- To develop a significant node at the junction of Naas Road, Walkinstown Road and Kylemore Road, which would acknowledge the strategic nature of the site as a Key District Centre and gateway to the city. The area has the potential for a small cluster of mid-rise buildings in a coherent pattern.
- Innovative proposals that create a landmark destination within the city for combined facilities of a community, recreational, leisure and sports nature will be promoted. Such facilities shall integrate positively with the existing sports facilities on site.
- A positive integration of new developments with the Phase 1 section of this site, in terms of connectivity, positive urban design principles and appropriate land-uses, will be required.

16.5 PROMOTING ECONOMIC DEVELOPMENT AND EMPLOYMENT GROWTH

The role of cities and planning and development policies are increasingly critical factors in economic development, employment growth and prosperity. Sustainable development has economic, environmental and social aspects; there is a need for planning to be responsive to changing economic circumstances and to balance complex sets of economic, environmental or social goals. The development plan and management system are crucial in promoting economic development and employment growth. The following criteria will be an integral tool to aid assessments of strategic planning and development opportunities:

1. Do the density, scale and quality of the development optimise the consolidation of the city region?
2. Is there significant regeneration benefit within the area, and/or the potential for follow-on future development?
3. Does the development maximise the economic return on public investment in infrastructure?
4. Will the development support an existing or create a new tourist attraction within the city region?
5. Does the development support the development of agglomeration economies and clustering?
6. Does the development contribute to the achievement of other strategic objectives for the city region such as enterprise and employment creation?
7. Does it contribute positively to the image and identity of a creative city region?
8. Does it contribute to an enhancement of quality of life?
9. Does it lead to increased market competition in the area?
10. Does it contribute to or increase the competitiveness of the city region?



17

DEVELOPMENT STANDARDS

17.0 INTRODUCTION

The creation of attractive environments with a genuine sense of place is a prerequisite to achieving sustainability. The quality of where we live, work, and visit depends not just on the design of buildings, but on their layout and landscaping, the arrangements made for access, and in particular, how they relate to their surroundings.

The overall objective is to create a dynamic, mixed use, visually attractive city able to compete with other cities on a global basis, with the greatest possible opportunities for all high quality living, working and relaxing environments, making the optimum use of scarce urban land on a sustainable basis and enhancing the particular character of Dublin while recognising that change is essential and desirable.

Development proposals will be assessed in terms of how they contribute to the achievement of the core strategy and the objectives above, and having regard to both qualitative and quantitative standards. Of foremost importance will be the encouragement of development of the highest possible architectural and urban quality.

The chapter contains qualitative and quantitative standards. Qualitative standards include design, layout, mix of new buildings, and landscaping. Quantitative standards include density, plot ratio, site coverage, height, access and road standards. The standards relate to plans, projects, and development management.

17.1 DESIGN, LAYOUT, MIX OF USES AND SUSTAINABLE DESIGN

As set out in Chapter 4, 'Shaping the City' the philosophy of Dublin City Council is to develop a planning approach that values urbanism and the creation of vibrant, safe, comfortable and attractive urban places where people want to live, work, meet and enjoy their leisure time. Legibility, connectiveness, identity, diversity and quality in the public domain are key objectives underpinning this approach and will be sought in all planning applications. The relationship between the street/ public space/ square, the buildings and their use will be of paramount importance. Further guidance is given in Chapter 16, section 1 addressing public realm, urban form and architecture.



17.1.1 Design

(see sections 4.4.9 and 16.1)

Dublin City Council will ensure that all new developments enrich the urban qualities of the city which means encouraging a distinctive response which complements the setting. A high standard of design is considered essential to this process, as well as the fostering of long term socially and economically viable communities. Creating a distinctive sense of place taking into account site history and setting is important.

The analysis of any proposal shall assess the visual characteristics of the building form(s) and related elements, such as: aspect and orientation; proportion; the balance of solid to void; the shapes and details of roofs, chimneys, windows and doors and the materials used. Details of walls, gates, street furniture, paving and planting will also be noted. Roof forms should harmonise with and not clash with the city's traditional pitched roof forms.

Buildings in Dublin have a certain simplicity and consistency in both their design and materials. High quality building materials, which are in harmony with the essential character of the city, will be pursued.

To achieve the quality of design expected, developers will be expected to employ experienced design teams, which may include planners, architects, landscape architects, urban designers, transport planners and road engineers. Conservation specialists will be needed where protected flora and fauna, archaeological sites and monuments, protected structures or conservation areas are involved, and arboriculturists where existing trees and major shrubs need to be retained and maintenance plans for planted areas have to be prepared.

In certain circumstances models of a scheme will be required to an appropriate scale. All photomontages submitted with planning applications or with an environmental impact statement must include details of the type of camera and the lens used to create the image.

17.1.2 Layout

Layouts of buildings and spaces must be designed to ensure that areas are permeable, legible and safe. Legibility relates to the ease with which the observer can read the relationship between the structures, the landscape and the spaces between them, as well as the objects within those spaces. Main routes should be distinguished by exploiting vistas, key buildings and landmarks with the activities and functions of the places made visible, thus bringing a sense of liveliness to spaces. Landmark features can be used to give treatment to main entrances to a development, help treat open spaces and perimeter edges.

The design of buildings and the spaces around them can affect the sense of safety and security of people using them as well as the incidence of crime. Well-designed spaces can minimise the fear and incidence of crime, vandalism, graffiti and dumping of rubbish and prevent the deterioration of the environment.

New developments and refurbishments must be designed to promote safety and security both for its residents and for the general public using the street and minimise misuse of the environment. Design guidelines for the design of safe developments are set out in Appendix 21.

17.1.3 Mix of Uses in New Buildings

In development in the city centre, key district centres and neighbourhood centres, an appropriate mix of retail,

residential, entertainment, cultural, community and employment generating uses will normally be required.

17.1.4 Sustainable Site and Building Design

(see also sections 5.2.4.8, 6.4.1, 6.4.3, 11.4.3 and 16.2)

Sustainable Open Space – The scheme must provide for accessible open space and landscaping which enhances the ecological value of a site and increases biodiversity. (see also policies as detailed in Chapter 6) Planting should be chosen to foster biodiversity.

Sustainable Urban Drainage – Sustainable urban drainage schemes should be developed to reduce peak run-off, improve biodiversity and improve the quality of run-off. The following systems should be considered:

- Green roofs and raised courtyards (see section 16.2)
- Attenuation ponds, swales, wetlands and detention basins (in larger schemes)
- Permeable paving
- Infiltration planters
- Water butts

Energy Efficiency – All proposals for development should seek to meet the highest standards of sustainable design and construction with regard to the optimum use of sustainable building design criteria such as passive solar principles and also green building materials (see policies and objectives as detailed in sections 5.2.4.14 to 5.2.4.16). For larger schemes, consideration should be given to district heating schemes and Combined Heat and Power (CHP). In order to reduce energy consumption, the following key design

considerations should be considered at an early stage in the design process and incorporated, where feasible:

- Passive solar design including the orientation, location and sizing of windows
- The use of green building materials: low embodied energy & recycled materials
- The use of natural ventilation or mechanical ventilation with heat recovery
- Energy efficient window glazing units and frames
- Building envelope air tightness
- Appropriate use of thermal mass and insulation
- Appropriate renewable technologies
- Measures to conserve water

17.2 LANDSCAPING

(see also section 3.3.1.3, 4.4.5, 5.2.4.8, 6.4.1 and 16.2)

Good quality landscaping schemes are important for the city in providing functional and visual amenities and in contributing towards sense of place. To ensure that landscaped areas are attractive, safe and well maintained, their design and maintenance plans will be regarded as an integral part of all new development applications (see also chapters 6 and 16.2).

Landscape schemes will be required to be of a high standard and must be in accordance with Dublin City Council standards for road and footpath layout. The paragraphs below deal with both hard and soft landscaping. There will be a preference for soft landscaping where possible.

17.2.1 Hard Landscaping

Hard landscape design, including paving, and street furniture, is an important element in defining the character of the spaces between buildings and public open spaces. Hard landscaping works can help to:

- Provide visual links, define and enclose space, and delineate public from private space.
- Provide security to private areas
- Distinguish between pedestrian, cycle and vehicle movement
- Provide play space for children

Materials must be appropriate, durable and of a good quality. Careful consideration must be given to the design of hard surfaces such as streets, squares, open spaces, paved areas, footpaths and driveways. The textures and colours of the materials chosen must be sympathetic to the locality and be an integral part of the design. Applications for substantial hard landscaped areas must demonstrate methods of controlling and limiting surface water run-off consistent with sustainable development. Such methods include use of permeable paving/surfaces, bioretention areas and swales, such that rainfall is not directed immediately to surface water drains. These approaches can reduce flooding.

Walls, fences, metal railings and gates used to define spaces and their usage have an impact on the visual character of the development. These should be carefully selected and will need to be an integral part of the overall design.

In all cases, the siting of street furniture should not provide undue obstacles for people with disabilities.

Following underground or surface works, it is an objective of Dublin City Council to ensure the reinstatement of materials or the replacement with materials of similar style and quality.

17.2.2 Soft Landscaping

Key requirements in relation to site development and landscaping works include the following:

- a). Existing trees and vegetation should be retained where possible. Where a site contains trees, a full tree survey and protection measures must be included with any planning application.
- b). The following criteria shall be taken into account by Dublin City Council in assessing planning applications on sites where there are significant individual trees or groups/lines of trees;
 - Habitat/ecological value of the trees and their condition.
 - Uniqueness/rarity of species.
 - Contribution to any historical setting.
 - The significance of the trees in framing or defining views.
 - Visual and amenity contribution to streetscape.
 - An assessment based on these criteria shall inform decisions either to protect and integrate trees into the scheme or to permit their removal.
- c). For larger sites including institutional lands, development proposals must take cognisance of the existing landscape character and quality.
- d). Where a large site adjoins a green corridor, public open space, or area of high ecological value, any new public open space on the site should be contiguous to same to encourage visual continuity and expansion of biodiversity.

This can assist in expanding the Green Infrastructure network, and the provision of an open network of space.

- e). Landscaping works should be integrated with Sustainable Urban Drainage Systems such that landscaping plans may include associated biodiversity areas or wetlands – thereby functioning in reducing surface water runoff.
- f). Landscaping schemes should provide a hierarchy of different types of planting throughout the development, to create a variety of scale and colour. Green roofs, walls and permeable surfaces will be encouraged. (see section 16.2)

It will be a requirement of planning permission that all planting shall be carried out in the first planting and seeding seasons following occupation of the building or the completion of the development, whichever is the sooner, and that any trees or plants, which, within a period of 5 years from the completion of the development, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season.

Further information can be obtained in the document 'Guidelines for Open Space; <http://www.dublincity.ie/RecreationandCulture/DublinCityParks/Documents/Guidelinesforopenspacedevelopment1.pdf>

17.2.3 Public Open Space – All Development

(see also sections 6.4.3. and 15.10.9, and Objective GCO42)

As part of the policy approach to develop the green network, enhance bio-diversity and provide public open space throughout the city, the provision of public open space will be required in development proposals

on employment/ enterprise lands (Z6), inner suburban sustainable mixed-use lands (Z10), institutional land – future development potential (Z12), strategic development and regeneration areas (Z14) and institutional and community lands (Z15) (see chapter 6 and section 16.2).

Along with the requirements set out for residential development in section 17.9.1 (B1.1) (Public Open Space), in all development proposals on employment/ enterprise lands (Z6), inner suburban sustainable mixed-use lands (Z10), and strategic development and regeneration areas (Z14), 10% of the site area will be reserved as public open space. In the case of developments on Z12 zoned lands the requirement will be 20% accessible public open space, the requirement for the Z15 lands will be 25% open space and/or provision of community facilities.

Depending on the location, the type of space could contribute towards the green network, provide local parks, provide playgrounds/play spaces, provide outdoor civic spaces/plazas, improve the streetscape/ amenities/landscaping. There will be a preference for soft landscaping where possible and hard landscaping will be considered only in schemes where soft landscaping would not be viable or appropriate. The public space in green routes shall be adequate to accommodate a footpath, two-way cycle lane and mature planting. Adjacent to canals or rivers, proposals must take into account the functions of a riparian corridor and possible flood plain.

In the event that the site is considered by the planning authority to be too small or inappropriate (because of site shape and general layout) to fulfil useful purpose in this regard, then a financial contribution towards provision of a new park in the

area, improvements to an existing park and / or enhancement of amenities shall be required. Where there is evidence that sufficient public open space exists in the locality, consideration will be given to the provision of indoor recreational facilities with public access to residents and workers in the vicinity and any provision of such facilities must have regard to the objectives of 'Dublin City Sport and Active Recreation Strategy 2009-16'.

17.3 DENSITY STANDARDS

Density is a measure of the relationship between buildings and their surrounding space (see section 4.4.3). Density is expressed as units per hectare (uph). A hectare is the equivalent of circa 2.47 acres, i.e. a development of 50uph equals just over 20 units per acre. All density standards are indicative and indicate net density.

The attainment of higher densities is not a stand-alone objective; rather higher densities must be delivered in tandem with quality to ensure the creation of good urban places and attractive neighbourhoods.

Sustainable Densities promoting the highest quality of urban design and open space will be sought by the City Council in all new developments. Regardless of site location, the allowable density will be subject to the qualitative safeguards and policies outlined in this development plan, which will respect the existing character, context and urban form of the area and safeguard existing and future residential amenity. Public transport capacity will also be used to determine the appropriate density allowable.

An urban design and quality led approach to creating urban densities will be promoted, where the focus will be on

creating sustainable urban villages and neighbourhoods. A varied typology of residential units will be promoted within neighbourhoods in order to encourage a diverse choice of housing options in terms of tenure, unit size, building design and to ensure demographic balance in residential communities.

Dublin City Council will promote sustainable residential densities in accordance with the standards and guidance set out in the Department of the Environment, Heritage and Local Government Guidelines on Sustainable Residential Development in Urban Areas and having regard to the policies and targets in the Regional Planning Guidelines 2010-2022.

All proposals for higher densities must demonstrate how the proposal contributes to place making and the identity of an area, as well as the provision of community facilities and / or social infrastructure to facilitate the creation of sustainable neighbourhoods.

When submitting plans for large-scale residential, (i.e. 200 units and above) and / or mixed-use schemes (i.e. 20,000sq.m and above) developers will be required to submit a Community Infrastructure Statement comprising an audit of existing facilities within the area and to demonstrate how the proposal will contribute to the range of supporting community infrastructure and deliver key social infrastructure. Key social infrastructure elements may include, but are not limited to the following category types, Educational and Childcare Facilities; Community and Social Facilities; Passive Amenity and Open Space, and Local Retail.

Proposals in excess of 200 dwelling units must be accompanied by an assessment of the capacity of local schools to

accommodate the proposed development in accordance with the above guidelines and the Code of Practice on the Provision of Schools and the Planning System, July 2008.

Proposals for large-scale residential and/or mixed-use schemes should demonstrate how the scheme takes account of Dublin City Council’s Climate Change Strategy 2008.

All proposals must demonstrate how renewable technologies and green infrastructure will be incorporated and utilised in the proposed development.

All proposals should have regard to the guidance on planning for sustainable neighbourhoods set out in the Department of Environment, Heritage and Local Government’s Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and its companion document, Urban Design Manual: A Best Practice Guide.

17.4 PLOT RATIO

Plot ratio is a tool to help control the bulk and mass of buildings. It expresses the amount of floorspace in relation (proportionally) to the site area, and is determined as follows:

$$\text{Plot Ratio} = \frac{\text{gross floor area of the building(s)}}{\text{site area}}$$

Plot ratio will apply to both new buildings and extensions to existing buildings.

Indicative standards of plot ratio for certain zones of the city are set out below.

Indicative Plot Ratio Standards

The Indicative Plot Ratio standards are set out below. The maximum height standards set out in section 17.6 shall have precedence over the indicative Plot Ratio.

Zone	Indicative Plot Ratio
Z1 & Z2 Outer City	0.5 – 2.0
Z2 & Z2 Inner City	0.5 – 2.0
Z3 Neighbourhood Centres	1.5 – 2.0
Z4 District Centres	2.0
Z5 City Centre	2.5 – 3.0
Z6 Outer – Employment	2.0 – 3.0
Z6 Inner – Employment	2.0 – 3.0
Z8 Georgian	1.5
Z10 Mixed Use	2.0 – 3.0
Z12 Institutional Short Term	0.5 – 2.5
Z14 Regeneration	1.0 – 3.0
Z15 Institutional and Community	0.5 – 2.5

In certain circumstances a higher plot ratio may be permitted such as:

- Adjoining major public transport termini and corridors, where an appropriate mix of residential and commercial uses is proposed
- To facilitate comprehensive redevelopment in areas in need of urban renewal
- To maintain existing streetscape profiles
- Where a site already has the benefit of a higher plot ratio

Plot ratios can determine the maximum building floorspace area or volume on a given site, but on their own cannot determine built form. The same area or volume can be distributed on a site in different ways to generate very different environments.

Consequently plot ratio standards need to be used in conjunction with other development control measures including, site coverage, building height, public and private open space, the standards applied to residential roads, and parking provision.

17.5 SITE COVERAGE

Site coverage is a control for the purpose of preventing the adverse effects of over development, thereby safeguarding sunlight and daylight within or adjoining a proposed layout of buildings.

Site coverage is the percentage of the site covered by building structures, excluding the public roads and footpaths.

Site coverage is a tool particularly relevant in urban locations where open space and car parking standards may be relaxed. The plan sets out recommended standards for the city centre, district centres and the Georgian core. These standards are intended to be indicative only. The special considerations which apply to plot ratio, will also apply to site coverage.

The Indicative Site Coverage standards are set out below. The maximum height standards set out at section 17.6 shall have precedence over the indicative Site Coverage.

Zone	Indicative Site Coverage
Z1	45% – 60%
Z2	45%
Z3	60%
Z4	80%
Z5	90%
Z6 (inner)	60%
Z6 (suburbs)	60%
Z8	50%
Z10	50%
Z12	50%
Z14	50%
Z15	50%

17.6 BUILDING HEIGHT IN A SUSTAINABLE CITY

(see Figure 21)

(see Chapter 4: Shaping the City and Chapter 16.4: Building Height in a Sustainable City for further guidance)

Dublin City Council acknowledges the intrinsic quality of Dublin as a low-rise city and it is policy that it should predominantly remain so.

Dublin has many different character areas reflecting histories and communities, some of which provide opportunities for change. Different character areas will require different approaches to the issue of building heights. There is a recognised need to protect conservation areas and the architectural character of existing buildings, streets and spaces of artistic, civic or historic importance. In particular, any new proposal must be sensitive to the historic city centre, the river Liffey and quays, Trinity College, Dublin Castle, the historic squares and the canals.

It is the policy of Dublin City Council to continue to protect and enhance the skyline of the inner city and to ensure that any proposals for high buildings make a positive contribution to the urban character of the city, and create opportunities for place-making identity in the outer city.

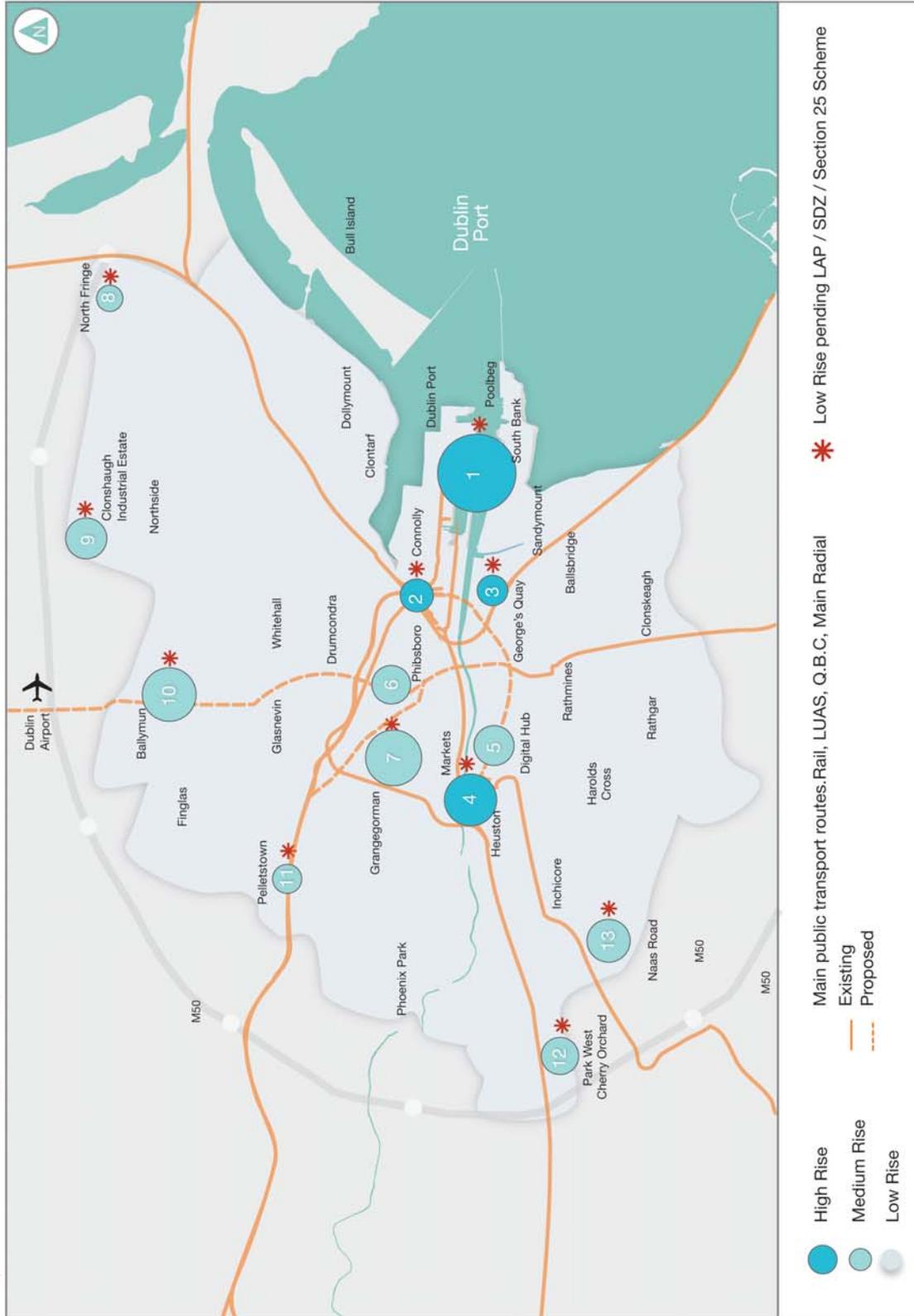
17.6.1 Areas Identified as Appropriate for High Buildings

Proposals for high buildings will only be considered in each of the areas identified as appropriate for height and must comply with the specified height category for each identified area as follows (see also Figure 21).

Areas with Potential for 50m plus (12 storey office / 16 storey residential)

- Docklands Cluster*

Fig 21 Building Height in Dublin



- Connolly*
- George's Quay *
- Heuston Area *

Areas with Potential for up to 50m

- Digital Hub
- Phibsborough
- Grangegorman *
- North Fringe*
- Clonsaugh Industrial Estate *
- Ballymun*
- Pelletstown*
- Park West / Cherry Orchard*
- Naas Road Lands*

* Low-rise pending LAP/SDZ (see also 17.6.2)

Within the identified areas, a series of General Development Principles as well as a number of Key Development Principles specific to each identified area shall apply to guide the provision of high buildings within these areas. Where an LAP/SDZ is approved for an area identified for height, the heights set in the relevant LAP/SDZ will be those against which planning applications are assessed. Proposals for High Buildings should be in accordance with these principles and the policies and objectives of the relevant LAP/SDZ in addition to the assessment criteria for high buildings and general development standards. The Guiding Principles are set out in section 16.4, Building Height in a Sustainable City.

Within the identified areas for higher buildings in principle, Dublin City Council will continue to adopt a co-ordinated policy approach. In this regard, local area plans will be prepared for these areas. Each plan shall have regard to the positioning

of higher building forms across the city in order to prevent visual clutter or negative disruption of the city skyline.

The boundaries of the identified areas where not already determined by a local area plan, will be formally delineated as part of the preparation of the plan as required.

- i). Outside the identified mid to high-rise areas, all proposed buildings will be assessed against the qualitative and quantitative standards set out in the development plan, including those standards addressing local character, streetscape, open space, daylight and the amenity of existing and future residents.

Chapter 17 contains qualitative and quantitative standards. Qualitative standards include design, layout, mix of new buildings and landscaping, and are referenced in the main body of the chapter text. Quantitative standards include density, plot ratio, site coverage, height, access and road standards, and are again referenced in the main body of the chapter text.

- ii). In any case, the maximum height outside the identified areas will be as follows:
 - a). Inner city (see definition in glossary).
6 storey residential / 7 storey office
 - b). Within 500m of existing and proposed mainline, DART, DART Underground and Metro Stations: 6 storey residential / 6 storey office.
 - c). Rest of outer city: 4 storey residential / 4 storey office
- iii). Where a site has a pre-existing height over that stipulated above, a building of the same number of storeys may

be permitted subject to assessment against the standards set out elsewhere in the development plan.

In all areas of the city, proposed buildings less than mid-rise in height but two or more residential storeys higher than the prevailing height in the vicinity shall be accompanied by an Urban Design Statement outlining;

- The context indicating a site and area analysis which includes an appraisal of the distinctive character of the area adjoining the site
- The design principles which have been applied to the site and how these will be translated to the development in terms of response to local character, layout, density, scale, landscape, visual appearance and impact on amenities, including sunlight
- Drawings, perspectives and photomontages to demonstrate how the approach has been applied on the site

17.6.2 Definition of a High Building

The definition of height for various areas in the Dublin context is as follows – unless otherwise approved in a local area plan, Section 25 Planning Scheme or Strategic Development Zone (SDZ), to be agreed by the local area committee.

Category	Area	Storeys Res/Office	Height (m)
Low – rise (relates to the prevailing local height and context)	Inner City	Up to 6 res/7 office	Below 19/28m
	Rail hubs	Up to 6 res/6 office	Below 19/24m
	Outer City	Up to 4 res/4 office	Below 13/16m
Mid – rise	Inner City	Up to 16 res / Up to 12 office	Up to 50m
	Phibsborough		
	Grangegorman *		
	Digital Hub		
	Outer City		
	North Fringe*		
	Clonshaugh Industrial Estate *		
	Ballymun*		
	Pelletstown*		
	Park West / Cherry Orchard*		
Naas Road*			
High – rise	Inner City	16 res and above / 12 office and above	50m +
	Docklands Cluster*		
	Connolly *		
	Heuston*		
	George's Quay *		

* Low-rise pending LAP/SDZ

(see Guiding Principles for each potential mid to high-rise area: Chapter 16.4)

For all areas in the development plan identified as either mid-rise or high-rise, a local area plan shall be prepared, except where an up to date Section 25 Planning Scheme or an SDZ is proposed and in place. In high-rise areas, the local area

plan, where applicable, shall determine the maximum height of buildings. All applicable areas shall remain low-rise until a local area plan is approved.

For the avoidance of doubt, Grangegorman will be treated as a low-rise area within the inner city. No height greater than that specified for the inner city category will apply until a LAP or an SDZ is adopted. Clonsaugh Industrial Estate will similarly be treated as a low-rise area. No height greater than that specified for the outer city category will apply until a LAP is adopted. In addition, George's Quay will be treated as a low-rise area within the inner city. No height greater than that specified for the inner city category will apply until a LAP is adopted. Any LAP for George's Quay shall include the following principles: an improved passenger / pedestrian concourse at Tara Street Station; a new diagonal pedestrian street from Tara Street Station towards College Street.

Dublin City Council agrees to incorporate the existing Liberties LAP in full into the Dublin City Development Plan 2011-2017 and that it supersedes any relevant section of this plan and that planning permission issues within the Digital Hub area will have full regard to this.

For the sake of clarity, plant rooms are included in the height definition. The height definition is based on an average floor to ceiling height of 3.0m for residential schemes and 4.0m for office. Ground floors should be commercial height for design, use and adaptability reasons.

In recognition of the national, social and cultural importance of the Liberty Hall site, the height limitations set out in the development plan may be set aside or relaxed in considering a proposal for the redevelopment of the site which will provide

for the continuation of its national, historic, social and cultural status. Any such proposal will be considered against the relevant standards set out at Section 17.6.3 Assessment Criteria for High Buildings.

17.6.3 Assessment Criteria for High Buildings

All proposals for mid-rise and high buildings must have regard to the assessment criteria for high buildings as set out below. (See also [policy approach to taller buildings in section 4.4.4](#) and [guiding principles in section 16.4](#))

When submitting plans for high buildings the developer will be required to submit a visual impact analysis study including a 3-D model of the scheme, photomontages of the impact of the building(s) at a city-wide and local scale, and site-specific masterplans.

When developing landmark high-buildings, the planning authority will encourage architectural design competitions and the exploration of different architectural concepts for sites on which higher buildings are proposed. Dublin City Council will have a role in monitoring and agreeing the best architectural solution for these significant proposals through the planning process, in the interests of achieving best practice in urban design and quality.

The Irish Aviation Authority must be notified in all cases where a proposed development exceeds 45m in height.

All proposals for high buildings must have regard to the following criteria:

Urban Form and Spatial Criteria

(see also [sections 4.4.9 and 16.1](#))

- Exhibit exceptional architectural character and quality, creating a building which is of slender proportions,

elegant, contemporary, stylish and in terms of form and profile, makes a positive contribution to the city skyline, city structure and topography.

- Create a positive relationship with the immediate surroundings, both existing and proposed buildings and prominent features in the vicinity, as well as streets and existing open spaces.
- Successfully incorporate the building into the existing urban grain: proposals to be accompanied by a design statement.
- Create positive urban design solutions including new public spaces.
- Protect important views, landmarks, prospects, roofscapes and vistas.
- Protect the built and natural heritage of the city.
- Ensure that the site is of an appropriate size and context to allow for a well-designed setting of lower buildings and/or landscaped open space.
- Include an outstanding ground floor and entrance design.
- Ensure that the entrance is proportionate to the scale of the entire building and relates directly to the site's principal street frontages and allow easy access for all users.
- Use materials of the highest quality in the design of the building façade.
- Consider signage, branding and lighting at the outset as part of the overall design approach and submit details at the application stage, including an assessment of potential impacts of light pollution on the immediate and wider context.
- Consider the impact on the scale and quality of existing streetscapes, spaces and buildings.

- Consider the impact on protected structures, conservation areas, and the architectural character and setting of existing buildings, streets, and spaces of artistic, civic and historic importance, in particular, the building's relationship with the historic city centre, the river Liffey and quays, Trinity College, Dublin Castle, the historic squares and precincts, the Phoenix Park, the Royal Hospital, Kilmainham and the canals.

Environmental / Sustainable Criteria

(see also sections 16.2 and 17.1.4)

Illustrate exemplary standards of environmental sustainable design and building solutions with regard to the following:

- Building Energy Conservation
- Opportunities for renewable energy generation
- CCHP Systems (combined cooling, heating and power)
- Waste Management and Recycling Strategy
- Dublin City Council's Climate Change Strategy

Give special consideration to a micro-climatic assessment including shadow impacts and down draft effect. Proposals must be accompanied by the following:

- Shadow Impact Assessment
- Wind Impact Analysis
- Assessment of Building Ventilation
- Demonstrate flexibility of layout and construction to accommodate possible future changes in the building use.

Social Criteria

- Minimise overshadowing and overlooking of surrounding properties and adverse impacts on established or emerging residential communities.
- The development contributes to the social/community gain of the area.
- Be part of a mixed-use scheme which contributes to the vibrancy of the area throughout the day.
- Contribution to the animation of the street at ground floor level.

Economic Criteria

- Represent a strategic intervention in terms of significant regeneration and/or a significant economic contributor.

Transport and Movement Criteria

- Maximise access and permeability to public transport connections.
- Form part of an integrated movement strategy to reduce the reliance on the use of private cars and to promote increased use of low energy sustainable forms of transport, such as public transport, cycling and walking. A Travel Plan may be required in this regard (see section 5.1 and Appendix 5).
- Link public open spaces with high quality pedestrian and cyclist routes.

Cultural Criteria

(see also Chapter 7, Policy FC25)

- Include provision for cultural facilities / cultural venues at a suitably prominent and accessible location in all proposals for high buildings which form part of a larger scheme.
- Provide for high quality public art as an element of all proposals to create visual interest and a sense of place in the public realm.

17.7 ACCESS FOR ALL

(see also section 11.4.4, Policy NC23, and Appendix 22)

Dublin City Council recognises the need for equality of access for everybody to all aspects of the built and external environment as an essential prerequisite of equal opportunities and the development of an inclusive society.

Dublin City Council will have regard to the National Disability Authority's Building For Everyone Planning Guidance (Booklet 9, 2009), the UK Lifetime Homes Standards, and will seek to encourage the implementation of best practice standards with regard to access in relation to both indoor and outdoor environments.

Part M of the Building Regulations (S.I. No. 179 of 2000) sets out standards to ensure that buildings are accessible and usable by everyone, including the aged, people with disabilities and people with children. The Technical Guidance Document in relation to Part M provides guidance on the access requirements for public buildings and for residential dwellings.

In assessing planning applications, which relate to protected structures regard shall be had to the protected status of the structure and the need to protect the special character.

An important element in achieving sustainability in the design of residential units is the ability of the design to accommodate decreased mobility as residents may acquire some level of mobility impairment through accident, or inevitably through old age.

17.7.1 Historic Buildings & Access

Detailed advice is provided in the Architectural Heritage Protection Guidelines for Planning Authorities issued by the DoEHLG in 2004. There is a need for flexibility in the use of protected buildings and in making them accessible to people with disabilities, whilst respecting their architectural integrity.

17.8 ROADS AND SERVICES

The design standards required for carriageway, gradients, footpaths, junctions, road drainage, cul-de-sac, sight lines, boundary walls, vehicle access, service roads, bus lay-bys, drainage and other underground services, vary according to the scale, intensity, layout, design and location of proposed developments.

The standards required by Dublin City Council for roads and services must be taken in charge standards. (see Appendix 8 & 26)

All services must be provided underground in the interests of amenity except where it is clearly shown by a statutory undertaker that underground location is of an impractical nature. This provision shall not apply to temporary cabling necessary for the servicing of development site workshops or offices.

Pipes, cables, etc. under roads shall be grouped together as far as possible for easier access and less disruption, to avoid damage from tree roots and to facilitate tree planting.

17.9 STANDARDS FOR RESIDENTIAL ACCOMMODATION

(see also Chapter 11)

The provision and protection of residential amenities is a primary concern of Dublin City Council. This will be achieved through the relevant objectives of the Dublin City Development Plan.

As outlined in Chapter 11 'Providing Quality Homes in a Compact City', it is an aim of Dublin City Council to encourage and foster living at sustainable urban densities through the creation of attractive mixed use sustainable neighbourhoods. It is critical that new residential development is sufficiently flexible to allow for changing circumstances (e.g. aging, disability, growing family) and sufficiently spacious with all the necessary facilities to provide a level of residential amenity attractive to families with children on a long-term basis.

The standards for residential accommodation may be relaxed in relation to the refurbishment of existing buildings to take account of specific circumstances, subject to the provision of good quality accommodation.

The standards for residential accommodation are divided into standards relating to the individual dwelling unit, the residential scheme, and the neighbourhood. A housing quality assessment addressing these standards shall be required with all planning applications for residential development. The individual dwelling unit section contains standards that apply to all residential development (A1), and additional standards that are only applicable to apartments (A2) or houses (A3). Similarly, the residential scheme section contains standards that apply to all residential development (B1), and additional standards that are only applicable to apartments (B2).

17.9.1 Residential Quality Standards

A1	The Unit – All Residential Development
A2	The Unit – Apartments only (in addition to A1 standards)
A3	The Unit – Houses only (in addition to A1 standards)
B1	The Scheme – All Residential Development
B2	The Scheme – Apartments only (in addition to B1 standards)
C	The Neighbourhood – Making Sustainable Neighbourhoods

A1 The Unit – All Residential Development

1. Floor Areas

(see also Policy QH15)

The Target Average Floor Area across a scheme shall be 85sq.m and the minimum floor areas for different unit types shall be:

- 1 bedroom unit: 55sq.m
- 2 bedroom unit: a range from 80sq.m to 90sq.m
- 3 bedroom unit or equivalent: 100sq.m

In relation to houses only, Dublin City Council will also have regard to the principles and standards outlined in section 5.3 'Internal Layout and Space provision' contained in the DoEHLG 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

2. Aspect, Natural Lighting, Ventilation and Sunlight Penetration.

Daylight animates an interior and makes it attractive and interesting, as well as providing light to work or read by. Good daylight and sunlight contribute to making a building energy efficient; it reduces the

need for electric lighting, while winter solar gain can reduce heating requirements. Living rooms and bedrooms shall not be lit solely by roof lights and all habitable rooms must be naturally ventilated and lit. Glazing to all habitable rooms shall not be less than 20 per cent of the floor area of the room.

Development shall be guided by the principles of Site Planning for Daylight and Sunlight, A Good Practice Guide (Building Research Establishment Report, 1991). Staggering of balconies on the façade of a building has a positive effect on sunlight/daylight. A sunlight/daylight analysis of the different units may be required and modifications to the scheme put in place where appropriate.

In relation to apartments, a minimum of 85% of the units in a scheme must have dual aspect, that is, have at least two major external walls facing different directions in order to provide for optimum natural lighting, cross ventilation and sunlight penetration. Dual aspect can include corner units, through apartments and crossover duplexes.

Single aspect apartments must be south or west facing and be limited in depth to 8 m from a window to provide adequate daylight and natural ventilation. North or east facing single aspect apartments will not be permitted.

There shall be a maximum of 6 units per core per floor. In certain circumstances, a limited length of deck access (e.g. three apartments) may be acceptable as long as bedrooms do not face out onto the deck and it is well proportioned and designed. In some cases secondary bedrooms facing onto the deck may be acceptable if quality issues are satisfactorily addressed by careful design such as providing a

semi-private external buffer zone. The key performance criterion is the quality of residential amenity.

3. Facilities for Children

The needs of children must be incorporated into the design of the unit and this includes play areas, storage for play equipment, bathrooms big enough to bath a child, study areas etc.

4. Kitchens & Bathrooms

Through creative design it should be possible to achieve 'kitchens with windows' in 50% or more of units and this will serve to increase the kitchens role as 'the heart of the home'. The primary bathroom shall have a minimum floor area of 4sq.m and should also have natural ventilation and light.

5. Acoustic Privacy

(see also sections 5.2.4.10 and 17.31)

Acoustic privacy is a measure of sound insulation between dwellings and between external and internal spaces. Designing for acoustic privacy means delivering a high level of amenity by protecting the privacy of residents both within the dwelling and in any private open space. BS 8233.1999 – Sound Insulation and Noise Reduction for Buildings – Code of Practice – sets out good acoustic planning in section 7.6.13. The following principles are recommended for minimizing disruption from noise in dwellings:

- Utilise the site and building layout to maximize acoustic privacy by providing good building separation within the development and from neighbouring buildings and noise sources
- Arrange units within the development and the internal layout to minimise noise transmission by: locating busy, noisy areas next to each other and quieter areas next to quiet areas

- Keep stairs, lifts, and service and circulation areas away from noise sensitive rooms like bedrooms. Particular attention should be paid to the siting and acoustic isolation of the lift motor room
- Sound absorbent finishes should be used in corridor and stairwell areas to reduce the propagation of noise. Seals or double seals should be used at entry doors to reduce noise transmission from corridors or outside
- Separating walls between bathrooms or toilets and sensitive areas should be designed to minimise acoustic transmission
- Proposals close to noisy places, such as busy streets may need a noise impact assessment and mitigation plan. (Noise maps and Noise Action Plan are available at www.dublincity.ie).

6. Entrance Halls

Hallways should be an attractive and functional space. They should be large enough for the occupants and their guests to enter and take off their coats. (A cloakroom and a large objects store should be provided immediately off the hall in apartments).

Ideally, the hall should be daylit by means of borrowed light in the form of fanlights, clerestorey windows and glazed doors off the habitable rooms. The minimum requirement for the clear area of an entrance hall shall be as follows:

1 bedroom unit	1.2m x 1.5m
2 bedroom unit	1.5m x 1.8m
3 bedroom unit	1.8m x 2.0m

7. Layout Flexibility

(see also section 11.4.4)

Flexibility and adaptability are key considerations in the design of residential units. The concept of habitable rooms as distinct from bedrooms is important as it allows a residential unit to adapt to the needs of its residents over time. A habitable room of suitable size and design can change from a dining room to a bedroom to a study as needs change. In particular the second / third bedroom should be flexible and the residential unit made attractive to households at different lifecycle stages. Furthermore, layouts and dimensions should allow for the delivery of furniture. For larger dwellings, the provision of one main living room separate from a combined kitchen/dining area should be considered.

A2 The Unit – Apartments Only

(In addition to A1 standards)

1. Mix of Residential Units

(see also section 11.4.6)

Each apartment development shall contain:

- A maximum of 20% one bedroom units;
- A minimum of 15% three bedroom or 100sq.m + units

The ratio set out above only applies to proposals of 15 units or more and may not apply to certain social housing such as housing for the elderly having regard to the housing strategy.

One bedroom plus study apartments of 60-70sq.m will be considered as part of the 20% maximum for one bedroom units. This apartment type is encouraged, the additional room being suitable for study, a living room extension or guest room / carer room etc. will not be included as a bedspace for open space purposes.

2. Private & Communal Open Space

(see also section 17.9.1, B2.1)

Private open space can be provided in a variety of ways. Where balconies or terraces are provided, they should be functional, screened, have a sunny aspect, and allow all occupants to sit outside including wheelchair users. Communal open space may be in the form of accessible sheltered roof gardens or communal landscaped areas exclusive of areas of car parking.

The minimum sizes for balconies shall be:

	Area	Depth
One bedroom unit	6sq.m	2m
Two bedroom unit	8sq.m	2.5m
Three bedroom unit	10sq.m	2.5m

The primary balcony should be located adjacent to the main living areas to extend the apartments living space. It should be capable of accommodating a table and two chairs in the smaller apartments and a table and four chairs in the larger ones.

Balconies with access from multiple rooms may enhance the amenity of an apartment. Secondary or wrap around balconies should be considered for larger apartments to provide a choice of amenity and potentially, and a screened drying space. Balconies should face predominantly south or west. Balustrades and other sheltering screens should be designed with a proportion of solid, translucent and transparent materials to allow views and casual surveillance of the street and common areas while providing for security and privacy. The floors of balconies should be solid and self-draining and light in colour.

The minimum combined private / communal open space requirement for apartments shall be as follows:

Location	Private / Communal Open Space
Inner City / Docklands / key district centres / Ballymun	5 – 8sq.m per bedspace
Suburbs	12 – 15sq.m per bedspace

3. Storage

All apartments shall be provided with designated internal storage space separate to the area containing the cold and hot water tanks and should be designed for ease of access and use. Storage should provide for everyday household items, e.g. a child's buggy. Some apartment schemes may provide storage for bulky items outside individual units provided such storage is secure and readily accessible from the unit (e.g. dedicated storage rooms on each floor or at basement level). Storage outside individual units may satisfy part of the general storage requirement. It is recommended that no individual storage room should be bigger than 3.5sq.m.

Minimum Storage Requirements

One bedroom unit	3sq.m
Two bedroom unit	6sq.m
Three bedroom unit	9sq.m

4. Drying Clothes

Apartments should contain proper facilities for the washing and drying of clothes. A ventilated space for drying clothes shall be provided inside each apartment. This could be an unheated space with good ventilation or a heated space with adequate ventilation such as a utility room with a south or west

facing window. A clothes horse or other proprietary drying equipment should be provided in the drying area.

5. Ceiling Heights

A minimum floor to ceiling height of 2.7m shall be required, measured from finished floor level to finished ceiling level. Providing higher floor to ceiling heights for penthouse units will be encouraged. There may be a requirement for higher floor to ceiling heights in particular circumstances such as on the ground floor and / or to allow for a future change to a non-residential use. The top of the window frame in all habitable rooms in a unit should be as high as is practicable within the particular form of construction in order to promote daylight penetration.

A3 The Unit – Houses Only

(in addition to A1 standards)

1. Private & Communal Open Space

Privacy is an important element of residential amenity, and contributes towards the sense of security. Private open space for houses is usually provided by way of private gardens to the rear or side of a house. A standard of 15sq.m of private open space per bedspace will normally be applied. A single bedroom represents one bedspace and a double bedroom represents two bedspaces.

At the rear of dwellings, there should be adequate separation (traditionally about 22m between 2-storey dwellings) between opposing first floor windows. However, this standard may be relaxed if it can be clearly demonstrated that the development is designed in such a way as to preserve the amenities and privacy of adjacent occupiers. Careful positioning and detailed design of opposing windows can prevent overlooking with shorter back-to-back

distances and windows serving halls and landings do not require the same degree of privacy as habitable rooms.

Where dwellings have little or no front gardens in urban settings, it is important that “defensible space” is created behind the public footpath, for example, by means of a planting strip, and the design of ground floor windows will need to be carefully considered. Where on-street parking is provided in lieu of front gardens a landscaped strip with a minimum depth of 2m will be required to the front of each house. Rear gardens and similar private areas should: be screened from public areas, provide safe and secure play areas for children, be overlooked from the window of a living area or kitchen, have robust boundaries; and not back onto roads or public open spaces.

In relation to proposals for house(s) within the inner city, a standard of 5-8sq.m of private open space per bedspace will normally be applied, subject to the provision of a minimum of 25sq.m of open space per dwelling.

2. Separation Between Dwellings

A distance of at least 1.5 m shall be provided between dwellings for the full length of the flanks in all developments of detached, semi-detached and end-of-terrace houses. In general, this distance should be equally divided between dwellings so separated to allow for a usable side entrance. Where garages are provided at the side of semi-detached dwellings and end-of-terrace houses, they may substitute for this requirement, provided they incorporate a direct through access from the front to the rear of the premises.

B1 The Scheme – All Residential Development

1. Public Open Space

(see also sections 6.4.3 and 17.2.3)

The distinction between public and private open space has become less clear with the increasing prevalence of higher density developments containing communal open space. Public open space is genuinely accessible to the general public. Public open space is open space which makes a contribution to the public domain and is accessible to the public for the purposes of active and passive recreation, including relaxation and children’s play. Public open space also provides for visual breaks between and within residential areas and facilitates biodiversity and the maintenance of wildlife habitats. In new residential developments, 10% of the site area shall be reserved as public open space.

All public open spaces shall be of a high quality in terms of design and layout, be located in such a manner as to ensure informal supervision by residents and be visually and functionally accessible to the maximum number of dwellings. Existing features, such as mature trees, shall be retained and enhanced by the open space provided. A landscaping plan will be required for all developments identifying all public, communal (semi-private) and private open space. The design and quality of public open space is particularly important in higher density areas. Consideration should be given to the provision of community gardens and/or allotments in new developments.

Where feasible, proposed development adjoining a river or canal bank should provide a linear walkway along the bank which is accessible to the general public and connects to any existing contiguous walkway along the bank.

Public open space will normally be located on site; however, in some instances it may be more appropriate to seek a financial contribution towards its provision elsewhere in the vicinity. This would include cases where it is not feasible, due to site constraints or other factors, to locate the open space on site, or where it is considered that, having regard to existing provision in the vicinity, the needs of the population would be better served by the provision of a new park in the area (e.g. a neighbourhood park or pocket park) or the upgrading of an existing park. In these cases financial contributions may be proposed towards the provision and enhancement of open space and landscape in the locality, as set out in the City Council Parks Programme, in fulfilment of this objective.

2. Play Facilities

Must be provided in accordance with the standards for play spaces set out in standard 17.16.

3. Safety and Security

(see also sections 4.4.5 and 17.1.2)

The design of all residential proposals should have regard to the safety and security measures outlined in Appendix 21 'Safety Design Guidelines' and the 'Design for Safety and Security' guidance contained in the DoEHLG 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

Design for safety works by: optimising passive surveillance; clearly defining what is private, semi-private (communal), and public space; controlling access and minimizing the number of households which share a common entrance,

effectively managing space and using appropriate boundary treatments and lighting.

4. Architectural Quality and Finishes

High quality design contributes to the quality of life for residents. Proposed developments should be coherent, generous, appropriately scaled, and positive to local context and streetscape and well crafted in quality materials. This aspect is addressed in more detail in sections 16.1.7 and 16.1.9.

B2 The Scheme – Apartments Only (in addition to B1 standards)

1. Communal Open Space

(see also Policy QH14, section 12.4.2, and section 17.9.1 C)

Communal open space is a critical environmental resource as a 'breathing space'. It may be in the form of accessible sheltered roof gardens, communal landscaped areas at ground level or at podium level where commercial or retail uses occupy the ground floor. Communal open space must be accessible only to the occupants of designated dwellings. The size, location and design of the open space will vary depending on the context of the site and the scale of the development and minimum standards.

Development proposals shall demonstrate that the communal open space:

- Complies with the minimum space standards contained in the Private & Communal Open Space standard (in section A2/2 above)
- Will be soft and / or hard landscaped with appropriate plant species and landscaping materials such as those with good resistance to accidental damage and low maintenance characteristics

- Is secure for residents and benefits from passive surveillance, in particular where used for children's play space
- Is wheelchair accessible
- Achieves good sunlight penetration
- Have appropriate arrangements for maintenance and management such as a conveniently accessed garden maintenance and storage area with water and drainage connections.

2. Entrance Lobbies and Circulation

Public entrances should be positively defined in the streetscape, be clearly distinguished from the commercial shopfronts and create a strong residential identity for the building. Entrances and lobbies should be spacious and welcoming, be illuminated and covered, be highly visible, have good natural light and ventilation and level access. The lobby should orientate visitors and occupants and the stairs should be prominently positioned to encourage use. The lobby and associated circulation spaces should be generous enough to allow for furniture deliveries. If the lobby also gives access to the courtyard, it should also be spacious with a strong visual link.

3. Cycle Parking

In the past, there has been an under-provision of secure cycle parking in apartment complexes in Dublin. This has led to bicycles being stored in apartments and on balconies potentially detracting from visual amenity and increasing maintenance costs for communal areas. The quality and quantity of cycle parking provision in apartment developments should encourage residents to adopt cycling as a sustainable mode of transport. All new apartment developments shall provide a minimum of 1 cycle parking

space per unit which is secure, sheltered and adequately lit with convenient access to the street. (see also section 17.41)

4. Management and Maintenance

(see also sections 11.4.5, 17.2 and 17.9.3)

Careful detailed design and material selection can reduce the maintenance requirements of apartment developments in the long-term. On-going planned maintenance ensures the longevity of architectural and landscape design, sustains and increases the value of the property and minimises the life-cycle cost of development to owners and residents.

A maintenance strategy should be prepared to ensure buildings and the landscape are properly maintained over the life of the building. Building maintenance systems and strategies should be incorporated into the design of the building envelope, roof and facades to allow for safe cleaning and maintenance of the building fabric. Durable materials should be selected which are easily cleaned and graffiti resistant. Windows should be designed to enable cleaning from the inside where possible. The cleaning of common areas should be facilitated by providing cleaner's store(s) with power supply, water supply and drainage outlets. Service ducts serving two or more apartments should be accessible from common areas for maintenance purposes. The provision of facilities to provide for communal satellite and broadband services should be provided.

The provision of maintenance facilities such as a management room, maintenance store(s) and accommodation for a caretaker should be included in larger schemes containing 40 or more apartments and

consideration should be given to the provision of such facilities in smaller schemes.

5. Provision for refuse storage, recycling and composting areas

Provision shall be made for the storage and collection of waste materials in accordance with the requirements contained in Appendix 16 Guidelines for Waste Storage Facilities and the design considerations contained in section 3.3 and 3.4 of the DoEHLG 'Design Standards for New Apartments (2007).

The location and design of any refuse storage facility should ensure that it is easily accessible both for residents and for bin collection, insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants.

C The Neighbourhood – Making Sustainable Neighbourhoods

[\(see also section 12.4.2\)](#)

New neighbourhood developments should harmonise with the local character and further develop the unique character of these places, and should also make a contribution to social infrastructure to enable the creation of sustainable neighbourhoods.

Proposals should have regard to the DoEHLG's Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual, 2009, as well as the principles and key characteristics of a good neighbourhood as set out in Chapter 12: Creating Good Neighbourhoods & Successful Communities.

In addition, the following standards will apply depending on the nature and scale of the proposal, whether residential, mixed-use or public transport infrastructure.

1. 15 Units or 1,500sq.m

All proposals for new development over 15 units or 1,500sq.m must demonstrate how the proposal constitutes a positive urban design response to the local context and how it contributes to place-making and the identity of an area, whether an urban village or a neighbourhood or district centre, as well as the provision of social infrastructure to facilitate the creation of sustainable neighbourhoods, with regard to the key characteristics of a good urban neighbourhood.

2. 100 Units or 10,000sq.m & Public Transport Infrastructure

[\(see also section 12.4.2\)](#)

Proposals for new development greater than 100 dwellings or 10,000sq.m and for public transport infrastructure, in addition to making a contribution to social infrastructure, must include an Urban Design Statement with any planning application which addresses the following issues as a minimum:

- How any proposed access points, routes or new streets are interconnected logically with the existing local network of streets, to aid legibility, permeability and walkability and complement local 'desire lines'.
- How the development will contribute positively to the quality of the streets and public spaces surrounding it. This should include graphic material showing how the development will contribute to the character of the street and its activity and to the quality of pedestrian environment.

- How the development will contribute to a coherent enclosure for the street or public space. This study should consider the proportions and activities of the buildings on both sides of a street or surrounding a public space.
- How the proposals impact on, or are affected by, other planned development in the local area. Where a number of developments are proposed in proximity to each other, they may have the potential to cumulatively exert significant change on a neighbourhood. Where this is the case, any potential conflicts or opportunities for synergies or economies should be examined.
- How the layout and design of buildings, public realm or infrastructure respond to the series of non-prescriptive questions as set out in the DoEHLG's Urban Design Manual, to be considered during the key stages of the design and planning process. Proposals should also demonstrate how they address the principals as set out in the Neighbourhood Section of the Urban Design Manual.
- How communal amenity spaces within residential developments are designed to be clearly distinct from fully public spaces, and their scale and activities appropriate so as to fit within the local network of planned or existing public spaces.

3. 200 Units or 20,000sq.m

(see also Chapter 12, Policy NC5 and section 12.4.6 Social Audits and the Provision of Social Infrastructure)

Proposals for new development must make a significant contribution to an area in terms of community facilities and social infrastructure. When submitting plans for large-scale residential, typically over 200

units depending on local circumstances, and / or mixed-use schemes (i.e. circa 20,000sq.m and above), developers will be required to submit an audit of existing facilities within the area and to demonstrate how the proposal will contribute to the range of supporting community infrastructure and how it will deliver a key social infrastructure element.

Proposals in excess of 200 dwelling units must be accompanied by an assessment of the capacity of local schools to accommodate the proposed development in accordance with the above guidelines and the DES & DoEHLG's Code of Practice on the Provision of Schools and the Planning System, 2008.

Dublin City Council may also require developers to submit a Phasing & Implementation Programme for such large residential schemes in excess of 200 units, the purpose of which would be to ensure a co-ordinated approach and timely delivery of key physical and social infrastructure elements that are essential for sustainable neighbourhoods.

Proposals of this scale must also be accompanied by an Urban Design Statement (as set out above).

17.9.2 Names of Residential Estates

All new street and development names shall reflect local historical, heritage or cultural associations and the basic generic description (i.e. Court, Quay, Road etc.) must be appropriate. The planning authority will approve the naming of residential developments in order to avoid confusion in regard to similar names in other locations. Street signs must be bilingual, and all house numbers must be visible. Developers shall agree estate names with the planning authority prior to the commencement of development. Such

estate names shall be in the Irish language only and shall reflect the history and topography of the area in which they are located. The names of public roads shall be in the Irish language only.

17.9.3 Taking in Charge of Residential Developments

Dublin City Council in compliance with DoEHLG Circular Letter PD 1/08 has reviewed and published the standards to which elements of the development must comply prior to taking in charge. These Taking in Charge standards are available at www.dublincity.ie or from the relevant City Council Departments. The Guidelines on Sustainable Residential Development in Urban Areas, May 2009 issued by the Department of Environment Heritage and Local Government are relevant also.

Subject to further legislation in this area (Multi-Unit Developments Bill 2009) in residential apartment development and /or mix-use development containing residential units, evidence will be required that a management company is to be set up at an early stage in order to maintain the shared exterior of buildings (external walls, windows and roofs), shared internal areas (stairways, hallways, lifts and lobbies) and external private shared facilities (boiler houses, switch rooms, bin storage areas, communal gardens/private open spaces, private playgrounds, and other areas which are not required to be taken in charge, such as, highly landscaped open spaces and allocated car parking spaces. (see [section 11.4.5 and refer also to Appendix 8 and 26](#))

17.9.4 Back to Back Dwellings

In general back to back dwellings will not be permitted due to their single aspect and restricted access to private open space.

17.9.5 Backland Development

(see also [section 17.10.8.1](#))

Dublin City Council will allow for the provision of comprehensive backland development where the opportunity exists. Backland development is generally defined as development of land that lies to the rear of an existing property or building line. The development of individual backland sites can conflict with the established pattern and character of development in an area. Backland development can cause a significant loss of amenity to existing properties including loss of privacy, overlooking, noise disturbance and loss of mature vegetation or landscape screening. By blocking access, it can constitute piecemeal development and inhibit the development of a larger backland area. Applications for backland development will be considered on their own merits.

17.9.6 Corner/Side Garden Sites

(see also [sections 11.4.7 and 17.1.1](#))

The development of a dwelling(s) in the side garden of existing dwellings is a means of making the most efficient use of serviced residential lands. Such developments, when undertaken on suitable sites and to a high standard of design can constitute valuable additions to the residential building stock of an area and will generally be allowed for by the planning authority on suitable large sites.

However, some side/corner gardens are restricted to the extent that they would be more suitable for extending an existing home into a larger family home rather than to create a poor quality independent dwelling, which may also compromise the quality of the original house.

The planning authority will have regard to the following criteria in assessing proposals for the development of corner/side garden sites:

- The character of the street
- Compatibility of design and scale with adjoining dwellings, paying attention to the established building line, proportion, heights, parapet levels and materials of adjoining buildings
- Impact on the residential amenities of adjoining sites
- Open space standards and refuse standards for both existing and proposed dwellings
- The provision of appropriate car parking facilities, and a safe means of access to and egress from the site
- The provision of landscaping and boundary treatments which are in keeping with other properties in the area
- The maintenance of the front and side building lines where appropriate

17.9.7 Infill Housing

(see also sections 11.4.7 and 17.1.1)

Having regard to policy on infill sites and to make the most sustainable use of land and existing urban infrastructure, the planning authority will allow for the development of infill housing on appropriate sites. In general, infill housing should comply with all relevant development plan standards for residential development, however, in certain limited circumstances, the planning authority may relax the normal planning standards in the interest of ensuring that vacant, derelict and underutilised land in the inner and outer city is developed.

In all cases where permitted infill housing should:

- Have regard to the existing character of the street by paying attention to the established building line, proportion, heights, parapet levels and materials of surrounding buildings.
- Comply with the appropriate minimum habitable room sizes.
- Have a safe means of access to and egress from the site which does not result in the creation of a traffic hazard.

17.9.8 Extensions and Alterations to Dwellings

(see also Appendix 25)

The design of residential extensions should have regard to the amenities of adjoining properties and in particular the need for light and privacy. In addition, the form of the existing building should be followed as closely as possible, and the development should integrate with the existing building through the use of similar finishes and windows.

Applications for planning permission to extend dwellings will be granted provided that the proposed development:

- Has no adverse impact on the scale and character of the dwelling
- Has no unacceptable effect on the amenities enjoyed by the occupants of adjacent buildings in terms of privacy and access to daylight and sunlight

17.9.9 Subdivision of Dwellings

(see also section 17.9)

Large areas of suburban residential development in the Dublin City Council area have retained a pattern of use as single family dwelling units. In many cases the conversion of such dwellings to two or more units could lead to deterioration in the

amenities and change in the character of these areas and therefore, will not generally be permitted.

In other locations, however, principally those along main transport routes in the inner city suburbs and in the vicinity of district centres, the subdivision of large family sized dwellings may be permitted. Such subdivision may involve the subdivision of dwellings into individual distinct units on each floor.

Where subdivision is being considered, factors such as the extent of open space within the site boundaries, landscaping schemes including the retention and planting of trees, the provision of on-site parking, the retention of existing railings and gates and screened refuse storage areas will be evaluated as part of the assessment.

When subdivisions are allowed, they should be compatible with the architectural character of the building. An appropriate mix of accommodation in particular areas will be determined by Dublin City Council taking account of the mix of residential accommodation in an area. Dublin City Council may accept a parking provision of less than one space per dwelling unit to encourage the occupation of the dwellings by households owning fewer cars.

17.9.10 Ancillary Family Accommodation

(see also sections 17.9.8 and 17.9.9)

Ancillary family accommodation refers to a sub-division/extension of a single dwelling unit to accommodate a member of an immediate family for a temporary period (e.g. elderly parent). It is also recognised that there may be circumstances other than age (i.e. disability or illness where an immediate relative may need to live in close proximity to their family).

Dublin City Council will, in principle, favourably consider applications for such subdivision provided the planning authority is satisfied that:

- There is a valid case, including details of the relationship between the occupant(s) of the main dwelling house and the occupant(s) of the ancillary family accommodation.
- It is not a separate detached dwelling unit, and direct access is provided to the rest of the house.
- There shall be no permanent subdivision of the garden.
- The accommodation shall revert back to being part of the original family house when no longer occupied by a member of the family.

17.9.11 Basements

(see also sections 5.2.4.7, 5.2.4.8, and 17.9.1 A1.2)

In recent years there has been a significant growth in new basement development and extensions to existing basement accommodation. Basements can provide valuable additional accommodation for leisure or storage purposes. However, it should be noted that basements are prone to flooding. There are also a growing number of applications looking to maximise accommodation on restricted sites by proposing habitable basement accommodation sunk one full level below ground and extending up to 100% of the site area often with ground floor/roof garden on top. It is the policy of Dublin City Council to discourage any significant underground or basement development or excavations below ground level of, or adjacent to, residential properties in Conservation Areas or properties which are listed on the Record of Protected Structures.

In considering applications for basement developments, the planning authority will have regard to the following:

- The permissible size of a basement development to the rear of a property will be guided by the characteristics of the site. In the case of large sites, a basement development to the rear of a property generally should not exceed the footprint of the original building. Furthermore in all cases, a basement development should generally not extend to more than 50% of the amenity/garden space.
- Impact of proposal on future planting and mature development of vegetation and trees on the site.
- Impact on the water table and/or any underground streams and sewers.
- The basement development should provide an appropriate proportion of planted material to mitigate the reduction in the natural storm water infiltration capacity of the site and the use of Sustainable Urban Drainage Systems should be considered.
- Effective measures should be taken by the applicant during demolition and construction works to ensure that the structural stability of the existing property and adjoining properties is maintained.
- Adequate sunlight/daylight penetration will be required which will be influenced by site orientation and size of site and lightwell/courtyard. The planning authority may require a daylight analysis to be submitted as part of a planning application.
- Adequate ventilation will be required; functions such as kitchens, bathrooms and utility areas should ideally be naturally ventilated.

- Basements should be provided with a means of escape allowing access to a place of safety that provides access to the external ground level.

17.9.12 Home Based Economic Activity

Home based economic activity is defined as small scale commercial activity carried out by residents of a house, being subordinate to the use of the house as a single dwelling unit and including working from home. The planning authority recognises that such working arrangements can benefit individuals, families and the local community in addition to contributing to more sustainable land-use patterns by reducing the need for commuting. There is no objection to minor changes of use to allow for this provided the use remains ancillary to the main residential use, the applicant continues to reside in the house and the use has no adverse impact on the amenities of neighbouring dwellings.

In determining applications for developments involving working from home, the planning authority will have regard to the following considerations:

- The nature and extent of the work
- The effects on the amenities of adjoining occupiers, particularly in relation to hours of work, noise and general disturbance
- Anticipated levels of traffic generated by the proposed development
- Arrangements for the storage of refuse and collection of waste

There will be a presumption in favour of this type of use in residential areas. However, such use will not normally be permitted in apartments except in the case of own-door units accessed from street level.

Permissions for change of use shall be limited in duration to the period of such use by the applicant in question. A temporary permission for three years may be granted to enable the planning authority to monitor the impact of the development on the area.

17.9.13 Live Work Units

A live work unit is a single unit or space within a building that is both a place to live and a place of business or commerce, including small professional businesses and creative enterprises (see also Appendix 29). It is distinct from a purely residential use. The development of live work units will be encouraged as they can lead to a more sustainable land-use pattern in an area by providing for a mix of uses, ensuring a balance between day and night time activity and reducing commuting. Live-work units are permitted in a number of zones and are open for consideration in residential areas.

In considering applications for live work units, the planning authority will have regard to the following:

- Live work units in residential areas and residential blocks shall be located at ground floor or street level, unless a local plan or framework plan for an area has identified the street for retail use or complementary uses such as cafés, restaurants or bars.
- Live work units shall constitute part of the overall quantum of residential units in relation to Part V of the Planning and Development Act, 2000 (as amended). The residential component of a live work unit shall have a minimum floor area of 55sq.m as well as comply with development standards for residential units. The commercial component of each live work unit will be assessed on its merits. The two separate elements must be integrated and the commercial

element should not be physically separated or divided from the residential element. The live work units shall be assessed as a single unit for the purpose of determining financial levies/contributions.

- The minimum internal floor to ceiling height of live work units shall be 4 – 4.5m and the architectural design should be sufficiently open and transparent to allow the commercial use to illuminate and enliven the street.
- Separate provision shall be made for storage and refuse storage for the residential and commercial components of live work units.
- Ventilation and broadband ducting and other services shall be incorporated into the design and construction of buildings to allow for the use of ground floor units as live works units.
- The design and construction of such units shall incorporate noise insulation measures to standards consistent with the need to minimise noise and protect residential amenities.
- The use of the commercial component of live work units shall be compatible with the protection of amenities of adjoining residential properties.

17.9.14 Mews Dwellings

(see also section 17.10.2)

Dublin City Council will actively encourage comprehensive schemes which provide a unified approach to the development of residential mews lanes and where consensus between all property owners has been agreed in advance. This design framework is the preferred alternative to individual development proposals.

Where mews dwellings are proposed, the following standards will apply:

- a). Existing stone/brick coach houses located on mews laneways are of national and international importance. Dublin City Council recognises the increasing rarity of these buildings and the need to retain and conserve all of the surviving examples, particularly in relation to their form, profile and building line as well as any original features remaining. Proposals to demolish such buildings on economic grounds will generally not be accepted.
- b). Development will generally be confined to single-family units of two-storey height. In certain circumstances, three storey mews developments incorporating apartments will be acceptable. This provision shall only apply where the proposed mews building is subordinate in height and scale to the main building, where there is sufficient depth between the main building and the proposed mews building to ensure privacy, where an acceptable level of open space is provided, where the laneway is suitable for the resulting traffic conditions, where existing plot widths are maintained and where the apartment units are of sufficient qualitative size to provide for a high quality residential environment. In such cases, the provision of no more than one off-street parking space within the curtilage of the mews building will be encouraged. This is in line with national policy to promote increased residential densities in proximity to the city centre and with the policies of the development plan to protect mews lanes suitable for residential development from competing uses.
- c). Mews buildings may be permitted in the form of terraces, but flat blocks are not generally considered suitable in mews laneway locations.
- d). New buildings should complement the character of both the mews lane and main building with regard to scale, massing, height, building depth, roof treatment and materials. The design of such proposals should represent an innovative architectural response to the site and should be informed by established building lines and plot width. Depending on the context of the location, mews buildings may be required to incorporate gable-ended pitched roofs.
- e). The amalgamation or subdivision of plots on mews lanes will generally not be encouraged. The provision of rear access to the main frontage premises shall be sought where possible. In exceptional circumstances, where the amalgamation of plots is acceptable, the established grain should be reflected in the development through creative design and detailing.
- f). Accommodation will only be allowed in the roof space of a two storey mews if the pitch and eaves height of the mews dwelling is in accordance with the established pattern on the laneway. This provision shall not apply where three storey mews developments are proposed. Dormer windows, front or rear, will not be permitted, and balconies will be considered on their merits.
- g). All mews lanes will be considered to be shared surfaces, and footpaths need not necessarily be provided.
- h). Mews lanes, which do not already have existing setbacks, may be redeveloped with mews dwellings directly on the

- existing road boundary, provided that an integrated garage space is provided in the mews dwelling. In these cases, a condition will be attached to any permission de-exempting the conversion for use as part of the dwelling house of the garage.
- i). In mews lanes, where there is already substantial mews development subject to setback restrictions, such setbacks for new mews dwellings will continue in force to avoid a saw-tooth effect.
 - j). All parking provision in mews lanes will be in off-street garages, forecourts or courtyards. At least one off-street car space must be provided for each mews building, subject to conservation criteria.
 - k). New mews development should not inhibit vehicular access to car parking space at the rear for the benefit of the main frontage premises, where this space exists at present. This provision will not apply where the objective to eliminate existing unauthorised and excessive off-street car parking is being sought.
 - l). In order to maintain the existing character or improve the residential amenity of the mews, the planning authority may require the erection of a boundary wall that reflects the height, materials and finish of existing walls and buildings. The planning authority will require the provision of windows and doors made from renewable materials.
 - m). Private open space shall be provided to the rear of the mews building and shall be landscaped so as to provide for a qualitative residential environment. The depth of this open space for the full width of the site will not generally be less than 7.5m and shall not be obstructed by off-street parking. Where the provision of private open space at the rear of the mews development to the above standard is impractical, the planning authority may allow some reduction of the above standard of private open space subject to the provision of high quality landscaped space.
 - n). The 15sq.m of private open space per bedspace standard may be relaxed for proposals located in the suburbs provided any existing residential buildings comply with minimum private open space standards and the proposed mews dwelling has a rear garden with a minimum length of 7.5m for its entire width.
 - o). If the main house is in multiple occupancy, the amount of private open space remaining after the subdivision of the garden for a mews development shall meet both the private open space requirements for multiple dwellings and for mews development.
 - p). The distance between the opposing windows of mews dwellings and of the main houses shall be a minimum of 22m. In exceptional circumstances, this requirement may be relaxed due to site constraints. In such cases, innovative and high quality design will be required to ensure privacy and prevent overlooking between the main building and mews building, to provide for a quality residential environment and to provide an adequate setting, including amenity space, for both the main building and the mews dwelling.
 - q). Potential mews laneways must have a minimum carriageway of 4.8m in width (5.5m where no verges or footpaths are provided). All parking is to be provided within the curtilage of the mews dwelling sites and not on the laneway.

17.10 DEVELOPMENT STANDARDS FOR WORKS TO PROTECTED STRUCTURES

(see policies in sections 7.2.5.2 and 7.2.5.3)

17.10.1 Works to Protected Structure

In considering proposals for works to protected structures and their attendant grounds attention will be paid to preserving architectural features of special interest and to the scale, proportions, design and materials of such works in relation to the existing. All works should be carried out to the highest possible standard, under proper supervision and by specialist labour where appropriate. In addition to the development plan objectives the Council will refer to the DoEHLG guidelines for architectural heritage protection.

Any works which materially affect the character of a protected structure require planning permission. Minor alterations, in particular those involving demolition, may not necessarily be regarded as such in the case of protected structures. To ascertain whether or not planning permission is required for specific minor works the owner or occupier of a protected structure may request a declaration under Section 5 of the Planning and Development Act, 2000 (as amended) as to whether the works constitute exempted development.

In determining applications which relate to protected structures or their setting the authority will take into account:

- The importance of the building, its intrinsic special architectural and/or historic interest and rarity.
- Particular physical features of the building, external and internal.
- The extent and impact of interventions and alterations proposed and that which have already taken place, excluding any unauthorised development.
- Setting and contribution to streetscape.
- Extent to which the proposed works would bring substantial benefits to the community.
- In the case of change of usage regard will be had to the compatibility of such use in terms of its impact on the protected structure.

A detailed conservation method statement shall accompany planning applications for works to protected structures. This report shall:

- Outline the significance of the building
- Include a detailed survey of the building, including a photographic survey
- Detail the proposed works it is intended to carry out
- Contain a full assessment on the materials and method proposed to carry out these works, their impact on the character of the building / feature and the reversibility of the proposed works

The detail required to be submitted will be dependent on the significance of the building and the nature and extent of works proposed.

All works to protected structures shall be carried out in accordance with best conservation practice.

The double glazing of historic sliding sash windows is not acceptable. The preferred option of draught proofing measures or secondary glazing will be encouraged to increase the thermal performance of windows.

An appropriate method of re-pointing brick facades should take into consideration the impact on adjoining buildings, particularly if located within a terrace.

The interconnecting of adjoining protected structures will only be permitted if size restrictions of the individual buildings otherwise prohibit sustainable usage.

Damp proof treatments require planning permission and should be carried out so as to cause least loss of historic fabric and in a reversible manner.

Roof lights and solar panels which are not visible will generally be permitted. Otherwise a conservation type rooflight frame should be used on protected structures and roof mounted solar panels restricted to the rear elevations.

The special interest and character of protected structures must be considered when addressing the requirements of Fire Safety.

The erection of satellite dishes, antennae, aerials, network cabling or advertising hoardings require planning permission and should not be erected to the front of a protected structure.

Security cameras on protected structures require planning permission and will generally not be encouraged. Where applications for such devices are proposed in exceptional circumstances, every effort should be made to conceal the device and to employ best available technology, including the smallest scale of device available, to ensure that the device would not be obtrusive and would not detract from the integrity of the protected structure.

17.10.2 Development within the Curtilage of a Protected Structure

In considering applications for development within the curtilage of a protected structure, the planning authority shall have regard to the following:

- The protected status of the structure and the need to protect its special character.
- The various elements of the structure which give the protected structure its special character and how these would be impacted on by the proposed development.
- Proximity of any new development to the main protected structure and any other buildings of heritage value.
- The design of the new development, which should relate to and complement the special character of the protected structure.

An insistence on quality will be a foremost consideration when assessing proposals for development within the curtilage of protected structures, with particular emphasis on siting, building lines, proportions, scale, massing, height, roof treatment and materials. This does not preclude innovative contemporary buildings which can contribute to the richness of the historical context. Materials shall be appropriate to the locality and sympathetic to the existing buildings.

Development proposals should include an appraisal of the wider context of the site or structure. This appraisal should examine the visual impact and design of the proposal and should address issues including the grain of historic settings, sensitivity to scale and context, views and the design of innovative quality architecture which would complement the setting of

the protected structure. The planning authority will seek to retain the traditional proportionate relationship in scale between buildings, their returns, gardens and mews structures, and shall also seek to retain gardens and mature trees (those in good condition) which contribute to the character of a protected structure, as soft landscape.

Car parking within the curtilage of protected structures will be permitted in accordance with the guidelines and recommendations contained in Appendix 10 of this development plan, and paragraph 17.10.6 below.

In order to protect and encourage mature landscaping within the city environs it is an objective of the City Council that the removal of rear gardens to facilitate construction of underground accommodation will be only allowed in limited circumstances. In such cases where underground accommodation is permitted a sufficient garden appropriate to the size of the structure should be maintained. The total removal of historic boundary features or subdivision of rear gardens or original communal front gardens will not be permitted.

17.10.3 Demolition of Protected Structures

The demolition of a protected structure will only be permitted where it is considered by the Council that exceptional circumstances exist and will require that the existing structure is measured and recorded and important features salvaged for reuse.

17.10.4 Uses and Protected Structures

Uses should be compatible with the overall objective to protect the special interest and character of protected structures and should cause minimum interference with the floor plan and minimum intervention to comply with Fire and Building Regulations.

Where proposals relate to redundant buildings, including former financial buildings, industrial buildings and places of worship, uses which are compatible with the original use and which facilitate public access to the primary spaces of these buildings will be encouraged.

17.10.5 Retention and Re-Use of Older Buildings of Significance which are not Protected

The re-use of older buildings of significance is a central element in the conservation of the built heritage of the city and important to the achievement of sustainability. In assessing applications to demolish older buildings which are not protected, the planning authority will actively seek the retention and re-use of buildings/ structures of historic, architectural, cultural, artistic and/or local interest or buildings which make a positive contribution to the character and identity of streetscapes and the sustainable development of the city.

Where the planning authority accepts the principle of demolition a detailed written and photographic inventory of the building shall be required for record purposes.

17.10.6 Parking in the Curtilage of Protected Structures and in Conservation Areas

Poorly designed off-street parking in the front gardens of protected structures and in conservation areas can have an adverse affect on the special interest and character of these sensitive buildings and areas.

For this reason, proposals for off-street parking in the front gardens of protected structures and within conservation areas will not normally be acceptable where inappropriate site conditions exist, particularly in the case of smaller gardens where the scale of intervention is more

significant – and can lead to the erosion of the character and amenity of protected structures and conservation areas.

However, where site conditions exist which facilitate parking provision without significant loss of visual amenity and historic fabric, proposals for limited off-street parking in the front gardens of protected structures and in conservation areas will be considered where the following criteria can be met:

- Every reasonable effort is made to protect the integrity of the protected structure and/or conservation area
- There is sufficient depth available in the garden to accommodate a private parked car
- Access to and egress from the proposed parking space will not give rise to a traffic hazard
- The proposal accords with the design criteria set out in Appendix 10

Further to the above considerations it is acknowledged that there are certain properties with large front gardens, which, subject to the following requirements and the guidelines set out in Appendix 10, could accommodate limited car parking without seriously affecting the special character of protected structures or conservation areas:

- The remaining soft landscaped area to the front of the structures should generally be in excess of half of the total area of the front garden space, exclusive of car parking area, footpaths and hard surfacing.
- Car parking shall be designed so that it is set-back from the house and front boundary wall to avoid excessive impact on the protected structure (see [Appendix 10](#)).

- Car parking bays shall be no greater than 5m x 3m metres wide.
- The proposed vehicular entrance should, where possible be combined with the existing pedestrian entrance so as to form an entrance no greater than 2.6m and this combined entrance should be no greater than half the total width of the garden at the road boundary. The gates shall not swing outwards so as to cause an obstruction on the public footpath.
- Where cast iron railings exist, which contribute to the special character of the structure, every effort will be made to preserve and to maintain the maximum amount of original form and construction through minimum intervention. Any original existing gates, piers and cast iron railings that require alterations shall be reused and integrated with all new parking adaptations to the front boundary.

Special regard will be had to circumstances where on-street parking facilities are restricted as a consequence of the introduction of bus priority measures or other traffic management changes. In such situations, every reasonable effort will be made to facilitate proposals for off-street parking in the front gardens of protected structures and in conservation areas subject to the above criteria being met.

Proposals for off-street parking in the front gardens of protected structures and within conservation areas will not be permitted in the following circumstances:

- Where satisfactory vehicular access to the rear garden exists or can be easily provided without compromising personal safety and where sufficient rear garden area is available to meet both the parking and open space requirements of the building

- Where there is insufficient area to accommodate a parked car in the front garden or where the proposal relates to vehicles other than a private car (i.e. caravan/boat)
- Where proposals would result in the removal of the entire front boundary of the property
- Where the development would involve the subdivision of original historic communal front areas (shared by two houses or more) into separate driveways and where this would detract seriously from the unique architectural relationship and composition of the buildings and street

Where off-street parking is proposed in terraces or streets that are characterised largely by pedestrian entrances with few vehicular access openings, such proposals will be examined on their own merits and will be subject to the criteria outlined above. Where terraces/streets are characterised by railings of unique significance, which are of a type not found largely throughout the city, the planning authority may seek to retain such railings. Similarly, proposals to provide more than one private car within the curtilage of an owner occupied residential building will only be considered in exceptional circumstances where the integrity of the building or area is protected and retained.

17.10.7 Non-Residential and Commuter Off-street Parking in the Curtilage of Protected Structures and in Conservation Areas

In parts of the city centre, the large scale provision of commercial and commuter off-street car parking in the curtilage of protected structures and conservation areas significantly detracts from the special interest and visual character of protected structures and sensitive areas. In many

cases, planning permission has not been granted for such off-street parking or the associated hard surfacing of the former rear garden area. In assessing development schemes where off-street parking is proposed, or where such parking exists and is proposed to be retained as part of the overall scheme, its impact on the integrity, setting, character and amenities of the protected structure and/or conservation area will be critically assessed. In all cases, the objective to eliminate unauthorised and excessive off-street car parking will be sought. This objective is consistent with the policies of Dublin City Council to protect the special interest and character of protected structures and conservation areas.

17.10.8 Development in Conservation Areas and Architectural Conservation Areas

(see policies in section 7.2.5.2 and 7.2.5.3)

Policies in relation to Conservation Areas and Architectural Conservation Areas are set out in the Section Fostering the City's Character and Culture. The standards and objectives in relation to proposed ACAs, will be identified in the preparation of each Architectural Conservation Area.

17.10.8.1 Development in Conservation Areas

All new buildings should complement and enhance the character and setting of conservation areas. In considering proposals for development in conservation areas, it is policy to have particular regard to:

- The effect of the proposed development on buildings and the surrounding environment, both natural and man-made.
- The impact of development on the immediate streetscape in terms of compatibility of design, scale, height,

plot width, roof treatment, materials, landscaping, mix and intensity of use proposed.

Development within conservation areas should be so designed so as not to constitute a visually obtrusive or dominant form of development. New alterations and extensions should complement existing buildings/structures in terms of design, external finishes, colour, texture, windows/doors/roof/chimney/design and other details.

The planning authority discourages the use of uPVC or aluminium in windows, fascias and doors in historic buildings that are not protected. Proposals for the application of cement render to the external fabric of older buildings will not be encouraged in conservation areas. In assessing development proposals, the planning authority will seek the retention of mature trees (those in good condition) which contribute to the character of conservation areas where appropriate.

In conservation areas, no advertising material other than brass or stone name-plate type signs or other suitable quality material will be permitted. On commercial properties leading into such areas, advertising will be severely restricted, and shall only relate to the service provided in the premises. In dealing with all advertising in conservation areas, the overriding consideration will be the enhancement and protection of the essential visual qualities of the area. Where applications for security cameras are proposed, every effort should be made to conceal the device and to employ best available technology, including the smallest scale of device available, to ensure that the device would not be obtrusive and would not detract from the integrity of the conservation area.

In conservation areas, the development of housing between the main house and the mews building, particularly on corner sites, has had a detrimental effect on the visual and residential amenities of these areas. Hence, backland development will not be permitted in conservation areas where the development proposed would introduce a third line of building between the main building and its associated mews.

17.11 DEVELOPMENT ON ARCHAEOLOGICAL SITES AND IN ZONES OF ARCHAEOLOGICAL INTEREST

(see policies in section 7.2.5.7)

In order that the City Council's policy on archaeology is implemented, the following will apply:

- When considering planning applications in the Zone of Archaeological Interest and on sites of known archaeological interest, the planning authority will have regard to the view and recommendation of the National Monuments Service, DoEHLG and other interested bodies
- Prior to lodgement of a planning application sites within Zones of Archaeological Interest shall be subject to an archaeological assessment, prepared in consultation with the City Archaeologist
- New buildings in the Zones of Archaeological Interest will be designed to have minimal impact on archaeological features, by way of the re-use of buildings, light buildings, foundation design or the omission of basements
- The applicant shall employ a qualified archaeologist to carry out and report on any necessary site investigation works
- Retain medieval street patterns and plot widths where possible

- New basement development at medieval sites shall be omitted where it is deemed that undue damage to archaeological deposits will occur
- The impact and merits/demerits of foundation type (piled, raft, etc.) shall be archaeologically assessed
- When planning permission for development involving sub-surface excavation is granted, the applicant's attention will be drawn to the legal obligation to report the discovery of archaeological finds to the National Museum of Ireland
- Where a site is deemed to require archaeological investigation, all in situ remains shall be recorded according to best practice irrespective of date and evaluated for preservation in situ
- Ensure the assessment of industrial features during archaeological investigations
- Where preservation in situ is not feasible/appropriate, sites of archaeological interest shall be subject to archaeological excavation and recording according to best practice, in advance of redevelopment
- The results of all archaeological excavations shall be published in full in a reasonable time following archaeological site completion
- The excavation archive shall be prepared and submitted in accordance with the DoEHLG Guidelines to the Dublin City Archaeological Archive following site completion

17.12 **BED AND BREAKFAST, GUEST HOUSES**

Planning permission is required for the conversion of more than four bedrooms in a dwelling house into a bed and breakfast

establishment, in accordance with Article 10(4) of the Planning and Development Regulations, 2001(as amended).

In determining planning applications for change of use to bed and breakfast, guesthouse, hotel or hostel in residential areas, the planning authority will have regard to the following:

- Size and nature of facility
- The effect on the amenity of neighbouring residents
- The standard of accommodation for the intended occupiers of the premises
- The availability of adequate, safe and convenient arrangements for car parking and servicing
- The type of advertising proposed
- The effect on listed buildings and/or conservation areas
- The number of existing such facilities in the area

17.13 **STANDARDS – INSTITUTIONS/ HOSTELS & SOCIAL SUPPORT SERVICES**

(see also section 12.4.7)

An over-concentration of institutional hostel accommodation, homeless accommodation and social support institutions can potentially undermine the sustainability of a neighbourhood and so there must be an appropriate balance in the further provision of new developments and / or expansion of existing such uses in electoral wards which already accommodate a disproportionate quantum. Accordingly, there shall be an onus on all applicants to indicate that any proposal for homeless accommodation or support services will not result in an undue concentration of such uses, nor undermine

the existing local economy, the resident community, the residential amenity, or the regeneration of the area.

All such applications for such uses shall include the following:

- A map of all homeless and other social support service within a 500m radius of application site
- A statement on catchment area, i.e. whether proposal is to serve local or regional demand
- A statement regarding management of the service / facility

17.14 **MEDICAL AND RELATED CONSULTANTS AND MEDICAL PRACTICES**

Currently premises for general practice and medical related consultants include a wide variety of building types ranging from adaptations of domestic premises for single-handed practitioners to purpose-built premises for large group practices.

In line with the Health Board policy on primary care, Dublin City Council will support the provision of health care consultants in district and neighbourhood centres.

In assessing proposals for conversions in residential areas Dublin City Council will normally permit conversion of part of a dwelling to a medical or related consultancy provided the dwelling remains as the main residence of the practitioner and where a local need has been demonstrated.

Dublin City Council will also take into account:

- Amenity and privacy of adjacent occupiers
- Adequate off-street parking facilities

Medical centre or clinics are multi consultancy medical facilities and defined in Appendix 29 under buildings for the Health, Safety or Welfare of the Public, as a clinic or for the provision of any medical or health services (but not the use of a house of a consultant or practitioner, or any building attached to the house or within the cartilage thereof, for that purpose).

Modern medical practice requires purpose built structures and facilities usually and these should be facilitated in district and neighbourhood centres. Residential buildings do not, in general, lend themselves well to efficient use as medical consultancy practice. Also, the complete conversion of residential premises as a medical consultancy can have adverse impacts on the residential amenity of a residential area, such as, security problems, which will be taken into consideration. In exceptional circumstances, where there is a proven lack of such facilities in the local area and the property is of a sufficiently large size, the medical centre will be considered on its merits having regard to residential amenities of the local area.

In mixed-use developments, which include community, service and retail facilities at ground floor level, the use of a unit as a medical centre of an appropriate size which contributes to the vitality of the area, will be considered on its merits.

17.15 **COMMUNITY FACILITIES**

(see also sections 7.1.5.2, 12.4.3, 12.4.5, 12.4.6, 12.4.7, 17.9.1, 17.16, 17.17, 17.19 and 17.20)

Applications for community facilities in residential areas will be treated sympathetically having regard to a number of factors:

- Overall need in terms of necessity, deficiency, and opportunities to share/enhance existing facilities
- Where new facilities are provided they should be designed in such a way as to allow for multi-functional use
- Community facilities must be located so that they are conveniently accessible by both residents and others who may have reason to use the facility. They should be well integrated with pedestrian and cycle routes and, where they serve a wider community, located on or close to a quality public transport route
- Redevelopment proposals on sites containing a pre-existing community use should ensure that this use in terms of floor space is no less than that on site prior to redevelopment, and if possible should represent increased provision in this regard
- Community facilities must be accessible to all members of society including those with disabilities

17.16 PLAYGROUNDS/PLAY SPACES

(see also sections 6.4.3, 6.4.7, 6.4.8, 12.4.6 and 17.9)

1. In deciding on the location of appropriate play areas, regard should be had to the needs of all age groups. Play spaces for small children i.e. under 5's, should be provided close to residential dwellings i.e. within one minute walk of each front door, safe from traffic and other hazards, overlooked informally from dwellings or frequented roads or footpaths, but should be located so that disruption

is minimised. These spaces should have sunny and shady parts and be equipped with natural play elements such as logs/tree stumps/sand/water etc. and with apparatus for swinging, climbing, and rocking.

2. The following Principles For Designing Successful Play Spaces¹ shall be applied:
 - Bespoke
 - Well-located
 - Use made of natural elements
 - Wide range of play experiences provided
 - Accessible to both disabled and non-disabled children
 - Meets community needs
 - Allows children of different ages to play together
 - Builds in opportunities to experience risk and challenge
 - Sustainable and appropriately maintained
 - Allows for change and evolution
3. Play/recreational spaces and facilities for older children and teenagers e.g. Multi Use Games Areas, teenage shelters, skateparks, etc. should be available either within the scheme or close by such as in a local square or green space where good linkages with the residential development can be created and where meaningful community interaction can take place. Facilities should also be provided for teens and older people where they can congregate while also respecting others. This can be achieved by providing such facilities in well-trafficked, central areas of the scheme/

¹ Play England (2008), 'Making Space for Play – A Guide to Creating Successful Play Spaces.'

neighbourhood rather than trying to hide them (Urban Design Manual, 2008). Further guidance should be sought from the Dublin Docklands Development Authority Play Space Guidelines document (2007) in relation to its area.

4. Formal and informal games/recreational areas for parents and other adults should also be integrated within schemes. One of the key aims for any development should be the bringing together of different groups on neutral territory where all can intermingle safely and securely.
5. Play/recreational spaces should be attractive, safe and engaging. Pedestrianisation in the vicinity of such areas should be maximised, and traffic should be eliminated or traffic-calming measures put in place. In addition, these spaces should be made identifiable by appropriate 'play' signage and there should be a network of routes linking homes with these spaces which enable children to travel freely around by foot, bicycle, skates or other wheeled play vehicles.
6. Dublin City Council's upcoming Play Plan and accompanying Play Checklist will provide overall guidance for the development of playgrounds and play spaces in the city.
7. Redevelopment proposals on sites containing a pre-existing play/recreational use should ensure that this use in terms of floor/ground space is no less than that on site prior to redevelopment, and if possible should represent increased provision in this regard.

17.17 SCHOOLS

(see also sections 11.4.2, 12.4.2, 12.4.3, 12.4.4, 12.4.6, 17.3, 17.9.1 and Appendix 20)

No substantial residential development should proceed without an assessment of existing schools' capacity or the provision of new school facilities in tandem with the development.

Planning applications for over 200 dwellings shall be accompanied by a report identifying the demand for school places likely to be generated and the capacity of existing schools in the vicinity to cater for such demand. In the case of very large-scale developments (800+ units) the phased completion of the dwellings must be linked with the provision of new schools.

In determining an application for a school the following shall be considered:

- Compliance with the Department of Education & Science's and the Department of the Environment, Heritage and Local Government's Joint Code of Practice.
- Compliance with current Department of Education & Science Technical Guidance. Current details of site norms, sizes, shapes may be amended from time to time by the Department of Education and Science to reflect on-going practice (see Technical Guidance document TGD-025 on the Identification and Suitability Assessment of Sites for Primary Schools – September 2007).
- Ensure that school sites are fit for purpose in terms of their location, access to services and the provision of space for recreational and sports activities which can help to support an effective learning and development environment for children.

- Seek to situate new schools within the existing/proposed catchment in a manner that aids ease of access from surrounding areas and encourages sustainable mobility by walking, cycling and public transport.
- Consider the use of multi-campus schooling arrangements in appropriate cases, e.g. 2 or 3 schools side by side; a primary and a post-primary school sharing a site; schools anchoring wider social and community facilities required in the same area.
- Minimum size for a new primary school is 8 classrooms.
- External hard and soft play areas.

17.18 CARE FACILITIES

(see also sections 12.4.3, 12.4.5 and 12.4.6)

In accordance with the Planning and Development Regulations, 2001, applications for change of use from residential to a care facility for more than six persons with an intellectual or physical disability or mental illness will require planning permission and will be dealt with in accordance with normal development control criteria for community facilities in a residential area, as referred to above.

17.19 CHILDCARE FACILITIES

(see sections 12.4.6, 17.9 and Appendix 20)

17.20 NURSING HOMES

(see also sections 12.4.3 and 12.4.6)

There is a continuing and growing need for nursing homes and in particular, because of the ageing population structure in the suburbs, for elder care homes. Such facilities should be integrated wherever possible into the established residential areas of the city, where residents can expect reasonable access to local services.

In determining planning applications for change of use of a residential dwelling or other building to nursing/elder care home, the following factors should be considered:

- Compliance with standards as laid down in the Statutory Instrument No. 226 of 1993, Nursing Homes (Care and Welfare) Regulations, 1993
- Compliance with the Health Information and Quality Authority (HIQA) National Quality Standards for Residential Care, Settings for Older People in Ireland (February 2009), in particular Section 6
- The effect on the amenities of adjoining properties
- Adequacy of off-street parking
- Suitable private open space
- Proximity to local services and facilities
- The size and scale of the facility proposed: the scale must be appropriate to the area

17.21 EMBASSIES

(see also Appendix 29)

Where permission is granted for the use of a dwelling house as a residential embassy, such permission will be regarded as limited in duration to the period of such use by the applicant or other residential embassy use, after which the building(s) will be returned to residential use.

17.22 DUBLIN PORT

(see also sections 4.4.1.2 and 6.4.5, and Appendix 9)

Dublin City Council commissioned a study of Dublin Bay in 2007. The study “Dublin Bay-An Integrated Economic, Cultural and Economic Vision for Sustainable Development 2007” set out a number of scenarios for the future development of port lands and used a financial model to measure all quantifiable costs and benefits

over a 25 year period. The preferred scenario of the study involves the existing port being accommodated at an alternative location.

In May 2008, the Dublin Bay Taskforce was set up by the Department of the Environment, Heritage and Local Government charged with delivering a Master plan for the Bay area which is awaited.

In assessing proposals for the Dublin Port area, Dublin City Council will have regard to the following:

- Recognition of the important role of Dublin Port in the economic life of the city and the region and the consequent need in economic and employment terms to facilitate port development or relocation.
- The periphery of the port area facing residential areas shall be designed and landscaped to minimise the impact of its industrial character.
- The impact on nature conservation, recreation and amenity use, and other environmental considerations including the re-designation of the Dublin Bay SPA.
- The protection of the amenities of residential and commercial uses in adjoining areas
- Design criteria including landscaping, finishes, signage and site layout.

17.23 INDUSTRY, WAREHOUSING AND BUSINESS PARK DEVELOPMENT

Proposals for the development or extension of industrial, warehousing and business park developments (see also Appendix 8) should have regard to the following criteria:

- A high standard of design, finish, layout and landscaping will be required for industrial, warehousing and business park development
- Where proposals for these type of developments would generate a large volume of HGV traffic, they shall not be located where they would encourage movement of such traffic through residential areas
- It is essential that each industrial/warehousing unit be provided with adequate space for the loading and unloading of goods (including fuels) in areas clear of the public road, and preferably behind the building line
- In the case of development for two or more industrial/warehousing buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the building and the road boundary may include car parking spaces, provided an acceptable landscaping scheme is incorporated
- Industrial, warehousing and business park developments should present a pleasant aspect, helped by tree planting, the careful design of signage, screening of open storage areas, and unobtrusive loading and parking space. Offices ancillary to factories, shops, etc., will be permitted provided the size is appropriate to the scale of the main use

- In speculative developments, a variety of unit size shall be provided to cater for the differing needs of potential occupants
- In the case of proposed developments, which are of a nature and extent that they would impact on the environment and attract significant volumes of vehicular traffic to the development site, Dublin City Council will require the application to be accompanied by a Transport Assessment (TA). Appendix 6 gives further guidance on the need for and content of a TA and applicants are advised to undertake pre-planning consultations with Dublin City Council regarding the requirement for a TA.
- In the case of proposed developments (or groups of developments located in close proximity to one another) which would attract significant volumes of traffic, the preparation and submission of a Travel Plan (TP) may be required as part of the application. Appendix 5 gives guidance on the type and scale of developments that will require the submission of a TP and the required form and content of these documents.
- Although the overall percentage share of manufacturing employment is predicted to decline over time, it will be the aim of Dublin City Council to protect industrially zoned lands (Objective Z7) from competing and incompatible land-uses, in order to facilitate manufacturing industry on Z7 lands.

17.24 SHOPPING CENTRES

(see also Appendix 4 – Assessing New Retail Development)

Shopping centres must conform to highest urban design standards as set out elsewhere in the plan. The design must

ensure that the proposed centre will be integrated with and be complementary to the streetscape, where it will be located.

Elements to be addressed include:

- The scale, design and enclosure of pedestrian space
- The creation of new streets and linkages, where feasible
- The provision and design of street furniture, including public facilities and support facilities for shoppers, e.g. toilets, childcare areas, advice centres, pedestrian routes to schools, health clinics, etc. The centres, where appropriate, should also include offices, medical and related consultants.
- The provision of a good mix of activities and uses that keep the centre alive both during the day and evening, e.g. stalls, cafés and public houses
- The inclusion of residential uses, where appropriate, as an integral part of the centre, in order to increase the evening activity and security of the centre
- Ease of access to the centre for public transport, cyclists and pedestrians. In the interests of both ease of access and civic design concerns, the centre should have frontage to the street and should not be surrounded by car parking
- The overall design strategy will normally reflect variety (by the use of differing shop fronts, set backs, signs etc.) within a unified design
- The design and layout of buildings, including materials, should discourage graffiti and other forms of vandalism. Service areas etc. should be out of sight of surrounding residential and pedestrian areas

- Tree planting and landscaping must form part of the overall design of the shopping centre
- The city should support the provision of sufficient public toilets to cater for the needs of shoppers and visitors to the city centre and all suburban village centres as well as the requirement for toilet facilities for shopping centres

17.25 RETAIL

17.25.1 Shop Storage

In the case of retail development, adequate on site storage space should be provided at the discretion of the planning authority to reduce the frequency of deliveries and consequent traffic congestion.

17.25.2 Shopfronts

(see also Policy RD7)

Shopfronts are one of the most important elements in determining the character, quality and image of retail streets in the city centre as well as in smaller centres located throughout the city. In order to increase the attractiveness of the city's shopping areas, Dublin City Council promotes a dual approach to shopfront design:

- Protecting traditional and original shopfronts
- Encouraging good contemporary shopfront design

In all instances, Dublin City Council will encourage a discipline in this area that acknowledges the basic principles of good shopfront design. An area-based approach will be put in place to devise a mechanism to address the problems caused by the deteriorating quality of shopfronts.

Architects and designers are strongly advised to consult Dublin City Council's Shopfront Design Guide 2001 and the O'Connell Street Area Shopfront Design

Guidelines 2003 when preparing proposals for new shopfronts. The design of the shopfront should include the street number of the premises.

Note: A security hatch or slot of a sufficient scale to accept newspaper deliveries shall be incorporated into the design of all new shopfronts. It shall be located at or immediately above the level of the stall riser and should not interfere with the general proportions and presentation of the front façade of the shopfront

17.25.3 Signs of Shopfronts and Other Business Premises

- The signage relating to any commercial ground floor use should be contained within the fascia board of the shopfront. The lettering employed should be either on the fascia, or consist of individually mounted solid letters mounted on the fascia. The size of the lettering used should be in proportion to the depth of the fascia board
- Signage internal to the premises, including interior suspended advertising panels, which obscures views into the shop or business and creates dead frontage onto the street shall not normally be permitted
- Corporate signs will only be permitted where they are compatible with the character of the building, its materials and colour scheme and those of adjoining buildings
- Advertisements and signs relating to uses above ground floor level should generally be provided at the entrance to the upper floors, in a form and design which does not detract from or impinge upon the integrity of the ground floor shopfronts, or other elevational features of the building

- Shopfronts sponsored by commercial brands will generally not be permitted
- Proposals for signage shall have regard to Dublin City Council's Shopfront Design Guide, 2001 and the O'Connell Street Area Shopfront Design Guidelines, 2003, where appropriate
- All proposals for shopfronts shall have regard to the guidelines for illuminated signs as set out in Appendix 27 of this plan

17.25.4 Retail Warehousing

(see also Policy RD22)

Applications for non-food, bulky, durable goods may be acceptable subject to the following criteria:

- Where proposed outside existing centres applicants should demonstrate why the scheme cannot be located within existing centres as part of the sequential test. Where necessary a retail impact statement will be required
- That environmental improvements result from the development, and that it is well designed and integrated with surrounding uses
- That the development is accessible by a wide range of transport options, including public transport, and is designed in such a way as to facilitate ease of access to public transport users, cyclists and pedestrians in addition to the private car
- To ensure that this type of retailing does not impact on existing centres, conditions may be applied to restrict the range of goods sold, limit floorspace including mezzanines and restrict subdivision to smaller units where appropriate

- For retail warehouses located within or adjoining district centres, some level of flexibility may be applied in allowing types of stores where a mix of bulky and non-bulky goods are sold, if the location is easily accessible by foot from the retail core area and the form of development is in keeping with good urban design
- That the development will have positive economic, employment or regeneration benefits for the area

17.25.5 Discount Convenience Stores

(see also Appendix 4 – Discount Stores)

This form of retailing forms an important part of the convenience market and should be located in highly accessible locations such as the neighbourhood or district centres, or SDRAs (see section 16.3). The key retail tests, such as justifying need, impact, sequential test, and ensuring that the development is of an appropriate scale, should be demonstrated as part of any discount convenience store application (exceeding 1,700sq.m gross) where the site is not located in a designated neighbourhood or district centre.

17.26 TAKEAWAYS

(see also Appendix 4 – Category 1 & 2 Streets)

In order to maintain an appropriate mix of uses and protect night-time amenities in a particular area, it is the objective of Dublin City Council to prevent an excessive concentration of takeaways and to ensure that the intensity of any proposed takeaway is in keeping with both the scale of the building and the pattern of development in the area.

The provision of such facilities will be strictly controlled, having regard to the following, where appropriate:

- The effect of noise, general disturbance, hours of operation, litter and fumes on the amenities of nearby residents
- The need to safeguard the vitality and viability of shopping areas in the city and to maintain a suitable mix of retail uses
- Traffic considerations
- The number/frequency of such facilities in the area
- The operators come to a satisfactory arrangement with Dublin City Council in relation to litter control
- The need to integrate the design of ventilation systems into the design of the building
- Dublin City Council will require, prior to the granting of permission that appropriate cleansing/anti-litter measurements be agreed with Dublin City Council

17.27 AMUSEMENT CENTRES

(see also Appendix 4 – Category 1 & 2 Streets)

Amusement centres will not be permitted in residential areas and will only be appropriate in mixed use areas where the proposed use is in keeping with both the scale of the building and the pattern of development in the area. It is an objective of Dublin City Council to prevent an excessive concentration of amusement centres.

17.28 BETTING OFFICES

(see also Appendix 4 – Category 1 & 2 Streets)

It is an objective of Dublin City Council to prevent a concentration of betting offices in the city, thereby ensuring the number of units in a city street, district or neighbourhood centre is not disproportionate to the overall number of community facilities and shop units. The provision of betting offices will be controlled having regard to the following, where appropriate:

- The need to safeguard the vitality and viability of shopping areas in the city and to maintain a suitable mix of retail uses
- The number/frequency of such facilities in the area
- The existing proliferation of similar retail service outlets in the area such as, internet cafes, call centres, takeaways, amusement arcades and car rentals
- The effect on the amenities of the area by reason of noise, hours of operation and litter

17.29 OFF-LICENCE AND PART OFF-LICENCE

(see also Appendix 4 – Category 1 & 2 Streets)

In considering planning applications for off-licence premises or extensions to existing off-licence premises, the following criteria shall be applied:

- The number and frequency of such facilities in the locality
- The context and character of the street where the aim is to maintain and improve the vitality of the shopping experience by encouraging a range of convenience and /or comparison retail shops
- The range of uses at ground floor in an area where the aim is to strengthen the retail character and ensure the proposal

will not result in a proliferation of similar retail service outlets such as, internet cafes, call centres, bookmakers, takeaways, amusement arcades and car rentals resulting in a predominance of similar non-shop frontages

- The size of the proposed off-licence in the context of the size of premises in the area

In considering planning applications for a part off-licence in a shop, the following criteria shall be applied:

- The number and frequency of such facilities in the locality
- The amenities of properties in the vicinity in residential areas
- The floor area used for the display of alcohol products is subsidiary to the main use of the shop and that area should be no more than 10% of the total floor area
- The location of the display area of alcohol products shall be in an unobtrusive position, not near the entrance or windows of the shop and preferably to the rear of the premises
- The area for the display of alcohol products shall be detailed on the floor plans and the display of alcohol products shall be limited to this area only
- The area for the display of alcohol products should be secure and monitored

In the case where a grant of planning permission is considered, the provision will be strictly regulated, and regard shall be given to the need to impose the following conditions:

- Limiting the display area of alcohol products to that area of the shop only as detailed on the plans

- No advertising of the sale of alcohol products on the façade/frontage of the premises
- No display of alcohol products or advertising of the sale of alcohol products on or near both the entrance and the windows

17.30 RESTAURANTS

(see also Policies RD8 & RD16, and Appendix 4 – Category 1 & 2 Streets)

The positive contribution of café and restaurant uses and the clusters of such uses to the vitality of the city is recognised.

In considering applications for restaurants, the following will be taken into consideration:

- The effect of noise, general disturbance, hours of operation and fumes on the amenities of nearby residents
- Traffic considerations
- Waste storage facilities
- The number/frequency of restaurants and other retail services in the area (where a proposal relates to a category 1 or 2 shopping street as defined in Figure 18 and Appendix 4).
- The need to safeguard the vitality and viability of shopping areas in the city and to maintain a suitable mix of retail uses

17.31 MIXED USE DEVELOPMENT

To create a vibrant city, it is important that development, where it occurs, accommodates a mix of uses. In considering proposals for mixed use developments the protection of amenity and the reduction in conflict between the various uses will be of paramount importance. Factors such as levels of noise and air pollution and security will be considered. Where these factors would

affect amenities, all proposals must include measures to reduce noise levels between the different uses to ambient noise levels and enhance security.

Acceptable floor to ceiling heights may be specified by the planning authority depending on location and to allow for internal ducting. In all development, measures should be incorporated to effectively control the extraction of fumes / odours.

In new development internal ducting / flues for the extraction of fumes from food premises shall be incorporated to discharge at roof level. In order to minimise noise disturbance, sound insulation shall be incorporated between individual units and to the building in order to reduce the transmission of impact and airborne noise between units and/or premises and to or from the external environment. The scheme of sound/acoustic insulation will be submitted with the planning application for development.

17.32 STREET FURNITURE

(see also sections 4.4.5 and 16.1.7, and 17.2.1)

Certain uses in the public realm including elements of street furniture can lead to problems of visual clutter and to obstruction of public footpaths for pedestrians, in particular people with disabilities. These elements include newspaper stands, telephone kiosks, traffic and bus signs, tables and chairs, taxi and bus shelters as well as unauthorised A-frames and spinner stands erected by retailers. It is an objective of Dublin City Council to control the location and quality of these structures in the interests of creating a high quality public domain.

All outdoor furniture provided by private operators including retailers, publicans and restaurateurs, etc., and utility companies should be to the highest quality, preferably in good contemporary design avoiding poor historic imitation and respect the overall character of the area and quality of the public realm and be so located to prevent any obstruction or clutter of all footpaths and paved areas including landings.

In this regard, street furniture will require either a licence under Section 254 of the Planning and Development Act, 2000 (as amended) or planning permission (including street furniture erected on private landings).

In both instances, the applicant will be required to submit details of the location, design, specification and quality of the proposed elements of street furniture. Details of maintenance and cleansing schedules together with a certificate of structural stability may also be required.

In considering applications for outdoor tables and chairs, the planning authority shall have regard to the following:

- Size and location of the facility
- Concentration of existing street furniture in the area
- The visual impact of the structure, particularly in relation to the colour, nature and extent of advertising on all ancillary screens
- Impact on the character of the streetscape
- The effects on the amenities of adjoining premises, particularly in relation to hours of operation, noise and general disturbance
- Impact on access and visibility

17.33 AUTOMATIC TELLER MACHINES (ATMS)

The provision of automatic teller machines (ATMs) will be regulated, having regard to the following:

- The protection of the character of the building or shopfront in which the ATM is installed, in particular, where the building is a protected structure or in a conservation area or Architectural Conservation Area (ACA)
- The minimisation of disturbance to adjoining premises through queuing
- The design and location must be such that they are accessible to all
- In general, no more than one ATM should be placed in a shopfront so as to avoid the creation of a dead frontage
- The control of the amount of litter generated by these machines; paper receipts will not be acceptable on principal shopping streets, at protected structures, and in conservation areas
- The need for signs or logos to be discreetly incorporated into the overall design
- The avoidance of a traffic hazard

Dublin City Council will encourage the provision of ATMs in retail stores in the interests of public safety and protecting building character.

17.34 NIGHT CLUBS / LICENSED PREMISES

In recognition of the importance of Dublin as a thriving and multi-dimensional capital city, there is a need to facilitate the concept of the 24-hour city particularly in the city centre and other key district centres. Dublin City Council will encourage entertainment/culture/music uses and uses such as internet cafés, which help create an exciting

city for residents and tourists alike, and are capable of attracting people in cutting edge industries such as digital media.

There is a need to strike an appropriate balance between the role of these entertainment uses in the economy of the city and the following:

- To maintain high quality retail functions on the primary city centre streets and ensure a balanced mix of uses
- To protect the amenities of residents from an over-concentration of late night venues

Noise emanating from and at the boundaries of these establishments are issues which will need to be addressed in the submission of a planning application. Noise insulation and reduction measures, especially to any air-conditioning or ventilation plant and including entrance lobbies, will be required to be submitted with the planning application.

The development of 'super pubs' will be discouraged and the concentration of pubs will be restricted in certain areas of the city where there is a danger of over-concentration of these to the detriment of other uses. In these areas it will be a priority to preserve the form, character and scale of the traditional Dublin pub.

In neighbourhood centres the provision of neighbourhood pubs/cafés, with a gross floor area of approximately 150sq.m will be acceptable in principle. The provision of food preparation areas/kitchens will be favourably considered. The same controls that apply to restaurants, take-aways and amusement centres will apply here.

The onus is on the applicant to demonstrate that the new use, extension to the existing use or variation in opening

hours will not be detrimental to residential amenity, environmental quality or the established character of the area.

17.35 TELECOMMUNICATIONS APPARATUS

In evaluating planning applications for the provision of telecommunications apparatus installations, Dublin City Council will have regard to the guidelines for planning authorities on Telecommunications Antennae and Support Structures, issued by the DoEHLG, July 1996 (or as may be amended from time to time). Dublin City Council favours co-location of such facilities by different operators on the same mast or cabinets in order to discourage proliferation and clutter (see section 5.2.4.13 and Appendix 18).

17.36 CONTAMINATED LAND

Due to a mixture of historic industrial land-uses and land reclamation, there are a number of locations in the city where contaminated land could cause an environmental problem. Much of this contaminated land lies within the Dockland area where there is a range of potential contaminants within the fill material used in land reclamation, such as, builders' rubble, cinders, ash, organic and possibly hazardous waste. Any contaminated land will require appropriate remediation prior to redevelopment of such, including in some instances removal of material from the site, which may require a licence under the Waste Management Act, 1996 prior to the undertaking of such works. Some sites may require measures to address landfill gases.

In addition, Appendix 19 contains the list of SEVESO II sites where the Health and Safety Authority must be contacted for technical advice prior to proposals for development in the vicinity of these sites.

In all cases involving contaminated land, it is the policy of Dublin City Council to insist on the highest standards of remediation and where appropriate to consult with the Environmental Protection Agency and other relevant bodies to resolve the environmental pollution created by contaminated land. Where the previous history of a site suggests that contamination may have occurred, developers will be responsible for the following:

- Undertaking a detailed site investigation, soil testing and analysis to establish whether contamination has occurred
- Providing a detailed written report of investigation and assessment (including recommendations for treating the affected ground) to Dublin City Council
- The decontamination of sites prior to new development works taking place, and the prohibition of development until Dublin City Council is satisfied that the affected ground has been satisfactorily treated
- Decontamination activities should ensure that there is no off-site migration of contaminants via run-off, soils or groundwater

17.37 HOURS OF WORK

On sites where noise generated by building operations would seriously affect residential amenity, building operations must be carried out between 0700 and 1800 hours Monday to Friday and between 0800 hours and 1400 hours on Saturdays only. No work shall be carried out on Sundays or Bank Holidays. This does not apply to works on public roadways.

17.38 NOISE

The planning authority will have regard to the Dublin Agglomeration Action Plan Relating to the Assessment & Management of Environmental Noise, when assessing planning applications (see section 5.2.4.10, 17.9.1 A1.5, 17.31, and 17.37).

Where it is considered that a proposed development is likely to create disturbance due to noise, a condition may be imposed by the planning authority on any planning permission limiting the hours of operation and level of noise generation.

17.39 PETROL STATIONS

17.39.1 Design and Amenity

New petrol stations and refurbished existing stations will be required to have a high standard of design and layout. Standard corporate designing may need to be modified as required by local circumstances. The forecourt canopy should be integrated into the overall design, and sited so that it does not dominate the surrounding buildings. Standard corporate design may need to be modified in this regard.

Petrol stations will not generally be permitted in residential areas, unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obtrusion, safety considerations or fumes and smells.

Hours of operation will be limited in residential areas to between 0600 hours and 2300 hours. Car-washing and turbo-drying facilities are to be sited so as not to interfere with residential amenities. Traffic safety standards are set out in Appendix 8.

17.39.2 Use of Lighting

Forecourt lighting, including canopy lighting, should be limited to that which is necessary for the safe operation of a petrol station. The use of high-level and powerful lighting should not interfere with the amenities of adjoining premises.

17.39.3 Landscaping and Screening

Landscaping, including trees or shrub planting and suitable screening, shall be required to protect the amenity of the surrounding area and enhance the appearance of the development.

17.39.4 Signage

Signs should be limited in number and design and located so as to generally form part of the buildings or other structures on site. The placing of signs of any description on footpaths, grass verges or any part of a public roadway will not be permitted. A proliferation of illuminated and non-illuminated signs, flags and bunting will not be permitted, as this leads to clutter and detracts from the visual amenities of the area.

17.39.5 Ancillary Uses at Petrol Stations

The essential purpose of petrol stations is to provide facilities for the sale of fuels for vehicles. In view of the possible conflict between pedestrians and vehicles, the sale of goods from a petrol station may only be permitted as an ancillary small scale facility which would remain secondary to the use as a petrol filling station and where it would not adversely affect local amenities and established neighbourhood centres.

Where it is proposed to include the sale of food on the premises it shall be confined to food as defined under “shop” in Section 2 of the Planning and Development Regulations 2001 and will not include the

sale of hot food on or off premises except where planning permission has been granted for such use.

17.40 CAR PARKING STANDARDS

(see section 5.1.4.7)

The Dublin City Council area is divided into three areas for the purpose of parking control, as shown on Map J. Parking Zone 1 is generally within an inner city location where transport corridors intersect, or that has significant interchange potential. Parking Zone 2 occurs alongside transport corridors and the remainder of the city falls under Parking Zone 3. Parking is an integral element of overall land-use and transportation policy within the city, and the purpose of the parking standards set out in Tables 17.1 and 17.2 is to ensure that an appropriate level of parking is provided to serve new development. The tables specify the requisite level of on-site parking to be provided for residents, staff and visitors for various types of development.

Car parking provision in Zones 1 and 2 is restricted on account of the proximity of these locations to public transport. An increased density of development may be permitted in certain instances in locations in Zone 1 and those parts of Zone 2 where the development is in close proximity to good public transport links.

Where a potential development site falls on the boundary of two or more parking zones, it is at the discretion of the planning authority to decide the appropriate level of car parking to serve the development having regard to the location of the site and its accessibility to existing and proposed public transport facilities.

The car parking standards set out in Table 17.1 shall be generally regarded as the maximum parking provision and

parking provision in excess of these maximum standards shall only be permitted in exceptional circumstances e.g. boundary areas, or where necessary for the sustainable development of a regeneration area (see section 16.3). It is the intention of the planning authority that such relaxations in car parking standards shall only apply until such time as a similar accessibility based parking policy and parking standards as applicable to the Dublin City Council area are adopted by the adjoining planning authorities in the Dublin metropolitan area.

Zone 2 parking standards should be applicable in key district centres as these areas are a focus for integrated land-use/transportation and generally allow for higher densities.

Parking provision below the maximum may be permitted in certain instances subject to such provision not impacting negatively on the amenities of surrounding properties or areas and there being no potential negative impact on traffic safety. In addition, the planning authority may require the maximum number of car parking spaces specified in Table 17.1 to be further reduced where it is considered that the surrounding road network is not sufficient to cater for the volume of traffic likely to be generated by the proposed development.

There is a predisposition to consider residential off-street car parking, subject to design and safety criteria, particularly along Quality Bus Corridors (QBCs) and to facilitate traffic management proposals. However, proposals for off-street parking in the front gardens of single dwellings in predominantly residential areas will not be permitted where residents are largely reliant on on-street car parking and there is a strong demand for such parking.

17.40.1 Dublin Docklands

The parking standards set out in Table 17.1 and 17.2 will also apply to the Docklands area with the exception of Dublin Docklands Development Authority (DDDA) – Planning Scheme areas where DDDA Planning Scheme parking standards should apply.

17.40.2 Service Areas

Service areas will be provided where appropriate within the curtilage of the site. These areas are to be used exclusively for service and delivery vehicles, details of which will be determined by the planning authority. In addition, premises shall be expected to provide a sufficient amount of storage space. For convenience retail stores, it is expected to be a minimum of 20%. Where no off-street services or on-street storage can be provided, it shall be a requirement of all new developments to submit full details of all new deliveries, including both their time, frequency and manner to the planning authority.

17.40.3 Car Park Licensing

Dublin City Council will develop licensing of all public car parks within the canal ring to ensure the provision of casual and shorter stay business, shopper and visitor parking. Commuter and contract parking is not acceptable in these facilities. Car park licensing will be employed to prescribe charges and opening hours and possibly space allocation. All applications for medium to large developments should include accommodation for taxi ranks.

17.40.4 Taxi parking

It is the policy of Dublin City Council to facilitate the development of taxi ranks at various locations throughout the city. All applications for high density new development should include details of how taxis can be accommodated.

17.40.5 Disabled Car Parking

Where car parking is provided, whether for residents, employees, visitors or others, a number of car-parking spaces for people with disabilities should be provided on a proportional basis. At least 5% of the total number of spaces should be designated car-parking spaces, with a minimum provision of at least one such space.

In particular circumstances the planning authority may require a higher disabled parking content depending on the nature of development. All disabled parking should be allocated and suitably signposted for convenient access.

17.40.6 Motorcycle Parking

New developments shall include provision for motorcycle parking in designated, signposted areas at a rate of 4% of the number of car parking spaces provided. Motorcycle parking areas should have limited gradients to enable easy manoeuvrability and parking. Fixed and robust features such as rails, hoops or posts should be provided to secure a motorcycle using a chain or similar device.

17.40.7 Layout of Car Parking Spaces

Car parking spaces should generally be sited within established building lines in such a manner as to ensure minimal injury to the amenity of adjoining premises. Where parking will be open to public view, adequate landscaping and tree planting must be provided to counteract the appearance of the parking areas. All car parking bays are to be clearly demarcated in accordance with the design criteria in section 17.40.9.

17.40.8 Multi-Storey Car Parks

Construction and layout standards for multi-storey and underground car parks are as set out in the document, Design Recommendations for Multi-Storey and

Underground Car Parks (current edition), published by the Joint Committee of the Institute of Structural Engineers and the Institution of Highways and Transportation. (see Appendix 8)

17.40.9 Design Criteria

(see also section 17.10.6 and 17.10.7 for parking related to Protected Structures and Conservation Areas)

The car parking standards in Table 17.1 and the associated circulation and manoeuvring space must be provided within the curtilage of the building, clear of the carriageways and footways, whether public or private, giving access to the premises. The basic dimensions required for the layout of car parking areas are as follows:

- Short-term parking bays (for shopping centres particularly) shall be 2.5m wide by 4.75m in length. In no instance shall a width of less than 2.4m be accepted, even for long-term (office blocks) parking spaces.
- Parking bay widths for people with disabilities will be a minimum of 3.0m wide by 4.75m long. The number of spaces to be provided will be determined by the planning authority in accordance with Building Regulations (Part M) and any other relevant guidelines. (See also section 17.40.5)

Recommended aisle widths:

Parking Angle	Preferred Width
90°	7m (two-way aisle)
90°	6m (one-way aisle)
80°	5.25m (one-way aisle)
70°	4.7m (one-way aisle)
60°	4.2m (one-way aisle)
50°	3.8m (one-way aisle)
45°	3.6m (one-way aisle)

17.40.10 Pro-active Car Parking Policy

Dublin City Council will seek to discourage commuter parking while continuing to facilitate adequate car parking provision for shopping, business and leisure use in the city through the implementation of pro-active parking policies.

17.40.11 On-Street Car Parking

Public on-street parking is a necessary facility for shoppers and business premises and is necessary for the day-to-day functioning of the city. Dublin City Council will preserve available on-street parking where appropriate. However, the space currently occupied by on-street parking may be needed in the future for strategic transportation projects.

There will be a presumption against the removal of on-street parking spaces to facilitate the provision of vehicular entrances to single dwellings in predominantly residential areas where residents are largely reliant on on-street car parking spaces.

17.40.12 Parking in Mixed Use Developments

Where shared car parking is provided to serve mixed-use developments, a car park management plan shall be prepared for the development to indicate how access to car parking will be controlled and managed to safeguard residential parking and limit parking for office and commercial uses to required limits.

17.40.13 Residential Car Parking in Apartments

One car parking space shall be provided off-street within the curtilage of the development per residential unit, or as required by Table 17.1. Each space shall be permanently assigned to and sold with

each apartment and shall not be sublet or leased to non-residential owners or occupiers.

The standard for one space per apartment is to provide for car storage to support family friendly living policies in the city and make apartments more attractive for all residents. It is not intended to promote the use of the car within the city. If the car space is not required in the short-term it could be given over to other residential storage uses.

Table 17.1 – Car Parking Standards for Various Land-uses

Land-use	Zone	Car Spaces
Enterprise and Employment / Offices / General Industry (inc warehousing)	1	1 per 400sq.m GFA (Gross floor area)
	2	1 per 200sq.m GFA
	3	1 per 100sq.m GFA
Retail Supermarkets	1	1 per 400sq.m GFA
	2	1 per 100sq.m GFA
	3	1 per 30sq.m GFA
Other Retail and Main Street, Financial Offices (excl. retail warehouse)	1	1 per 350sq.m GFA
	2	1 per 275sq.m GFA
	3	1 per 75sq.m GFA
Industry	1	1 per 400sq.m GFA
	2	1 per 200sq.m GFA
	3	1 per 75sq.m GFA
Warehouse Retail (non food)	1	1 per 300sq.m GFA
	2	1 per 200sq.m GFA
	3	1 per 35sq.m GFA
Warehouse	1 & 2	1 per 450sq.m GFA
	3	1 per 200sq.m GFA
Residential	1 & 2	1 per dwelling
	3	1.5 per dwelling
Elderly Persons Dwellings / Warden Supervised Dwellings / Sheltered Housing	1	1 per 4 dwellings
	2 & 3	1 per 2 dwellings
Youth Hostel	1	None
	2	1 per 30 bedspaces
	3	1 per 15 bedspaces
Student Hostel	1	None
	2	1 per 20 bedspaces
	3	1 per 10 bedspaces
Residential Institution	1	None
	2	1 per 20 bedspaces
	3	1 per 10 bedspaces
Hotels and Guest Houses	1	1 per 4 rooms
	2	1 per 3 rooms
	3	1 per 1 room

Land-use	Zone	Car Spaces
Clinics and Group Practices	1	1 per consulting room
	2 & 3	2 per consulting room
Churches, Theatres, Cinemas and Auditoriums	1	1 per 100 seats
	2	1 per 25 seats
	3	1 per 10 seats
Restaurants, Cafes and Take Aways	1	None
	2 & 3	1 per 150sq.m seating area
Public Houses	1	None
	2	1 per 300sq.m NFA (net floor area)
	3	1 per 50sq.m NFA
Schools	1	None
	2 & 3	1 per Classroom
Colleges of Further Education	1	None
	2 & 3	1 per classroom and 1 per 30 students
Funeral Homes	1, 2 & 3	4 off-street parking spaces
Hospitals (Out Patient facilities)	1	1 per 150sq.m GFA
	2	1 per 100sq.m GFA
	3	1 per 60sq.m GFA
Nursing Home	1	1 per 3 patient beds
	2 & 3	1 per 2 patient beds
Cultural and Recreational Buildings	1	1 per 400sq.m GFA
	2	1 per 250sq.m GFA
	3	1 per 100sq.m GFA
Nightclub / Dance Hall / Dance Club	1	None
	2	1 per 10sq.m floor area
	3	1 per 3sq.m floor area
Other Cultural and Recreational and Leisure Uses	1, 2 & 3	Dependent on nature and location of use.

Note: In assessing car parking requirements for hospitals Dublin City Council will have regard to the numbers of medical staff, administration staff, patients and visitors.

17.41 CYCLE PARKING

(see section 5.1.4.4)

Secure cycle parking facilities shall be provided in new Public Transport Interchanges, office blocks, apartment blocks, shopping centres, hospitals, etc., in accordance with the standards set out in Table 17.2. Bicycle Parking Stations should be provided in strategic new Public Transport Interchanges. Secure bicycle racks shall be provided in all cases where bicycle parking is deemed to be necessary by the planning authority. Such racks should be within 25m of a destination for short-term parking (shops) and within 50m for long-term parking (school, college, office). All long-term (more than three hours) cycle racks shall be protected from the weather.

All on-street stands or racks should be capable of performing the basic functions of supporting the bicycle and protecting it against theft or vandalism. Off-street storage/parking facilities should provide adequate shelter, lighting, safety and security, ease of access and egress, and an appropriate level of supervision.

Guidance for selecting the most appropriate type of bicycle parking facility depending on location and user needs is outlined in the National Cycle Manual, 'Bicycle Parking Facilities' Dublin City Council will have regard to this document when considering applications where bicycle parking is a requirement.

17.41.1 Multi-Storey Car Parks and Cycle Facilities

All cycle facilities in multi-storey car parks will be at ground floor level and completely segregated from vehicular traffic. Cyclists should also have designated entry and exit routes at the car park.

17.41.2 Location of Cycle Stands

Cycle parking facilities will be conveniently located, secure, easy to use, adequately lit and well signposted. Weather protected facilities should be considered where appropriate. In addition, parking should be placed within a populated, well supervised area, and monitored by CCTV where possible.

17.41.3 Security

Cyclists should be able to secure both frame and wheels to the cycle parking stand. Secure cycle compounds should be provided where feasible and in particular in large office developments, multi-storey car parks and railway stations.

17.41.4 Shower and Changing Facilities

Suitable shower and changing facilities will be made available in large-scale developments incorporating high amounts of cycle parking. Facilities should be secure, lockable and located in well-lit locations. The following standards shall be adhered to:

- 1 shower per office development over 100sq.m (approximately 5 employees)
- A minimum of 2 showers for office developments over 500sq.m (approximately 25 employees).
- 1 shower per 1000sq.m thereafter
- Changing/drying areas, toilets and lockers should be provided in association with shower facilities.

17.41.5 Lockers

The number of lockers provided should relate to the number of cycle parking spaces. Lockers should be well-ventilated, secure and lockable. Lockers that facilitate multiple short-term users are recommended.

17.41.6 Financial Contributions

In exceptional circumstances, where cycle parking cannot be incorporated into the development, the developer will be required to pay a financial contribution in lieu of providing the cycle parking. Where a developer is unable or does not wish to provide the specified number of cycle parking spaces on site, a financial contribution in lieu will be required towards the cost of providing such spaces off the site, where such a relaxation is deemed appropriate by the planning authority. Such a contribution will be set at €400 for each cycle parking space, or as amended by the Dublin City Council Cycling Strategy.

Table 17.2 Cycle Parking Standards for Various Land-uses

(All areas quoted are gross floor area)

Land-use	Zone	Cycle Spaces
Enterprise and employment	1 & 2	1 per 100sq.m
	3	1 per 150sq.m
Shops and Main Street Financial Offices	1 & 2	1 per 150sq.m
	3	1 per 200sq.m
Residential (houses and apartments)	All zones	1 per unit
Hotels	1	Under 50 bedrooms – 1 per 6 bedrooms
		Over 50 bedrooms – 1 per 10 bedrooms (Minimum of 10 cycle spaces)
		1 per 12 bedrooms
		1 per 15 bedrooms
Clinic and Group Medical Practices	1 & 2	1 per 2 consulting rooms
	3	1 per 4 consulting rooms
Churches, Theatres, Halls, Cinemas, Multiplex Cinemas	1 & 2	5 per 100 seats
	3	3 per 100 seats
Restaurants and Cafés	1 & 2	1 per 150sq.m
	3	1 per 200sq.m
Public Houses	1 & 2	1 per 150sq.m
		1 per 200sq.m
Primary Schools	All zones	1 per 6 pupils
Other Educational Buildings	All zones	1 per 3 pupils / students
Funeral Homes	All zones	As required
Hospitals	1	1 space / 4 hospital beds
	2	1 space / 5 hospital beds
	3	1 space / 6 hospital beds
Cultural and Recreational Buildings	1	1 per 100sq.m
	2	1 per 150sq.m
	3	1 per 200sq.m
Multi-storey Car Parks	All zones	At least 15% of the number of car parking provided
Train Stations	All zones	7 per number of trains at the two-hour peak period a.m. (minimum of 100 spaces)
Park and Ride Areas (bus)	All zones	30% of all car parking spaces unless otherwise agreed

Land-use	Zone	Cycle Spaces
Bus Interchanges	All zones	2 per 100 passengers peak flow (minimum of 50 spaces)
Public Buildings	1 & 2	10% of the number of visitors per day
	3	5% of the number of visitors per day



APPENDICES

APPENDIX 1 – SCHEDULE OF NON STATUTORY PLANS

Schedule of Non Statutory Plans

The following Plans are used for development management and planning guidance purposes:

- Pelletstown Action Area Plan
- Finglas Regeneration Plan
- Northside/Cromcastle Plan
- North Fringe Framework Development Plan
- Chapelizod Village Urban Design and Conservation Plan
- Park West/Cherry Orchard Framework Development Plan
- Heuston and Environs Framework Development Plan
- City Markets Framework Development Plan
- Ballymun Plan
- City Centre Retail Core Framework Plan
- Temple Bar Plan
- Dolphin's Barn Framework Development Plan
- George's Quay Plan (when adopted)
- Drimnagh Integrated Area Plan
- Naas Road Lands Strategic Plan
- Richmond Road Action Area Plan
- Rathmines Local Action Plan
- Whitehall Framework Plan
- City Canals Plan (when adopted)

APPENDIX – 2 NATIONAL, REGIONAL AND LOCAL GUIDANCE

Introduction

The development plan has been prepared in the context of a systematic hierarchy of land-use and spatial plans and other relevant guidance, including: the National Climate Change Strategy; the National Development Plan; the National Spatial Strategy; Transport 21; the Sustainable Development Strategy for Ireland; the Regional Planning Guidelines; and the Dublin City Development Board Review and Action Plan. The hierarchy of plans acknowledge that the Dublin city region is a key economic driver for the country and that it is important to foster a strong and competitive city region. In this context, there is a need for improved integrated public transport based mobility as envisaged under Transport 21, the development of more compact and well designed sustainable communities with the consolidation of urban centres and an increase in the overall density of development.

National Climate Change Strategy 2007-2012

(see also Policy SI23)

The National Climate Change Strategy aims to reduce energy consumption and ensure Ireland reaches its target under the Kyoto protocol to limit greenhouse gas emissions to 13% above 1990 levels by 2012.

The strategy shows, sector by sector, that the range of existing and additional measures which have already been developed, will reduce Ireland's greenhouse gas emissions by over 17 million tonnes (Mt) of carbon dioxide equivalent in the period 2008-2012.



National Development Plan 2007-2013

The National Development Plan (NDP) envisages spending €184 billion to create a prosperous Ireland characterised by sustainable economic growth, greater social inclusion and balanced regional development. The NDP recognises the importance of supporting a strong and competitive Greater Dublin Area that continues to drive its own development and that of the State through improved public transport based mobility, development of more compact and sustainable communities and high quality international and domestic transportation connections.

The NDP investment priorities for the Dublin gateway include: implementation of the key public transport elements of Transport 21; completion of the M50 upgrade; a comprehensive study of the role of Dublin Port; further investment in environmental services infrastructure; development of tourism, sport and cultural facilities on a PPP basis (such as the National

Conference Centre, the new National Theatre and the new National Concert Hall) or by direct grant (Lansdowne Road Stadium); continuing investment in urban renewal and enhancement of the physical fabric of the gateway (e.g. the regeneration of Ballymun).

The current economic contraction may result in the spending and projects outlined in the NDP being curtailed as the expenditure originally envisaged in the NDP is based on an assumption that the Irish economy will expand at an average rate of around 4 – 4.5% per annum over the period 2007-2013.

National Spatial Strategy 2002-2020

(see also sections 4.4.3.1 and 15.1, Policies SI1 and HR4, and fig.15)

The National Spatial Strategy (NSS) is a twenty year planning framework designed to achieve a better balance of social, economic, physical development and population growth between regions. The

NSS envisages creating a better quality of life for all people, a strong competitive economy and an environment of the highest quality.

The NSS recognises that much of Ireland's prosperity has been generated in the Greater Dublin Area (GDA) and that the performance of the GDA will remain pivotal to the overall economic well being of Ireland. Dublin as the capital city plays a vital national role which needs effective strategic planning and management of the strong development pressures within it to secure and consolidate that role for the future. The physical consolidation of Dublin supported by effective land-use policies for the urban area itself is required for Dublin to grow in population and output terms without spreading physically into surrounding counties. Consolidation and investment in public transport will assist in promoting a more efficient and competitive Greater Dublin Area.

Sustainable Development: A Strategy for Ireland (1997)

[\(see also Policy QH10, and section 13.4\)](#)

The national strategy for sustainable development provides a framework for the achievement of sustainability at local level. Planning authorities are required to incorporate the principles of sustainability into their development plans and ensure that planning policies support its achievement.

The strategy identifies key ways in which development plans can contribute to the achievement of sustainability including:

- Encouraging efficiency in the use of energy, transport and natural resources through the careful location

of residential, commercial and industrial development and by controls on the shape, structure and size of settlements

- Promoting the most effective use of already developed areas
- Securing the protection and enhancement of the natural environment, including unique or outstanding features, landscapes and natural habitats
- Accommodating new development needs in an environmentally sustainable manner

The strategy identifies the need for integrated land-use and transportation policies in order to help minimise the potential growth in private transport demand and to increase the use and efficiency of public transport.

Transport 21

[\(see also section 5.1.4.3\)](#)

Transport 21 is a €34 billion capital investment framework under the National Development Plan through which the transport system in Ireland will be developed, over the period 2006 to 2015. This framework will address the twin challenges of past investment backlogs and continuing growth in transport demand. The projects and programmes that make up Transport 21 will aim to:

- Increase accessibility – making it easier for everybody to get to and from work, school, college, shopping and business
- Ensure sustainability – recognising that a modern transport system must be sustainable from an economic and environmental perspective
- Expand capacity – addressing existing deficiencies and providing for future growth

- Increase use – managing the transport network whilst seeking to increase the use of public transport
- Enhance quality – improving safety, accessibility, integration, reliability, speed and comfort

The main objectives of the investment programme for the Greater Dublin Area are –

- To develop Metro North and Metro West
- To construct the DART underground providing a tunnelled link between Inchicore and the Docklands, via St. Stephen's Green and linking with the Northern line
- To extend the Luas network to the Docklands, Citywest, Bray and construct a new line from St Stephen's Green to Liffey Junction (joining the two existing Luas lines), and construct a new line from Lucan to the city centre
- To develop the bus network to create a meshed network of services and reorient it to take account of the rail developments described above
- To create a network of interchange points across the network to allow users transfer easily
- To introduce a smartcard integrated ticket which can be used on all public transport services
- To develop park and ride facilities at carefully chosen locations
- To implement a phased programme of demand management measures
- To introduce an integrated public transport information system
- To complete the upgrade of the M50

Smarter Travel – A Sustainable Transport Future.

(see also section 5.1.4.3 and Appendix 5)

The government's Smarter Travel – A Sustainable Transport Future, 2009 is the transport policy for Ireland for the period 2009-2020. The policy recognises the vital importance of continued investment in transport to ensure a competitive economy, but it also sets out the necessary steps to ensure the use of more sustainable transport modes such as walking, cycling and public transport. It is a response to the unsustainable growth in demand for road transport with regard to congestion; local air pollution; climate change; security of energy supply and quality of life. The overarching aim is that by 2020 future population and economic growth will occur predominantly in sustainable compact urban and rural areas.

The main objectives are to reduce dependency on car travel and long distance commuting, increase public transport modal share and encourage walking and cycling, improve quality of life and accessibility for all, improve economic competitiveness through increased efficiency of the transport system, reducing greenhouse gas emissions and dependency on fossil fuels.

Regional Planning Guidelines for the Greater Dublin Area 2010-2022

(see also Policies HR4 and QH2, and Appendix 3)

The Greater Dublin Area (GDA) incorporates the Dublin Regional Authority and the Mid East Regional Authority and the geographical areas covered by Dublin City, Dun Laoghaire-Rathdown, Fingal, South Dublin, Kildare, Meath and Wicklow.

Regional Planning Guidelines (RPGs) for the GDA were first adopted in 2004 and set out a strategic framework for planning and development of the region up to 2016 and the implementation of the strategic planning framework set out in the National Spatial Strategy (NSS) published in 2002. In accordance with the Planning and Development Act, 2000 (as amended), a review of Regional Planning Guidelines is required every 6 years. The RPGs incorporate strategic key themes affecting the region to 2022 and beyond.

Dublin City Development Board – Review 2006–2008 and Action Plan 2009–2012

The Dublin City Development Board was established under the Local Government Act, 2001. It works to create a strategic alliance for the city with in partnership with the four sectors of local government; local development; statutory agencies and social partners. The aim of the Board is: “To enhance the coordination and integration of public service delivery, while maximising the contribution of all stakeholders to the betterment of the social, economic and cultural life of the city.”

The Board does this through the implementation of its ten year strategy for the city, ‘*Dublin – A City of Possibilities, 2002-2012*’, – a strategic response to the issues and challenges facing the city to 2012. The revised strategy concentrates on three main themes (a) social inclusion; (b) economic development; and (c) environmental sustainability with a view to contributing to the wellbeing and quality of life of people in the city.

Water Services Plan 2009

The Water Services Plan 2009 summarises the current strategic plans for water supply, wastewater, drainage and storm water developed over past decades. This strategic plan includes:

- Greater Dublin Water Strategic Plan 1996-2016 (GDWSSS)
- Greater Dublin Strategic Drainage Strategy and Study 2005-2031 (GDSDS)
- Dublin Water Supply Studies – Storage & Storage Policy Guidelines for Drinking Water
- Greater Dublin Regional Code of Practice for Drainage Works
- Dublin City Council policies deriving from Coastal Zone Risk Assessment Study, SAFER and Flood Resilient City Projects

These have identified new infrastructure required for Dublin and the region funded through Department of Environment, Heritage and Local Government (DoEHLG) Water Services Investment Programme (WSIP) and OPW flood risk reduction investment programme. The Strategic Environmental Assessment of this Development Plan 2011-2017 incorporates the Dublin City Council Water Services Strategic plan 2009.

APPENDIX 3 – THE DUBLIN CITY COUNCIL HOUSING STRATEGY 2011 – 2017

(see also Chapter 11)

1 INTRODUCTION

Part V of the Planning and Development Act 2000 (as amended) requires each planning authority to include in any development plan it makes “a strategy for the purpose of ensuring that the proper planning and sustainable development of the area of the development plan provides for the housing of the existing and future population to the area in the manner set out in the strategy”.

The Act specifies that the housing strategy shall:

- Include an estimate of, and provision for, the existing and likely future need for housing in the area covered by the development plan. While the estimate of likely future needs should relate at least to the life of the development plan, it should also relate to broader and longer-term strategies (e.g. Regional Planning Guidelines and the National Spatial Strategy)
- The planning authority shall ensure that sufficient and suitable land is zoned in its development plan for residential use (or for a mixture of residential and other uses), to meet the requirements of the housing strategy and to ensure that a scarcity of such land does not occur at any time during the period of the development plan
- Take into account the need to ensure that housing is available for persons who have different levels of income, and in particular for those in need of social or affordable housing in the area. A housing strategy shall therefore provide

that as a general policy a specified percentage, not being more than 20% of the land zoned in the development plan for residential use, or for a mixture of residential and other uses, shall be reserved for social and/or affordable housing

- Ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, as may be determined by the planning authority, including the special requirements of elderly persons and persons with disabilities
- Counteract undue segregation in housing between persons of different social backgrounds. The planning authority may indicate in respect of any residential area that there is no requirement for social/affordable housing in respect of that area, or that a lower percentage than that specified in the housing strategy may instead be required

The settlement strategy established in the Regional Planning Guidelines is focused on achieving the following key principles: (i) achieving the potential of the Greater Dublin area as an international gateway; (ii) consolidated and sustainable cities and towns; and (iii) supporting high quality public transport. In this context, the core strategy of the development plan emphasises the importance of continuing to manage the remaining zoned land in a sustainable manner, in order to reduce urban sprawl and provide for a quality compact city of mixed tenure neighbourhoods, catering for a wide range of family types, including the elderly.

It is the policy of Dublin City Council to meet the population and household targets set out for Dublin City in the Regional

Planning Guidelines (RPG) for the Greater Dublin area and its reviews and updates. The Regional Planning Guidelines provide a long-term strategic planning framework for the development of a region over a 12-20 year period.

The regional population target and household allocation contained in the Regional Planning Guidelines for the Greater Dublin area 2010-2022 are outlined below:

Regional Population Target and Housing Allocation for Dublin City Council			
	2006 Census	2016	2022
Population Target	506,211	563,512	606,110
Housing Allocation	223,098	265,519	319,903

The housing strategy is based on the regional population target and housing allocation. This ensures that the housing strategy is based on robust long term targets applicable to all the local authorities in the region. In order to ensure that the housing strategy accords with the development plan period of 2011-2017, it is estimated from the provisional regional

figures for Dublin City Council that the population target for 2017 is 570,612 and the housing allocation for 2017 is 274,583. The housing allocation is regarded as a minimum requirement and should be exceeded where possible.

Population Growth – Dublin City

In 2006 there were 1,187,176 people living in the Dublin region (the four Dublin local authorities) of which 506,211 lived within Dublin City Council’s area. Growth in the Dublin region was 5.7% compared to a national growth of 8.7%, the dip in growth was even more marked in the city where growth was 2.1% or 10,430 people. This modest increase disguises: sharp changes in population in several DED areas within the city; declining average household size in the city which means that the same population requires more housing units; and the maturing of many suburbs where children have left the family home. Dublin City’s population profile is dominated by people in the working age group (24 to 64 years). In Dublin City there are fewer older people than nationally and also fewer very young people, 14.9% under 14 years, compared to 20.4% nationally.

Table 1.1: Age of Population Census 2006

Dependency	Ratio	Total	0 to 14 yrs	15 – 24 yrs	24 – 44 yrs	45 – 64 yrs	65+ yrs
State	46%	4,239,848	864,449	632,732	1,345,873	928,868	467,926
Dublin City	38%	506,211	75,854	85,565	180,760	99,764	64,268
Dublin Area	40%	1,187,176	217,652	192,110	409,912	244,991	122,511

2 ANALYSIS OF HOUSING & HOUSEHOLD DATA

In the last decade almost 140,000 housing units were provided in the Dublin region, 45,000 of which were provided in Dublin City. In 2009 there will be less than 6,000 new units provided (2,500 in the city). The published returns show a steep decline in commencements and house registrations so completions for Dublin are expected to be no more than 2,500 (1,300 in the city) in 2010.

The age of dwellings provides an insight into their condition. There is a significant difference in the age profile of housing in Dublin City compared to the country areas where housing is more recent. 14% of the city's housing stock across all tenures was built before 1919 and 27% was built before 1940 compared to 15% in the entire Dublin area. The age of housing stock has implications for energy sustainability and the general condition of stock in all tenures. The rate of housing construction since 1980 fairly reflects Dublin's share of population growth; i.e. until 2006 when supply exceeded demand as the level of vacant units in the census shows.

Housing Type

Houses are more common than flats representing 66% of all stock. Detached houses are mostly located outside the city; whereas city houses tend to be terraced or semi-detached. Increasingly apartments are the norm; nationally there are 109,866 flats in purpose-built apartment blocks (43,140 in the city). There are also 11,189 flats in converted houses and another 4,829 bed-sits. Occupancy levels in houses tends to be greater than in flats; confirming that families tend to live in houses more than flats particularly in the private sector. For the sake of analysis the city was divided into 16 areas (related to district Electoral Divisions). Flats are found mostly in Pembroke, Rathmines and the city centre and less often in suburban places such as Crumlin, Finglas, Clontarf and Raheny. The distribution of the population between houses and flats shows that 73% of people live in houses while 23% live in flats. The average level of occupancy in flats is 2 whereas it is 2.7 in houses. Interestingly in Priorswood, Cherry Orchard and Raheny the occupancy level in houses is 3+. In the centre city and Inchicore the occupancy levels are lower.

Table 2.1: Housing Constructions Dublin 1999 to 2008

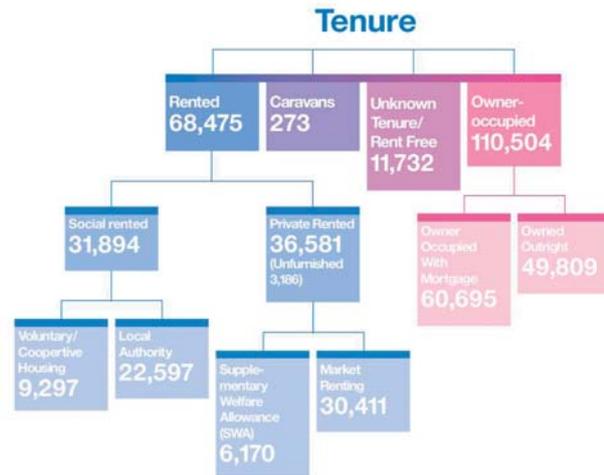
	DLR	FCC	SDCC	DCC	Total
Social	1,157	2,098	2,630	6,341	12,226
Private	15,666	47,314	23,486	40,736	127,202
Total	16,823	49,412	26,116	47,077	139,428
Social as % of Total	6.88%	4.24%	10.07%	13.47%	8.77%

Vacant Units

In 2006 there were 30,499 unoccupied units in Dublin City which 4,518 were either temporarily vacant or were holiday homes. This leaves 25,981 vacant units; 12,476 houses and 13,385 flats, (10% of houses and 18.5% of flats). The housing allocation from the Regional Authority outlined in section 1 assumes that a standardised vacancy rate of 6.5% is appropriate within the housing stock and has taken account of excess housing stock not currently occupied including the market overhang experienced since the 2006 census.

The location of vacant units will affect demand both from purchasers and tenants. Vacant units appear correlated more with private than with social renting. They also occur in areas where housing purchase costs are higher i.e. older more established areas where affordability was an issue for apartments so that people who had money preferred to buy houses elsewhere. The trend of people leaving areas of relatively expensive housing for more affordable ones has been recognised. This trend may become less evident if the cost of buying housing decreases thereby lowering levels of vacancy.

The areas with the highest levels of vacant units expressed as a percentage of all the city's vacant units include the central area, along with parts of the south east and north central areas.



The majority of Irish people live in private tenures either owner-occupied or private rented. Owner occupation in Dublin City was at 65% in 1996, it fell to 53% in 2006, despite there being 4,958 more owner occupied units than in 1996, this is within the context of 43,174 (27%) more units overall. In 2006 unsubsidised private rented accounts for 17%. Just over 13% of private rented tenants receive a rent subsidy.

Table 2.2: Vacancy Levels in Flats and Houses

	Total	House	Flat	Unknown Type	Caravans
Occupied Units	190,984	125,357	59,158	6,196	273
Vacant Units	30,499	12,557	13,424	4,518	0
Visitors/residents absent	1,888	–	–	1,888	0
Total	223,371	137,914	72,582	12,602	273
Percentage Vacant	13.65%	10%	18.5%		

When all forms of renting are taken into account 21% of households benefit from some form of housing subsidy.

When sourcing new housing it is important to protect social mix gains already achieved. Ideally when purchasing/leasing private sector vacant units for social housing, areas with above average levels of social housing should be avoided, instead the focus should be on areas with low levels of social housing.

Housing Unit Size

The most frequently occurring unit size at 69% is 4-6 rooms¹ – generally houses, there were very few 3 bedroom apartments constructed before the introduction of the sustainable apartment living guidelines². Many older areas are well supplied with small units, but family areas like Finglas, Whitehall and Raheny have few small units especially considering their stock levels. Approximately 23% of total units but 45% of small units are located in the centre city area. Flats tend to have less rooms (regardless of m²) as generally they are open plan with combined living areas. Increasingly the discerning market is looking at floor area and floor – to-ceiling height as well as number of bedrooms

The *Survey of Income and Living Conditions* in 2007 undertaken by the CSO and published in August 2009 shows that households living in apartments and bedsits were most likely to report a shortage of space (44%) compared to 21% of those living in terraced houses. Those in rented units and those with children were likely to experience space shortage problems,

1 Census excludes bathrooms and kitchens in calculating housing size. In this analysis 4 to 6 rooms is seen as 3 bedrooms or over.

2 August 2009 survey showed only 10% flats had 3 bedrooms or over.

these are most noticeable in Dublin. Unlike other measures of satisfaction, problems with space were not correlated with income levels and were experienced across the board, older people did not experience space shortage to the same extent as younger households.

Housing Land Availability

Section 95 of the Planning and Development Act, 2000 (as amended) requires that the Council reserve sufficient land to meet future housing needs. The Regional Planning Guidelines for the Greater Dublin Area 2010-2022 set population targets for Dublin City of 563,512 for 2016. The overhang from 2006 to 2008 will take some time to be absorbed, but it is important that there is sufficient serviced and zoned land to provide for long term needs. In 2009 the Council in its study "*Housing Land Availability*" found that there is 503.1 hectares of zoned undeveloped lands which could be developed for residential use. These lands in total could yield 67,016 units at an average density of 135 units per hectare excluding 6.7 ha of currently un-serviced lands in Docklands and excluding infill development potential.

Table 2.3: Housing Land Availability 2009

Location of the Lands	ha
Inner City	107
Outer City	114
Northside Institutional	65.7
Southside Institutional	11.8
Ballymun	46.3
Pelletstown	18.8
Docklands Authority Lands	19.5
North Fringe	120
Total	503.1

3 HOUSING DEMAND

Social and affordable housing is a sub-set of overall demand and relates to the capacity of households to meet their own housing needs. The increase in the need for social housing (voluntary and public housing) between 2002 and 2008 was 922 (12.8%).

Dublin City Council – Assessment of Housing Need

The Housing Act, 1966 continues to be the legal basis for local authorities providing housing accommodation for those in need. The Housing Act 1988 requires that an assessment of housing need is undertaken every three years. The mechanism for providing housing is that a building programme is submitted to Council at the

start of the year for approval and a copy is then sent to the Minister for Environment, Heritage and Local Government. The housing strategy must also provide for future social housing need and must take account of the most recent assessment of housing need undertaken in March 2008 and projected need to March 2017. The statutory three yearly Assessment of Housing Need takes into account households and individuals with special requirements including travellers, older people and people with physical disability. As part of the assessment, approximately 21,000 households indicated their preferred housing options (local authority, voluntary, private rented, shared ownership or affordable). The results of the 2002, 2005 and 2008 assessment are shown below:

Table 3.1: Assessment of Housing Need 2002, 2005 and 2008

	2002	2005	2008
Households Assessed	16,439	18,582	21,000
Less those excluded for the following reasons:			
Deemed not in need of social housing	6,843	8,073	9,537
Overcrowded/Unsuitable local authority units	2,473	2,131	2,379
Travellers and other	35	13	0
Deemed that need would be better met by:			
◆ affordable housing	–	216	226
◆ shared ownership	–	98	32
◆ RAS	–	0	509
◆ private rented		2,262	2,823
◆ disabled persons grant, extensions/improvements in lieu of housing	–	13	5
◆ High Support Sheltered housing or hostel accommodation	–	–	498
Total deemed not in need of social housing	9,351	12,806	16,009
Net need for City Council (public) housing	7,088	5,776	4,991
◆ Registered in another local authority area	95	317	314
◆ Need best met by voluntary housing	–	1,050	1,804
◆ Need for transitional,/high support/sheltered housing or hostel	–	167	0
Net social housing need	7,183	7,310	7,109

Trends and Issues – Overcrowding, Homelessness and Cost

There are some clear trends and ongoing issues in the demand for social housing. Overcrowding in local authority dwellings has been marginally reduced from 2,473 in 2002 to 2,379 in 2008. However, excluding local authority tenants there were 3,342 applications due to overcrowding and involuntary sharing in 2002 compared to 2,029 applicants in 2008. The number of applicants presenting as homeless and assessed as being in need of general housing fell from 1,214 to 532 although a further 498 applicants were deemed to need supported housing and are not included in 4,991. There had been a fall off in the numbers seeking public housing because they were unable to afford to house themselves but the number rose from 1,427 in 2005 to 1,770 in 2008 (it was 1,837 in 2002). The affordability of housing was a serious issue in 2002 when supply lagged behind demand at a time when Dublin's share of population growth was increasing. However the situation has been reversed and demand is now weak in the context of the current economic downturn.

There is also an element of waiting to see if the price floor has been reached and if predictions of further price reductions will materialise. There is also some concern about interest rates and whether there is likely to be a significant interest rate increase.

Social Housing Need 2002 to 2008 by Area of Demand

Social housing need mirrors trends in the private market in that some areas of the city are more popular than others. There tends to be a desire for applicants to live close to their place of origin and this is particularly evident in a general reluctance to cross the river. There are eight allocation areas and applicants choose their order of preference. Some areas are more popular but there is also recognition by applicants of areas where housing is likely to become available and this can influence area selection. The table below shows the level of interest in an area by housing list applicants against social housing provision and private sector and local authority vacancy. It shows sufficient capacity in existing voids to meet social housing needs

Table 3.2: Assessment of Housing Need by Category of Household

Category of Household	1999	2002	2005	2008
Homeless Persons	1,794	1,214	1,390	532
Travellers	144	99	65	82
Elderly persons	363	361	471	397
Unable to afford housing or to remain in existing housing	454	1,837	1,427	1,770
Involuntary sharing	1,032	882	1,231	1,083
Overcrowding/Unsuitable	2,589	2,461	956	946
Disabled or handicapped persons & Medical Grounds	101	139	236	180
Total	6,477	6,993	5,776	4,991

through direct purchase, social leasing or Rental Accommodation Scheme (RAS) provided the units are suitable in terms of cost, size and type. The cost of service charges and the sustainability of apartment scheme management are also important considerations.

Estimating Social Housing Unit Need 2011 to 2017

Four methods were used to assess housing need. The first two methods look at income and house prices to determine people’s capacity to house themselves from their own resources:

Table 3.3: Comparison of Tenure with Areas of Housing List Demand

	SWA Supplementary Welfare Allowance	Local Authority	Voluntary Housing	Vacant 2006	Waiting List		
					2002	2005	2008
Pembroke	204	781	641	2,785	348	456	336
Rathmines	581	559	1,343	2,813	505	548	477
Rathfarnham & Terenure	118	77	375	683			
Crumlin, Kimmage & Walkinstown	506	1,634	411	1,013	860	565	423
Chapelizod, Inchicore & Kilmainham	278	1,317	337	1,011	762	627	491
Cherry Orchard	135	1,117	52	442			
Ballymun	84	2,621	131	983	426	277	240
Ashtown & Phoenix	19	135	149	559	947	817	647
Beaumont & Whitehall	169	338	379	676			
Ballygall & Finglas	318	1,452	182	812			
Cabra	184	810	369	872			
Drumcondra & Botanic	305	213	392	1,121			
City Centre	2,464	8,799	3,798	9,732	1,909	1,410	1,532
Priorswood & Kilmore	389	1,553	148	528	1235	1076	845
Raheny, Grange & Harmonstown	203	789	231	743			
Clontarf	213	402	360	1,178			
Total	6,170	22,597	9,298	25,951	6,992	5,776	4,991

- **Louth Model** determines need based on whether a household has to spend more than 35% of income on housing (couple both earning) – result is 9,161 likely to need public housing.
- **Median Wage Multiple** is an internationally recognised threshold for housing affordability which holds that housing should not be more than 3 times the median wage (4 times for moderately unaffordable). Using a multiple of 3 and 4 with a median wage for Dublin of €57,872 , a person should be able to buy a suitable home for between €180,000 and €240,000 , otherwise they need some housing subsidy. Based on this criteria 8,060 households will need local authority housing. (Average household income is €91,910)

Both models assume that 60% of social housing need will be provided through public housing and that voluntary will supply an additional 25% with income support (SWA or RAS) making up the final 15%. The other two methods rely on trend analysis: one looking at the percentage of overall housing which has traditionally been public housing and the other looking at trends in the actual supply and demand for public housing as demonstrated over the last decade.

- **Tenure Trend:** This method assesses public housing need by taking the percentage of households in the city whose need has traditionally been met by public housing. In 2002 the percentage was 14.7%. Total need as a percentage (met and unmet) in the intervening period is extrapolated as 35,926 units in 2016 (waiting list 5,600 plus stock of 30,326) currently public housing stock is approximately 24,512 so the demand is for a further 11,414

units. This will be a combination of supply and unmet need through the public housing stock and a waiting list of 5,600 at the assessment of housing need in 2017. The supply figure needed to keep the waiting list at this level is 5,814

- **Supply & Demand Trend:** The final method assesses housing need by combining unmet need (waiting list) with need which has been met through new supply. This shows that in 1996 there were 3,966 people on the waiting list and in 2008 there were 4,991 an increase of 1,025. Between 1996 and 2008 a total of 15,439 units were allocated so total need was 16,464 over 12 years or 1,372 per annum. Over the next 8 years (2008 to 2016) the City Council will need to provide 10,976 units to prevent the waiting list from increasing.

Both the Louth and the Median Wages Multiple models for estimating social housing need an understanding of the housing market. However, the housing market world wide including the Irish market has gone through a very volatile period. In Ireland the market peaked in February 2007. House prices have returned to the levels they were at between 2002 to 2004. However, this still does not make them affordable for many people whose income could not support mortgage repayments, even at current low interest rates. Anticipated public housing need is between 5,814 and 10,976 units, the average of the four options is 8,503 units and this will be taken as the target supply figure.

Table 3.4: Anticipated Public Housing Need.

Period	2006-08	2009	2012f	2014f	2016f	Total
Households CSO 2006	190,711	1 yr	3 yrs	2 yrs	2yrs	8 yrs
Louth Model		2,526	2,838	1,833	1,964	9,161
Median Wage Model		2438	2278	1672	1672	8060
Tenure Trend Analysis Model		1,285	2,050	2,479	1,285	5,814
Supply & Demand Trend Analysis		1,372	4,116	2,744	2,744	10,976
Average of four methods		1,905	2,820	2,182	1,916	8,503

4 SPECIAL CONSIDERATIONS

(see also sections 11.4.10, 11.4.11, and 11.4.12)

Housing Needs – Persons with Special Requirements: The Assessment of Housing Need considers particular households seeking public housing: – Assessment of Housing Need by Category of Household				
Category of Household	1999	2002	2005	2008
Homeless Persons	1,794	1,214	1,390	532
Travellers	144	99	65	82
Elderly persons	363	361	471	397
Disabled or handicapped persons	25	12	11	15

A review of the Council’s 24,338³ rented housing units shows that 50% of stock comprises of houses, 35% are flats, 13.51% consists of specific accommodation for elderly people and 1% of stock is specifically for travellers including group housing and halting sites.

Homeless Persons

Homelessness includes people who are roofless,⁴ in insecure accommodation⁵ and those at risk of homelessness. There were 532 homeless applicants in the 2008 assessment. A further 498 people were

deemed in need of supported or sheltered accommodation. The government strategy “*The Way Home, a Strategy to Address Adult Homelessness in Ireland 2008-2013*” followed a review in 2005 which recommended a more holistic approach with integrated delivery and support services including preventative measures. It has six core objectives which in Dublin will be delivered by the Homeless Agency partnership through its Pathway to Home 2009 plan:

- i). Target those who are at risk of homelessness leaving institutional care and provide supports at local area level for individuals and households at risk of homelessness.

3 From an analysis of rented housing stock undertaken in August 2009 excluding vacant units

4 Rough sleeping or sleeping in makeshift accommodation

5 Hostels, shelters, refuges, B&B

- ii). Eliminate need to sleep rough by providing suitable emergency facilities at local level.
- iii). Eliminate long term homelessness and reduce length of time people are homeless by reducing the need to spend more than 6 months in emergency accommodation.
- iv). Provide accommodation to meet long term housing needs of single people progressing out of homelessness with integrated tenancy support services as standard.
- Make services more effective and better value for money by developing a national quality standards framework and data collection system and enforce standards through robustly monitored local action plans. Funding to be conditional on service level agreements and full participation with the national data system and cooperation with the monitoring arrangements.
- v). Improve funding arrangements and re-orientate them towards strategic objectives. Funding to target long term

housing/supports for people moving from homelessness. Funding (revenue and capital) to be contingent on positive service appraisals and evidenced need and give preference to co-ordinated service approaches delivered locally.

Traveller Accommodation Programme 2009 – 2013

Between 2002 and 2006, the numbers of travellers living in permanent accommodation in the state increased by 1,750 (13%) while the numbers in temporary accommodation fell by 2,295 (30%). Travellers marry younger and fewer of them remain single. They have higher mortality rates at younger ages than the general population and their median age is 18 compared to 33 in the general population, 41% of travellers are under 14 years (20% in general population). In April 2009 the Council adopted a five year Traveller Accommodation Programme 2005-2008⁶ to meet existing and projected accommodation needs. It consists of a policy statement, strategy statement, targets and implementation measures.

6 Housing (Traveller Accommodation) Act 1998.

Travellers Age & Marital Status Analysis (Ireland)					
Age	Single	Married	Separated	Widowed	Total
5 – 14 yrs	9,301				9,301
15 – 44 yrs	4,788	4,651	739	98	10,276
45 – 64 yrs	238	1,610	247	169	2,264
65 yrs +	67	278	20	229	594
Total	14,394	6,539	1,006	496	22,435

The policy is that the Council will provide accommodation for travellers that accords with the aspirations of the majority of traveller families including traveller specific accommodation for the city’s indigenous travelling community (residency within the city for 3 years prior to April 2009). It will engage with the voluntary sector in the delivery of the programme. It will work with the other Dublin authorities to identify suitable places to locate transient sites and will use the legal system to address the problem of unauthorised encampments. It will deal with anti-social behaviour through eviction or exclusion orders. A revised scheme of letting priorities for travellers will be agreed with Pavee Point. The Council will partner Monetary Advice Budgetary Services (MABS)

and Exchange House in assisting travellers to borrow for caravan purchase, and will encourage travellers to access all tenures including home ownership. The target in the Traveller Accommodation Programme (TAP) 2009-2013 is for 397 units and the shortfall is 131 units of these 118 will be provided through a new build programme and the balance will come from casual vacancies and purchase of units. Some travellers want to live in standard housing but the majority would prefer traveller specific housing rather than halting bays. There are 116 older children living within the 345 families so this will create a need for approximately 52 additional units. The assessment of need also found that 171 children who will reach 18 yrs during the lifetime of TAP.

Traveller Housing Programme							
Accommodation	Existing	2009	2010	2011	2012	2013	Total
Ballymun	55						
St. Joseph’s Park	8	-	-	9	26	-	35
Avila Park	50	1	-	-	-	-	1
Dunsink Lane	18						
Ballyfermot	30						
Inchicore	8						
Clondalkin	26						
Belcamp Lane	62	1	5	-	-	-	6
Malahide Road / N32	6	-	-	-	10	10	20
Labre Park (11 houses, 11 bays)	-	5	12	5	-	-	22
Pigeon House Road	-	-	6	-	-	-	6
Liberties/ Coombe	-	-	-	-	10	10	20
St. Michael’s Estate	-	8	-	-	-	-	8
Total	263	15	23	14	46	20	118
Casual vacancies	Standard Housing	180	10	10	10	10	50
	Traveller Units	-	10	10	10	10	50
Purchase of single units	-	5	5	5	5	5	25
Total	443	33	48	39	71	45	243

Disabled or Handicapped Persons

The Assessment of Housing Need undertaken in March 2008 showed that 15 applicants were in the disabled or handicapped category and an additional 165 were listed under medical/compassionate grounds. In 2006 there were 56,420 persons with a physical disability in the city of which 38% were over 65 years and 6% are under 14 years. The Council uses the life time adaptable design template to ensure its new housing is capable of being adapted easily and speedily. Lifetime adaptable homes make

adaptation easier but cannot anticipate all degrees of disability, the Council routinely adapts housing for tenants following reports from Occupational Therapists (see also section 11.4.4). The key recommendations of the 2006 *Review of Housing and Residential Services for Disabled Persons* are being implemented. The review emphasised the need for improved inter-agency collaboration particularly with health authorities, and it highlighted the need for a more accurate assessment of demand, an increased supply of life adaptable housing and more funding for housing adaptation schemes.

CSO 2006 Analysis of People with Physical Disability by Age and Location

Area	Total	00-14	15-24	25-44	45-65	65+
Pembroke	2,950	108	198	546	735	1,363
Rathmines	3,171	124	292	775	755	1,225
Rathfarnham Terenure	1,389	51	141	251	366	580
Crumlin Kimmage Walkinstown	5,173	305	258	919	1,533	2,158
Inchicore, Kilmainham Kylemore Chapelizod	2,858	157	150	591	847	1,113
Cherry Orchard Drumfinn	1,669	150	126	333	499	561
Phoenix Park Ashtown	1,613	85	102	304	326	796
Finglas Ballygall	4,128	283	199	770	1,141	1,735
Ballymun	2,292	253	187	553	713	586
Whitehall Beaumont	3,521	160	226	521	918	1,696
Priorswood Kilmore	2,601	249	173	630	783	766
Edenmore Raheny Grange Harmonstown Ayrfield	4,283	326	273	858	1,339	1,487
Clontarf	3,441	184	213	523	826	1,695
Botanic Gracepark Drumcondra	2,503	107	183	482	673	1,058
Cabra	2,721	156	158	575	796	1,036
Centre City	12,107	540	1,092	3,415	3,522	3,538
Totals	56,420	3,238	3,971	12,046	15,772	21,393

Elderly Persons

Approximately 15% of the population in Dublin are over 65 years. The assessment of housing need revealed that 397 elderly persons (8%) of the waiting list were in need of housing. The Council has 3,287 dedicated units for older persons located throughout the city and is currently implementing A Strategy for Accommodation for Elderly Persons in

Dublin city. Since January 2005, the Council has provided 612 new dwellings for older people, a further 37 dwellings are under construction and two other schemes are at the planning and design stage. The strategy has two aims (a) to redevelop existing complexes including replacing bed-sits with one/two bedroom units and (b) to enhance support and care services.

Analysis of Older People and Social Housing Provision		
Area	Nos.	65 yrs +
Pembroke	352	2,804
Rathmines	168	2,287
Rathfarnham & Terenure	21	1,165
Crumlin, Kimmage & Walkinstown	325	3,902
Chapelizod, Inchicore & Kilmainham	422	1,709
Cherry Orchard	-	804
Ballymun	97	1,092
Ashtown & Phoenix	-	1,160
Beaumont & Whitehall	216	3,280
Ballygall & Finglas	264	2,868
Cabra	254	1,829
Drumcondra & Botanic	193	2,041
City Centre	500	5,706
Priorswood & Kilmore	116	1,281
Raheny, Grange & Harmonstown	270	2,978
Clontarf	89	3,377
Total	3,287	38,283

Disabled Persons and Essential Repairs Grant Schemes are available to all including older people and allows the person to stay in their own home. The Rental Assistance Scheme (RAS) provides new options for older people living in the private rented sector who want greater security of tenure as they age. It is Dublin City Council's policy to:

- Apply lifetime adaptable design principles to new public housing and encourage private developers to incorporate these principles in their designs.
- Increase the supply of housing suitable for older people under Part V and enhance the role of voluntary/co-operative agencies in providing accommodation for older people.
- Work with the appropriate bodies to develop targeted, community-based initiatives for older people who choose to remain in their own homes (i.e. personal care and supports) and promote sustainable heating systems to reduce fuel poverty among older people.
- Integrate sheltered housing within communities to encourage inter-generational contact.

Voluntary and Co Operative Housing

Of the 8,105 households who were assessed as being in need of social housing, approximately 22% indicated a preference for voluntary or co-operative housing.

Social Housing Leasing

In 2009 the DoEHLG announced that it would make €20 million available for local authorities to lease vacant housing units from owners including developers.

Part V

Part V of the Planning and Development Acts 2000 to 2006 requires that a housing strategy is included in the development plan. The housing strategy shall provide that a specified percentage, not being more than 20% of the land zoned in the development plan for residential use, or for a mixture of residential and other uses, shall be reserved for social and/or affordable housing.

The Council acquired 4.8% of the 27,351 units completed between 2004 and 2008 under Part V. 95% of these units were apartments. The economic downturn, vacancy levels, the fall in house prices, the slow down in new starts and poor cash flow will reduce the number of units likely to be provided via Part V. Approximately 16 new Part V units are projected to start in 2010 (6 in 2011), completions are also reduced with only 4 planned for 2010 and 129 for 2011 (112 in Spencer Dock.). In 2009 there were 6,271 affordable homes applicants of which 80% are single people. The failure rate in completing purchases following an offer of affordable housing is high. The key reasons are:

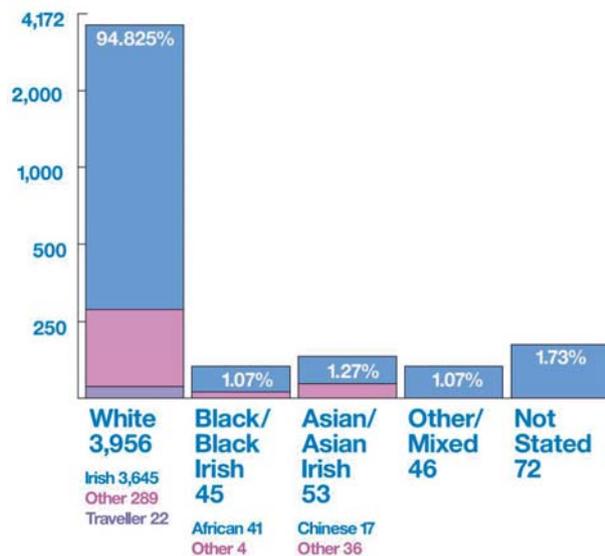
- *financial (income of applicants too low to secure mortgage)*
- *location (South East and North Central are popular)*
- *type of accommodation (nearly all apartments, number of rooms also affects take up)*
- *change in personal circumstances (may have lost job or already purchased)*
- *affordable is less attractive as the impact of the clawback becomes more penalising because of the reduction in the price differential between affordable and market housing.*

Need to Reserve Land for Social and/ or Affordable Housing.

Based on the regional figures contained in the introduction to this housing strategy, it is anticipated that 51,485 housing units will be created between 2006 and 2017. Approximately 67% of them are not expected to need any form of housing subsidy. The remaining 33% fall into the social and affordable category and will need some form of assistance. 4,634 or 9% are likely to be approaching affordability and a further 12,356 (24%) will need social housing (public, voluntary or income support RAS or SWA). Therefore, it will continue to be necessary to set aside 20% for social and affordable housing permitted under Section 94 Part V of the Planning and Development Act, 2000 (as amended) for the duration of the development plan. However, the emphasis needs to reflect the greater need for social housing by replacing the previous 10:10 social / affordable housing ratio to a 15:5 ratio in favour of social housing.

It is therefore an objective of the Dublin City Development Plan 2011-2017, as required under Section 94 of the Act as amended, that 20% of the land zoned in the plan for residential use, or for a mixture of residential and other uses, shall be reserved for the provision of housing for persons referred to in section 9(2) of the Housing Act 1988, and/or affordable housing as defined at section 93 of the Planning and Development Act, 2000 (as amended). This objective shall apply in respect of land-use zones in the development plan where residential development is classified as being either 'permitted' or 'open for consideration'.

Ethnic and Cultural Diversity



The 2006 census shows that there are enclaves of ethnicity and nationality in particular parts of the city, particularly inner city areas where rented housing is cheaper.

The Council's 2008 policy document Towards Integration – A City Framework, identified the increased risk of racism in an economic downturn and the need to learn from other cities which have appropriate experience.

In a housing context, overcrowding can occur (for economic as well as social reasons) among people originating in parts of the world where space standards are different.

Exemptions from requirement to provide 20% Social and Affordable Quota

Apart from the exemptions referred to in the Act, the requirement to provide the 20% Social and Affordable quota shall not apply as follows:

A Ballymun

The tenure pattern in Ballymun before the commencement of the current regeneration programme was that 80% of the housing was rented from the local authority and 20% was owner occupied which is the direct opposite to the pattern in the state generally. The master plan for Ballymun identified increased tenure diversity within the area as an important tool for social and economic regeneration. Within Ballymun wards A, B, C, & D, 59% of housing units are social rented, 26% are owner occupied, 2% are rented from the Voluntary Sector and 13% are private rented. As the existing imbalance is in favour of social housing in the regeneration area and the objective of the master plan is to provide for a greater diversity in tenure the 20% social and affordable quota shall not apply to the Ballymun Regeneration Ltd, (BRL) housing programme. Instead, it is an objective of this housing strategy to support the implementation of the Ballymun Master Plan in achieving a more balanced range of house types and tenures in the area.

B Third Level Student Accommodation

The 20% quota of social and affordable housing shall not apply to proposed third level student accommodation qualifying under Section 50 Finance Act 1999 and the supplementary review document of July 2005. The definition of student accommodation included in the document Guidelines on Residential Developments for Third Level Students issued by the DoEHLG shall apply. Only proposals which have the living/kitchen space associated with study bedrooms in a shared arrangement will be acceptable under this exemption. Self contained apartments, including studio apartments will not qualify for an exemption.

Sales Scheme

The Housing (Miscellaneous Provisions) Bill 2008 contains a provision for the sale of flats to tenants and while take up is expected to be slow to start with, in time there will be improvements to social mix as these units are sold onto the general housing market. The mechanism for sale of flats is necessarily complex as it must take account of the management and maintenance of the common areas and make provision for the involvement of owners in decisions about service charges and sinking funds. The detail of the scheme has yet to be announced but market price will be determined by government and incremental purchase will replace discount and claw back arrangements. In the City Council area there are approximately 8,685 flats but not all will be suitable for purchase as some need capital works etc. It is likely that take up will be from tenants already paying economic rent, so over time the rent charge will fall along with the average rent. Initially the impact on cash flow will be offset by an injection of capital receipts. The scheme as announced makes provision for some of the purchase money to be reinvested in a sinking fund for the future capital works in the sold scheme.

Dublin Docklands Development Authority

The Dublin Docklands Development Authority Master Plan 2008 for the Dublin Docklands Area contains a number of key housing policies as follows:

- Promoting the development of living space that is adequate in size and appropriate in layout to facilitate contemporary living for all, living space that reflects the needs of a range of people (including single people, couples with and without children, one parent

families and persons with disabilities and seniors), and appropriate seniors' housing with associated facilities in co-operation with Dublin City Council and other housing organisations

- Developing, promoting and implementing an integrated management system for housing, play areas and public realm within new residential complexes
- Developing and implementing a programme of supported housing in co-operation with the relevant housing agencies and providers
- Supporting the Docklands Housing Trust in association with Dublin City Council and other housing agencies, in the development and implementation of housing policy in the Dublin Docklands
- The Docklands Authority will ensure the continued provision of 20% social and affordable housing within its Planning Scheme Areas

Dublin City Council fully supports these policies and will continue to work closely with the Dublin Docklands Development Authority and especially so in relation to its role as a Housing Trust.

5 POLICY OBJECTIVES 2011 TO 2017

(see also Chapter 11)

The economic climate has severely impacted on the Council's ability to deliver new housing supply in the short to medium term. It will also restrict capital spending on improvements. The following strategy objectives will be implemented within these constraints: –

Social and Private Housing

There will be clearer links between the Council's strategy on tenure of new homes both private and social. The Council will agree specific targets for larger sized homes and where they will be located. Current and future planning will be designed to take account of the need for more family accommodation particularly in areas of the city that already have in place good social and community infrastructure but where the population of households with children has been in decline. There will continue to be a strong emphasis on a high standard of design, materials and finish in both social and private housing. New developments private and social will be required to have a low environmental impact. A greater emphasis on accountability and transparency in the use of planning gain and capital receipts will facilitate understanding how developments will be of direct benefit to the area in which they are located.

New supply

The Council will seek, within the financial constraints of the capital funding programme, to deliver sufficient new housing during the period 2009 to 2016 to meet the population targets set by the DoEHLG. The Council will use a combination of new build, leasing, purchase and casual vacancies to meet housing need. In addition it will seek to minimise vacant stock turnaround times and will transfer unsold affordable to social rented use where appropriate. The estimated need is shown below:

Table 5.1:

Anticipated Public Housing Need.						
Period	2006-08	2009	2012f	2014f	2016f	Total
Households CSO 2006	190,711	1 yr	3 yrs	2 yrs	2yrs	8 yrs
Social Housing Need		1,905	2,820	2,182	1,916	8,503

Urban Regeneration and Improvements to Flat Schemes

The City Council promotes the creation of socially balanced sustainable communities which contain a range of housing tenures with appropriate support facilities. The Council will seek to regenerate areas in accordance with the 'regeneration' section of the development plan housing chapter and continue the programme of regeneration and improvement to flat schemes in accordance with the Prioritization Scheme for Regeneration of Flat Complexes 2009.

Homeless Persons

The Council will seek to avoid an undue concentration of homeless accommodation and support services in accordance with the 'Homeless Services' section of the development plan housing chapter. In conjunction with the Homeless Agency and the other Dublin local authorities, the City Council will work towards the implementation of the actions contained in the Homeless Agency's Pathway to Home 2009 document developed in response to the Department of Environment Heritage and Local Government's Homeless Strategy Implementation Plan.

Elderly Persons

The Council will seek promote the provision of accommodation for older people in accordance with the

'Sustainable Residential Areas' section of the development plan on providing quality homes in a compact city and will seek to implement the recommendations and actions contained in A Strategy for Accommodating for Elderly Persons in Dublin City.

Travellers

The Council is committed to the provision of quality traveller accommodation in accordance with the traveller accommodation section of the development plan housing chapter and the Traveller Accommodation Programme 2009-2013.

Disabled Persons

(See also Chapter 12, Policy NC23)

The Council will seek to ensure that new housing is designed to be adaptable, flexible, and accessible to all by incorporating universal design and lifetime homes principles in accordance with the policies set out in relation to 'sustainable residential areas'. Furthermore, the Council will seek to implement the recommendations of the 2006 Review of Housing and Residential Services for Disabled Persons.

Apartment Living

The Council promotes the provision of high quality apartment housing within successful sustainable neighbourhoods

in accordance with the ‘apartment living’ section of the development plan housing chapter. The Council will support apartment owners to achieve the objectives set out Dublin City Council in its 2006 and 2007 reports Successful Apartment Living and in this context continue to support the Apartment Owners Network.

Voluntary and Co Operative Housing

The City Council will continue to:

- Identify opportunities for voluntary housing targeting special needs and supported housing, particularly for applicants presenting as homeless or likely to be at risk of becoming homeless, older people and people with disabilities.
- Encourage co-operative housing particularly environmental co-ops and ownership co-ops.

Special Issues

The City Council will continue to:

- Encourage live/work provision in all tenures for people who are able to work from home.
- Support the provision of high quality, professionally managed and purpose built 3rd level student accommodation in accordance with the ‘student accommodation’ section of the development plan ([see also section 11.4.13](#)).
- Work with property owners who have vacant units to improve occupancy levels through renting (including RAS and Social Housing Leasing) purchase and affordable renting. Establish best practice guidelines to promote orderly completion of phased schemes.

Review of Housing Strategy

Not more than two years after the making of the development plan, the City Manager will give a report to the Dublin City Council on the progress achieved in securing the objectives of the development plan. If the report indicates that new or revised housing needs have been identified, the Manager may recommend that the housing strategy be adjusted and the development plan be varied accordingly.

APPENDIX 4 – RETAIL STRATEGY

(see Chapter 10)

1 INTRODUCTION

Context & Key Principles

This retail strategy for Dublin City Council takes full cognisance of national and regional policy guidance on retail planning, spatial settlement policy and transport. Specifically, it reflects the National Retail Planning Guidelines, 2000-2005 and the Retail Planning Strategy for the Greater Dublin Area, 2008-2016. This strategy for Dublin City Council has been prepared on the basis of the key principles and specific recommendations as set out in the higher level regional retail strategy.

There have been record levels of sustained population growth and consumer expenditure over the past decade, giving rise to a greater demand for retail provision and changes in shopping patterns. However, the recent economic downturn presents a rather different scenario and a challenge in terms of a number of technical assumptions relating to population, economic growth and consumer demand, all of which influence projections for retail floorspace provision.

Notwithstanding such uncertainties, it is possible to devise a robust planning strategy on the basis of a number of key principles to guide sustainable retail provision. These key principles consist of the following: the location and scale of retail provision to reflect the settlement hierarchy; assessment to establish the requirement for additional retail floorspace; application of the sequential approach to support existing centres; that new retail is of the right scale and that impact on neighbouring centres is minimal; the provision of locally accessible shopping to serve the needs of

communities; and the provision of higher order shopping within key centres that are easily accessible by high quality public transport; as well as consumer choice and affordability.

This retail strategy for Dublin City comprises of a number of key sections as follows:

- Review of Retail Planning Strategy for Greater Dublin Area (GDA), 2001
- Retail Strategy for the Greater Dublin Area 2008-2016 (RSGDA)
- Consumer Choice, Competition & Affordability
- Retail Hierarchy
- RSGDA Recommendations for Dublin City
- Future Retail Demand / Retail Floorspace Estimates
- Guidance on the Scale & Location of Development
- Assessing New Retail Development

2 REVIEW OF RETAIL PLANNING STRATEGY FOR THE GREATER DUBLIN AREA 2001

The 2001 Retail Planning Strategy for the Greater Dublin Area represents the first retail strategy prepared on a regional level by the Dublin and Mid-East Regional authorities, on foot of a requirement of the then newly introduced National Retail Planning Guidelines for Planning Authorities, 2000.

The Retail Strategy for the Greater Dublin Area, 2008-2016 is the first review and up-date of the initial regional strategy. The review of retail trade patterns indicates that there has been a major change to the patterns of 2001 for the Dublin region. Dublin city has seen an increase in levels of outflow, with adjoining counties moving

from a net exporter to net importer and attracting a strong inflow of comparison shopping. The retail dynamics are such that there has been an increase in the level of leakage from Dublin city, although it is still a net importer of retail expenditure on comparison goods.

Despite the strong competition from regional centres, the city centre still retains its position as the dominant retail centre in the region and state. However, it is clear that its sphere of geographical influence is constrained by the ring of purpose built shopping centres and that the growth in retail provision in regional centres is not being matched by a corresponding growth in the city centre.

3 RETAIL STRATEGY FOR THE GREATER DUBLIN AREA 2008-2016

The regional strategy was prepared by the Dublin and Mid-East regional authorities in conjunction with the relevant planning authorities and the DoEHLG. The retail planning strategy's primary purpose is to inform the statutory planning process and to ensure that adequate provision is made for retail development. It provides indicative advice on the scope and need for new retail floorspace and how, in accordance with sustainable planning, such floorspace should be allocated (see also section 10.4 and policies RD1).

The strategy identifies two key emerging themes which play a vital role in framing the revised retail strategy: these being, sustainability and choice:

Sustainability:

- Through providing locally accessible shopping for the more regular needs of communities, so that the options of walking and cycling are promoted

- By providing higher order shopping at key locations of core activity (that is, where people work and socialise), and which are easily accessible by high quality public transport particularly rail based links, so that the catchment for such areas by public transport is maximised

Choice:

- Providing adequate retail permissions and development opportunities over the life of the strategy to ensure that good market choice and competition is available
- Ensuring that retail is located where all members of society actively make choices about their destinations for shopping
- To protect key centres from the danger of obsolescence by not facilitating significant over-supply in the market that would result in areas losing key retail services

Key Challenges

The Retail Strategy for Greater Dublin Area (RSGDA) sets out the challenges that must be addressed, arising from the assessment of the various changes in the retail environment. Especially important for the city centre, it identifies as a potential threat the increasingly competitive 'regional' centres, which are becoming very accessible now by public transport as well as by car, with critical mass, low-cost parking, quality-retailing environments and, most importantly, strong tenant mixes.

Relevant for the entire city area, the regional strategy identifies that recent trends in supermarket development have been towards providing larger stores with a much greater range of products, including in some cases, extension into some comparison shopping, all of which create a wider

catchment area for the store. Consequently, a common feature of inner suburban centres and suburban high streets is that the existing supermarkets are now too small to offer the full range of supermarket goods at low prices and that a significant proportion of the catchment population for a local store regularly shop some distance away for convenience goods.

The retail strategy for Dublin City seeks to address these challenges to ensure the primacy of the city centre as the main shopping destination in the state and also to ensure the provision of convenience shopping and supermarkets so as to cater for the daily shopping needs of communities throughout the city in a sustainable manner.

4 CONSUMERS, CHOICE, COMPETITION & AFFORDABILITY

The DoEHLG Development Plan Guidelines (2007) state that the needs of consumers should be taken into account in terms of facilitating a competitive retail environment and planning authorities should take a proactive role in seeking out and supporting development opportunities.

The Retail Planning Guidelines (DoEHLG 2005) sets out guidelines for the preparation of development plans and for development management and state that 'It is not the purpose of the planning system to inhibit competition, preserve existing commercial interests or prevent innovation.'

The government has asked the Competition Authority to review and monitor the structure of the grocery trade on an ongoing basis and they have produced a number of reports including 'The Retail Planning System as Applied to the Retail Grocery Sector: 2001 to 2006' which states that planning acts as a barrier to competition.

The Department of the Environment, Heritage and Local Government (DoEHLG) is undertaking a review of the Retail Planning Guidelines as a result.

Dublin City Council seeks to promote the principles of consumer choice, competition and affordability with regard to the retail hierarchy and the proper planning and sustainable development of the city (see also section 10.5.6 and policies RD25 and RD26).

5 RETAIL HIERARCHY

The regional strategy sets out a five-tier retail hierarchy all of which are represented in the City Council area except for Level 2 which is for large towns in the other local authority areas, such as Swords, Tallaght, Dun Laoghaire and Dundrum. Dublin City Council has accepted this hierarchy as the basis for future planning for retail floorspace provision. New retail developments should respect this hierarchy and shopping provision should be appropriate in scale and character to the role of the centre within the hierarchy (Refer to **Table 1**) (see also policy RD1).

Table 1: Retail Hierarchy

Retail Centres Hierarchy		
Level	GDA Classification	Dublin City Classification
Level 1	Metropolitan Centre	City Centre retail core
Level 2	Major Town Centres & County Towns	None
Level 3	Town / District Centres & Sub-County Town Centres	District Centres
Level 4	Neighbourhood Centres	Neighbourhood Centres
Level 5	Corner Shops	Local / Corner Shops

Level 1 Dublin city centre, is 'unique in the range and mix of retail and associated linked services provided, the levels of connectivity it offers and the wide hinterland and tourist trade it serves'.

The city centre retail core area is the main shopping, tourist and employment destination for the Greater Dublin Area (GDA). In retail terms, the retail core area dominates 'fashion' and higher order comparison goods retailing with the GDA and acts as a significant attraction for persons outside the region. Therefore, the area is at the top of the hierarchy of retail centres within both the GDA and Dublin City Council.

Level 3 District centres usually comprise groups of shops often containing at least one supermarket or superstore and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as libraries. A supermarket (defined as less than 2,500 sq m net food often with car parking) usually attracts a catchment of approximately 3,000-5,000 people in Ireland, whereas a superstore (defined as more than 2,500 sq m net food usually with car parking) has a larger catchment population of approximately 12,000-15,000 people. Although the level of floorspace existing in each centre does vary considerably, the DoEHLG Retail Planning Guidelines set a guideline size of approximately 20,000sq.m in the metropolitan area of the GDA.

The regional strategy identifies the following Level 3 / District Centres in the city: Finglas, Northside Shopping Centre, Ballyfermot, Rathmines, Crumlin Shopping Centre, Donaghmede Shopping Centre, Omni, Ballymun, Point Village and Poolbeg, although it acknowledges that this list is not definitive.

Level 4 Neighbourhood centres:

These centres generally provide for one supermarket or discount foodstore ranging in size from 1,000-2,500sq.m with a limited range of supporting shops (one or two low range clothes shops with grocery, chemist etc.) and retail services (hairdressers, dry cleaners, DVD rental) cafes and possibly other services such as post offices or community facilities or health clinics grouped together to create a focus for the local population.

Level 5 Local shops: Local shops meet the basic day-to-day needs of surrounding residents. Typically, they comprise of one or two small convenience stores or a newsagents, and potentially other tertiary services such as butcher/vegetable shops with a public house, hairdressers and other similar basic retail services; with the retail element in total ranging approximately from 500 – 1,500sq.m of lettable space.

6 RETAIL STRATEGY FOR THE GDA – RECOMMENDATIONS FOR DUBLIN CITY

The Retail Strategy for the Greater Dublin Area (RSGDA) sets out specific recommendations for each council. The following are the specific recommendations for Dublin City, which are taken into full account in this retail strategy.

- Maintaining the role of the city centre as the main retail centre for comparison goods in the country through continuing to develop the retail environment, urban design of centres, range of retail uses and quality of the public realm to the highest quality to ensure that the city retail core competes on a national and international scale. As part of this, to continue to facilitate complementary uses to retail, where

relevant and suitable, to form mixed use development in highly accessible locations.

- To expand and develop local character areas, reflecting the differences and individual needs of the main retail areas of the city core focusing on facilitating the integration of the economic, cultural and spatial components of the city.
- To support the hierarchy of retail locations (district, neighbourhood and local) that serve the requirements of the city population. Within this hierarchy, support of the development and expansion of the functions of the key district centres (as locations of employment, retail, community and tertiary services) is centrally important.
- Dublin City, with such a large available market contains a significant number of specialist shops, some of which group into districts within the inner city, providing character and attractive destinations.
- Encourage the provision of accessible good quality convenience shopping with strong choice and competition within the inner city area and in the rapidly growing areas of Docklands, Heuston and Liberties to ensure that adequate provision is made for the increased population now living in the city; reducing the numbers traveling to the outer suburbs to meet their convenience shopping needs.

7 FUTURE RETAIL DEMAND / RETAIL FLOORSPACE NEED ESTIMATES

The Retail Strategy for the GDA seeks to provide a broad indication of the scale of retail need over the period to 2016 for convenience and comparison goods. It advises caution in interpreting the figures stating: The Retail Planning Guidelines for Planning Authorities – DoEHLG guidance

document advises that retail strategies should assess the broad requirement for additional development over the plan period and that these assessments of future retail requirements are intended to provide **broad guidance** as to the additional quantum of convenience and comparison floorspace provision. It further emphasises that the figures should not be treated in an **overly prescriptive** manner and should not seek to inhibit competition. On this basis, it states that it is not the intention of the strategy to present the figures as some form of cap on retail permissions for each council, but to guide the scale of overall provision of retail; whilst taking into account the need to provide more local retail to reduce long distance travel for lower order shopping and encourage local provision of regular shopping needs.

The RSGDA sets out a floorspace need range for each council, but also recommends that the individual retail strategies at local authority level build in a 20-25% flexibility factor, or greater in areas of exceptionally high leakage.

The projected convenience goods need for Dublin city to 2016 is circa 46,000sq.m or circa 58,000sq.m taking into account a flexibility factor of 25%. For comparison goods, the low projection of floorspace needs equates to circa 217,500sq.m and a high projection of circa 296,600sq.m, whilst the flexibility factor for the high projection of comparison goods results in 370,000sq.m (all figures relate to gross lettable floorspace). Table 2 sets out the floorspace requirements for Dublin.

It is necessary to emphasis that the need assessment is based on many technical assumptions and forecasts that are liable to change over time and should, accordingly, be updated from time to time to ensure that

the need estimates continue to be robust. Dublin City Council will assist and input into any such up-date on a regional level with the relevant regional authorities.

8 GUIDANCE ON THE SCALE AND LOCATION OF RETAIL DEVELOPMENT

8.1 GENERAL

The existing retail centres provide an important sense of place and community identity. They provide a mix of retail, services and entertainment / leisure uses serving a local, neighbourhood, district or citywide community. It is essential that new retail floor-space is appropriately located in order to maintain the vitality and viability of existing and permitted centres, to avail of improved public transport access and to cater for population growth areas (see also section 10.5.1 and policies RD1-RD9).

Retail developments should relate to the hierarchy, should locate within designated centres and should be of a scale that is compatible with the function of the centre.

In determining the allocation of the projected additional floor-space, and in accordance with the requirements of the Retail Planning Guidelines for Planning Authorities and the criteria influencing the RSGDA, the following will be taken into account in the determining the location and scale of additional retail floor-space.

- The availability of public transport to serve the retail centre
- Current population catchment and areas of projected population growth
- Current availability of retail floor-space in each part of the city
- Potential impact on the vitality and viability of existing and permitted retail centres
- The sequential approach to site assessment
- Relevant provisions of local area plans, schematic masterplans and other local plans.

Table 2: Projected Floorspace Needs for Dublin City

Projected Floorspace Needs for Dublin City up to 2016				
Gross Lettable Floor Space Need (sq.m)	Low Projection	High Projection	Flexibility Factor* 20-25%	Total
Convenience Shopping	46,300	46,300	11,575	57,875
Comparison Goods	217,500	296,600	54,375 – 74,150	271,875 – 370,750
Total	263,800	342,900	65,950 – 85,725	329,750 – 428,625

* 25 % Flexibility Factor – May be greater in areas of exceptionally high leakage as per RSGDA

Source: RSGDA 2006 – 2016.

8.2 CITY CENTRE – LEVEL 1

(see section 10.5.2 and Policies RD10 to RD13)

Key guiding strategies for the city centre retail core

The Retail Core Framework Plan sets out a number of guiding strategies to underpin the strengthening, consolidation and enhancement of the north and south retail cores. The key guiding strategies consist of creating pedestrian loops, strengthening links between the north and south retail core areas and creating a rich mix of uses. It is the policy of Dublin City Council to implement the strategies and objectives of this plan. Accordingly a summary of the guiding strategies is set out below:-

1. Development strategy

The strategy identifies and promotes a number of key development sites in close proximity to the main shopping streets, as key opportunities to meet the demand for additional floor space, particularly for medium to large-scale shop units. The development of these sites for retail purposes will also contribute to the vitality of the street. There is a need to provide for units sizes to cater for modern retail floorspace requirements of 500 – 1500sq.m

2. Creation of new street links

The creation of a number of new streets to provide essential links between established retail streets and clusters of potential new retail developments. It is the intention that these new streets will develop their own distinctive character, providing new shop units and complementary uses. The main proposed links are as follows:

- O'Connell Street to Moore Street
- Henry Street to Abbey Street

- Fade Street to Harry Street
- Grafton Street to Dawson Street

3. Creation of pedestrian loops

The creation of pedestrian loops beyond the main retail spine is essential to consolidate the retail core. An extension of the loops will offer greater variety in the shopping experience, extend pedestrian movement and allow for the expansion of the shopping areas.

4. Strengthening of north-south links

Three main routes are critical to forging greater links between the north and south retail core areas. The strategy is to facilitate ease and quality of pedestrian movement along these routes and to encourage retail frontages along the routes.

- College Green / Westmoreland Street / O'Connell Bridge
- Andrew Street / Central Bank / Crown Alley
- Georges St Lower / Eustace Street / Millennium Bridge / Jervis Street

5. Creating a Rich Mix of Uses

The strategy focuses on striking the necessary balance of uses to ensure a vibrant city centre that offers an exciting combination of retail, leisure and cultural uses. To increase the vitality in the Henry Street area, it will be necessary to introduce a greater diversity and mix of uses including evening time activity. In order to reinforce Grafton Street as the premier shopping street in the city, it is essential to ensure that higher order retail outlets will be the principal use on the street.

The land-use strategy is to ensure an appropriate retail amount and a rich mix of uses in the retail core, is set out by way of the designation of Category 1 & 2 streets and the Special Planning Control Schemes.

Category 1 & category 2 shopping streets

Category 1 & category 2 shopping streets relate to the premier shopping streets within the City Centre Retail Core. The purpose of this designation is to protect the primary retail function of these streets as the principal shopping streets in the retail core and to strengthen the retail character of the central shopping core with an emphasis on higher order comparison retail and a rich mix of uses.

The designation controls the extent of provision of non-retail uses at ground floor level, but also allows for uses complementary to the main shopping focus such as a cafés, bars, restaurants and galleries. The Category 1 designation restricts the non-retail uses at the ground floor level of the main shopping streets, with a land-use emphasis in favour of higher order retail use at ground floor level. The Category 2 designation applies to streets where there is already a mixture of retail and non-retail uses or where there is potential to strengthen the retail and complementary uses on under-performing streets to improve the offer attractiveness of the City Centre Retail Core.

Category 1 streets

This category includes the main shopping streets as well as shopping malls and arcades. They are located within the area defined as the City Centre Retail Core. In order to realise the objectives of the Retail Core Framework Plan and to strengthen

the retail offer of the city centre, the land-use objectives will be in favour of higher order retail use at ground floor level.

Applications for retail service outlets such as internet cafés, call centres, bookmakers, takeaways, off-licences (other than those selling wine only), amusement arcades, car rental and financial institutions will not be permitted at ground floor level.

Other non-retail uses, i.e. pubs, cafés, restaurants, will be considered on their merits, such developments will be permitted provided the primary retail function of the street will not be undermined.

Category 2 streets

Streets in this category are those which already have a mix of retail and non-retail uses. In order to strengthen the retail character of these streets, further development of retail frontages will be encouraged. Complementary non-retail uses such as a café and restaurants that add to the vibrancy of the street and create a mixed-use environment to provide for a more integrated shopping and leisure experience, will be considered favourably but with regard also to the primary retail function of the street.

Applications for other retail service outlets such as internet cafés, call centres, bookmakers, takeaways, off-licences (other than those selling wine only), amusement arcades, car rental and financial institutions at ground floor level will be assessed on their merits and may only be permitted where such development would not result in a predominance of such similar non-retail frontages on the street.

Architectural Conservation Areas (ACAs)

Dublin City Council has designated four Architectural Conservation Areas (ACAs) within the City Centre Retail Core: South City Retail Quarter ACA, the Grafton Street & Environs ACA, the O'Connell Street & Environs ACA and the Capel Street & Environs ACA.

The policy on land-use as set out in the Architectural Conservation Areas (ACAs), with particular regard to complementary non-retail uses, shall be revised accordingly to reflect the approach as set out in the Category 1 & Category 2 Streets, in order to create the rich mix and diversity of complementary uses in the vicinity of the principal shopping streets.

Special Planning Control Schemes

Special Planning Control Schemes (SPCS) apply to areas within the Grafton Street & Environs and O'Connell Street & Environs ACAs. The Special Planning Control Schemes give the planning authority greater control in maintaining a balance in the mix of uses on the street and were prepared to address the predominance of certain uses inappropriate to the city's two principal shopping streets which also serve an important civic function.

The land-use policy set out in these schemes shall apply to all applications within the designated areas of Special Planning Control. The policy includes protection of existing uses that contribute to the special interest or character of a protected structure; the promotion of an appropriate mix and balance of uses with an emphasis on higher-order comparison retail and the control of new uses; the control of changes within use classes and the control of changes to lower order retail and non-retail uses.

The policy on maximising the use of buildings shall also apply to applications within the designated areas of the schemes. This policy seeks to attract a strong and complementary mix of uses of the upper floors; more intensive uses on the upper floors and to complement the fine grain the established streetscape where applicable.

8.3 DISTRICT CENTRES – LEVEL 3

(see also section 10.5.4 and policies RD17-RD22)

District Centres – General

The Retail Strategy for the Greater Dublin Area acknowledges that the level of existing floorspace for centres even at the same level in the retail hierarchy may vary significantly. Given the number of district centres and range of factors, this is certainly the case for the Level 3 District Centres within Dublin City.

To date the development plan and retail strategy for the city has set out three separate sub-categories of district centres according to character, size, location, access by public transport, vitality and viability and potential. However, this classification has proven unnecessarily complex and difficult to implement.

The current regional strategy documents that the subdivision of the district centre level into two further sub-categories to reflect the different function and size of centres was given consideration, but that it was not included in the final strategy as it could over complicate and restrict the development of centres unnecessarily.

For these reasons, this retail strategy for Dublin City adopts the single tier designation district Centre Level 3 as set out in the regional strategy.

Notwithstanding this simplification, the core strategy with regard to retail provision and the settlement strategy sets out and designates a number of higher order district centres known as key district centres. The key district centres relate to settlement centres where there is capacity for greater retail provision; where there is a significant quantum and intensity of population or the potential for new population emerging in developing areas; centres in proximity to quality public transport; and areas in need of comprehensive regeneration.

The key district centres are as follows:

- North Fringe East & West
- Northside
- Ballymun
- Finglas
- Ballyfermot
- Naas Road
- Rathmines
- Phibsborough

The remaining district centres relate to existing or proposed centres with possible opportunities for expansion that serve as a local community and employment focal point.

The majority of district centres located both within the inner city and suburbs are defined as Zoning Objective Z4 on the land-use zoning maps in the development plan. This applies with the exception of emerging centres in developing areas.

Designation of Naas Road as a New District Centre

This retail strategy designates for the first time lands at the Naas Road as a Level 3 – District Centre. The core strategy for this development plan identifies the Naas Road as a key district centre. This designation is

on the basis on the anticipated quantum of new development and the identified need for a new district centre as set out in the Naas Road Lands Strategic Plan prepared by Dublin City Council and with regard also to the provisions for new residential development for adjoining lands as set out in a draft framework plan prepared by South Dublin County Council.

A quantitative assessment to assess the need for retail provision within the Naas Road Lands was undertaken in accordance with the methodology set out in the DoEHLG Retail Planning Guidelines. An assessment of the appropriate catchment area with a priority emphasis on sustainable travel patterns was undertaken in liaison with Dublin Transportation Office (DTO). The outcome is that there is a requirement for circa 35,000sq.m of net retail floorspace provision (inclusive of non retail services) to meet the needs of the future population (circa 115,000 by 2018) in the functional area of both Dublin City Council and South Dublin County Council. This approach accords with that in the regional retail strategy, which recommends that in the interests of sustainable development, the provision of new district centres should be where they are needed and appropriate and justified from a co-ordinated planning perspective.

District Centres – developing areas

The timely provision of retail floorspace in tandem and commensurate with residential development or a growing population in newly emerging development areas is essential for sustainability reasons and good neighbourhood making.

The DoEHLG Developing Areas Initiative 2007, which seeks the integration of housing provision and essential supporting

community and social infrastructure, considers local retail provision as a key social infrastructural determinant.

Similarly, the retail strategy for the Greater Dublin Area states that it is important that where large areas of new housing are planned that new retail centres are provided in tandem with housing at a scale appropriate to meet the regular convenience and lower order comparison shopping needs of these communities. It further states that in granting such development cognisance should be taken of existing retail in other areas, but that retail provision in such growth areas should not be restricted on the basis of permitted retail development in existing areas and the quantum set out in the regional strategy, emphasising instead the need for overall regard to patterns of sustainable travel and community viability.

The retail strategy for Dublin City Council supports the national and regional policy approach to retail provision in growth areas. The main growth or developing areas for the lifetime of this development plan are identified as key developing areas in the core strategy. A number of these include key district centres such as North Fringe, Ballymun and the Naas Road and district centres, such as the Point Village in Docklands.

District Centres – Older Centres

The Retail Strategy for Greater Dublin Area (RS / GDA) acknowledges that many of the older-inner suburban centres, such as Rathmines and Phibsborough, which would previously have had a reasonable market share, now no longer have competitive tenant mixes, suitable shop sizes or attractive shopping environments and are in a state of decline. It attributes the decline of these centres to a prevalence of smaller,

poor quality units generally unsuited to the needs of modern retail formats and in turn advises that these centres need to be re-vitalised, extended and in some instances, re-invented to bring them in line with modern retailing environments and to provide locally accessible quality shopping.

Dublin City Council recognises and supports the need to re-vitalise older retail centres and that this may be achieved through the rejuvenation of existing shopping centres or the traditional street; the establishment of more diverse and specialist shops; and environmental improvements. In this regard, Dublin City Council will seek to undertake or progress a series of 'Health Check Assessments' for older suburban centres, as part of local plans or the development management process, to ensure the vitality and viability of these centres, assessing issues such as attractions, accessibility, amenity and actions to be taken.

In terms of the higher order or key district centres, it is possible to identify a number in need of revitalisation if they are to serve their function as key centres or hubs for the surrounding communities, for example, Ballymun, Northside, Phibsborough and Rathmines. These key district centres should serve a local need, but also a broader catchment of the surrounding local community and so need to expand, diversify and upgrade the retail profile to include higher order uses and speciality shops to reflect their status as higher order centres within the retail hierarchy and to develop a distinctive retail profile within the overall retail hierarchy of Dublin City. For all district centres, the revitalisation strategy should focus on achieving an amount and quality of convenience shopping to minimise outflow of expenditure and unsustainable travel patterns.

The revitalisation of declining district centres will hinge upon the ability of centres to adapt to changing retail formats and the capacity to accommodate larger store formats. Proposals for new development must contribute towards the improvement of these centres in terms of the regeneration of sites and vacant premises and urban design. Within the traditional core of these centres, the priority will be to develop a unique shopping destination, complemented by restaurants, cafés, cultural uses and an attractive public domain with high levels of pedestrian permeability.

District Centres – Flexibility Factor

The Retail Strategy for the Greater Dublin Area 2008-2016 states that the guideline maximum of 20,000sq.m net of retail provision for district centres can be extended by 10-15,000sq.m of lettable floorspace in areas of extensive or intense high density development providing for new areas with a population of over 10,000. The rationale for the additional floorspace as set out in the guidelines is to reflect the dense urban character and the high population located with a short walking distance of the centre, where the area is not already served by an existing centre.

8.4 NEIGHBOURHOOD CENTRES – LEVEL 4

(see also section 10.5.5 and policy RD24)

The primary purpose of a neighbourhood centre is to provide for the daily shopping needs or local services within a residential community and form an important element of a sustainable neighbourhood. Neighbourhood centres are defined by Zoning Objective Z3 on the land-use zoning maps which accompany this development plan.

A survey of the city's neighbourhood centres indicates that the majority appear to be thriving or vibrant from a retail perspective with very low vacancy rates, notwithstanding the fact that the unit sizes are relatively small due to the traditional shop formats or the conversion of former residential terraces.

This retail strategy seeks to protect existing retail services facilities in neighbourhood centres which provide for the daily shopping needs and seeks to remedy deficiencies to avoid social exclusion and isolation. Accordingly, in terms of local shopping provision in neighbourhood centres, Dublin City Council will:

- Ensure that the importance of local shopping needs is taken into account when assessing proposals that would result in a loss of shops to another use.
- Adopt a positive approach to the conversion and extension of shops which are designed to improve their viability.

8.5 MARKET STREETS & RADIAL ROUTES

(see also section 10.5.3 and Policies RD14 and RD16)

Within the inner city, there are a number of traditional market streets. Some of these streets are located within district centres and are defined by the Zoning Objective Z4 Zone. A number are located within the Zoning Objective Z5 area which relates to city centre uses reflecting their central location and mixed-use role. There are also a number of radial routes which have either an established or emerging mixed-use function and vibrancy, in conjunction with a strong residential component, part of which are defined by Zoning Objective Z4.

The market streets and radial routes as identified are set out below:

- Thomas Street
- Meath Street
- Francis Street
- Camden Street / Wexford Street / Aungier Street
- Clanbrassil Street
- Cork Street
- Dorset Street
- Manor Street / Stoneybatter

It is the intention that a number of enhancement strategies will be prepared for these streets to set out a series of mechanisms to underpin the regeneration of the market streets and radial routes into the city centre.

In this regard, it is relevant that the Liberties local area plan (LAP) sets out a number of improvement strategies relating to public realm, heritage and new linkages that incorporate Thomas Street, Meath Street and Francis Street.

9 RETAIL PARKS & WAREHOUSES

(see also Policy RD21)

Retail parks have emerged as agglomerations of retail warehouses grouped around a common car park selling mainly bulky household goods, for example, The Park Carrickmines, Dun Laoghaire Rathdown. Retail parks and warehouses do not fit easily into the formal retail hierarchy given their size requirements and the need for good car parking facilities and ease of servicing. The Retail Planning Guidelines advise that, generally, planned retail parks do not have any material impact on town centres provided that the range of goods sold is limited to truly bulky household goods or goods generally sold

in bulk. However, the sale of non-bulky durables has the potential to impact on nearby district centres or the city centre. The Retail Planning Guidelines (DoEHLG, 2005 Guidelines) removed the former floorspace cap on retail warehouses under certain circumstances.

It is unlikely that there will be significant provision of this retail format within the city, given that it represents a relatively low intensity use on land in close proximity to the city centre. In the event that it emerges as a viable retail format, the provision of retail parks will be preferred to individual retail warehouses. New retail parks could be established in addition to extending existing establishments. In general, there would appear to be greater opportunities for establishing or extending retail parks on the northern, northwestern and western perimeters of the city.

Applications for new retail parks and retail warehouses must demonstrate that they will not impact on existing district and neighbourhood centres, and that they are accessible by public transport. Applications must also have regard to the relevant criteria set out in the national guidelines and the retail strategy for the region.

10 DISCOUNT STORES

(see also section 17.25.5)

This form of retailing forms an important part of the convenience market and should be located in highly accessible locations such as neighbourhood or district centres, comprehensive regeneration areas and appropriate city centre locations where feasible. The key retail tests such as justifying need, impact, sequential and ensuring that the development is appropriate in scale, should be demonstrated as part of any discount convenience store application

(exceeding 1,700 sq m gross) where the site is not located in a designated district or neighbourhood centre or city centre location.

11 ASSESSING NEW RETAIL DEVELOPMENT

General

All applications for large-scale or significant retail development will be assessed against the criteria specified in the Retail Planning Guidelines for Planning Authorities and the recommendations for retail development management as set out in the Retail Strategy for GDA. In general, significant retail development means 5,000sq.m (gross) within the city centre retail core and 2,500sq.m (gross) within a district centre or neighbourhood centre, or outside a centre reflecting the fact that sites are not always available within centres. However, what is significant will vary from area to area and the level of detail to be provided in sequential tests or retail impact assessments will be proportionate to the scale and nature of the application.

The necessity of a retail impact assessment in any given area will be at the discretion of the planning authority. This is especially relevant in the context of the city centre given its retail function at the apex of the retail hierarchy for the city, region and state and the identified need for a significant amount of new retail floorspace in the city centre retail core. It is likely that the focus of any retail impact assessment for proposals in the city-centre retail core will be on the qualitative aspects of the proposal rather than the quantitative need for the retail proposal.

Sequential Approach

The sequential test is designed to ensure that retail development takes place as close as possible to the centre of district centres. However, not all centres, particularly older centres, will have sites, in or at the edge of centre, that are suitable in terms of size, parking, traffic generation or servicing arrangements for contemporary retailing requirements. Alternative out of centre sites can be considered where it can be demonstrated that there are no centre or edge of centre sites which are suitable, viable and available (see also [Policy RD24](#)).

A sequential test is appropriate where a retail development over circa 2,000sq.m is proposed outside of a Z3 (neighbourhood), Z4 (district), Z5 (city centre), Z10 (mixed-use), or Z13/14 (regeneration areas).

All options in a centre, (including, where necessary, the extension of a centre), should be assessed before other sites are considered.

Dublin City Council will work with stakeholders to identify a range of sites to meet the improvements needed in retail provision. In order to facilitate effective in centre development, flexibility and realism is required from both the planning authority and developers.

Applicants should provide clear evidence to demonstrate why sites in centres are not appropriate in terms of:

- Availability: in centre sites are unavailable and are unlikely to become available for development within a reasonable period of time (to be agreed with local authority)
- Suitability: in centre sites are not suitable for the type of development proposed.

- **Viability:** the development would not be viable on in centre sites.

All applications for significant retail development will be assessed against a range of criteria, including consumer choice, affordability, competition, innovation, urban design principles, as well as the sequential approach.

Retail Impact Assessment

The National Retail Planning Guidelines recommend that applicants conduct a retail impact assessment where the local authority considers the application to be of a large scale, in order to enable a full assessment of the impact of new retail development on existing centres and shopping patterns.

The Retail Strategy for the Greater Dublin Area (RSGDA) sets out guideline threshold levels for when a retail impact assessment should normally accompany an application, although these may not be directly applicable in all circumstances for Dublin City, especially in the context of the additional floorspace requirements for the city centre and also its primacy in terms of the regional and national retail hierarchy.

The regional strategy also recommends that short guidance notes be prepared by the Regional Planning Guidelines Office with the regional authorities and planning authorities of the Greater Dublin Area (GDA) on best practice methodologies for sequential tests and retail impact assessment for developments featuring a large retail element.

In the interim, Dublin City Council will request applicants for retail development to submit a retail impact assessment where the retail element is considered to be large in scale in relation to existing centres. The

applicant will be required to demonstrate compliance with the development plan and that there will not be a material adverse impact on the vitality and viability of any existing centre.

Specifically, the retail impact assessment shall address the following criteria and demonstrate whether or not the proposal would:

- Support the key strategies and objectives of the Retail Core Framework Plan for the City Centre Retail Core area
- Accord with the retail and settlement hierarchy as set out in the core strategy and retail strategy and reflect the hierarchy of centres, with particular regard to the district centre and neighbourhood centre levels
- Impact negatively or positively on the trade / turnover and on the vitality and viability of existing centres within the catchment area of the proposed development
- Materially diminish the likelihood of attracting future public or private investment into one or more district centres, necessary to safeguard the vitality and viability of such centres that may be emerging or declining
- Impact adversely or reduce the potential for the range of activities, complementary non-retail uses and services that the City Centre Retail Core and district centres can support
- Impact adversely by way of increasing the number of and reinforcing the long-term persistence of vacant properties in existing centres
- Link effectively with an existing district centre to create commercial synergy, thereby reinforcing or revitalising the established core

- Impact or contribute to the range of leisure and entertainment or cultural uses for the evening and night-time economy of the centre, where applicable
- Result in potential changes to the quality, attractiveness, physical condition and character of the centre, and its role in the economic and social life of the surrounding community
- Afford high levels of accessibility by public transport, pedestrian and cycle routes, as well as the private car, so that the proposal is easily accessible by all sections of society
- Impact on consumer choice, competition and affordability

Transboundary Impacts

Retail catchment areas by their nature cross administrative boundaries and it is possible that a proposal for a significant retail development in one local authority area may have impacts on the shopping patterns of an adjoining council.

In order to facilitate an integrated approach to retail development in the city region, Dublin City Council will consult with adjoining local authorities regarding the impact of retail plans or schemes with particular regard to the potential for significant cross-boundary impacts on the retail hierarchy or the retail areas in adjoining Councils ([see also policy RD22](#)).

Design

New retail developments should be of a high quality of design and should contribute to a good urban environment and public domain with the creation of new streets, public spaces and active frontages. Developments should present an attractive frontage which integrates the development with existing streets and public spaces,

thus allowing for a synergy between the proposed development and existing uses in the vicinity. Extensive surface car parking to the front of developments, which detracts from the character of a centre and discourages pedestrians, should be avoided and parking standards should be in accordance with the relevant development plan standards.

Significant new retail development should be accessible by a range of transport options including public transport, private car, bicycle and by foot. Development should be located close to existing public transport links including, where possible, rail links or QBCs. Provision should also be made for secure parking for cyclists and secure routes for pedestrians. Proposals should incorporate support facilities for shoppers with particular regard to the provision of toilets and making specific provision for parents with young children. There should also be an emphasis on access for all, including the mobility impaired, the elderly and those with babies and young children ([see also section 17.24](#))

Given the potentially high-energy use of retail developments / supermarkets, all proposals should seek to incorporate a building design to utilise sustainable energy technologies and should as far as practicable to meet the requirements for sustainable site and building design as set out in section 17.1.4.

APPENDIX 5 – TRAVEL PLANS

(see section 5.1.4.6)

1 **Mobility management & Travel planning**

Dublin City Council regards mobility management as an important element in the promotion of sustainability and in the achievement of a substantial increase in the modal share of public transport, walking and cycling during peak travel times. Mobility Management is a proactive approach to influencing how people travel. While it plays an important role at a strategic level, the adoption of this approach at a site or business level can be very influential in achieving sustainable travel patterns.

Travel planning is a tool for implementing mobility management in specific situations and environments such as workplaces, schools/colleges and mixed-use developments by pro-actively encouraging sustainable travel. A Travel Plan consists of a package of measures, initiatives and incentives aimed at encouraging a target group of people to shift from travelling individually by private car to walking, cycling, public transport and car-sharing. The plan sets out percentage targets for modal splits to be achieved over a specified time period. Regular monitoring and updating of the plan is required as travel planning is an on-going process.

Dublin City Council has established a Mobility Management section with responsibility for implementing Dublin City Council's own Workplace Travel Plan. This section also has responsibility for the management and monitoring of all existing and future Travel Plans submitted as part of the planning process.

The following sets out in more detail (i) how Travel Plans fit into the development management process; (ii) when Travel Plans are required to be submitted; (iii) the type, form and content of Travel Plans and; (iv) the co-ordination and implementation of Travel Plans.

2 **Travel planning and the Development management process**

It should be ascertained at the pre-application phase whether or not a Travel Plan is required to be submitted. It is recommended that where Travel Plans are required, the author of the plan be part of the design team from the outset. At this stage, the Mobility Management Section can provide detailed advice on the preparation and form of the plan. Travel Plan templates, design checklists, survey questionnaire examples and other information can also be supplied.

Where permission is granted for a development for which a Travel Plan has been prepared, conditions will normally be attached to the grant of permission requiring the appointment of a travel co-ordinator (mobility manager) and regular liaison with the Mobility Management Section of Dublin City Council. Compliance with these conditions will therefore occur on an on-going basis.

Where a Travel Plan is submitted in support of a planning application it should be noted that the acceptability of the proposed development, including the Travel Plan, will be judged only on elements within the immediate control of the applicant / occupier of the proposed development.

3 What type and scale of development will require submission of a Travel plan?

As a general guideline, Dublin City Council may request a Travel Plan if an existing or proposed commercial development has the potential to employ over 100 workers. This is in line with the threshold indicated in the Department of Transport's, 'Smarter Travel, A Sustainable Transport Future 2009 – 2020'. Such developments may include office and commercial buildings, warehousing and wholesaling, and integrated multiple occupancy shopping centres.

There are many developments below the threshold scale which would benefit from travel planning and which could make a positive contribution to sustainability. The potential to prepare a Travel Plan as part of a development can be discussed at pre-application stage.

Travel Plans may be required for proposed centres of employment, or existing centres where expansion/redevelopment is proposed, which the planning authority considers to have significant trip generation and attraction rates and where potential exists to accommodate a substantial proportion of these trips by sustainable modes. Travel Plans may also be required for mixed-use, leisure and other developments, which generate a significant level of peak and/or off-peak travel.

The requirement for the submission of a Travel Plan will be assessed on a case by case basis. Account will be taken of the location, scale of development, the precise nature of the uses proposed and the anticipated impact on the surrounding area, in terms of congestion and the existing and proposed transport network.

4 The form and content of travel plans

It is recognised that the preparation and submission of a full Travel Plan where required and as an integral element of an outline and/or detailed planning application for development, may not be possible.

It is with considerations such as this in mind that Dublin City Council may exercise its discretion and call for two categories of Travel Plan. The first category relates primarily to developments where the end occupier(s), and hence the numbers of employers and employees, travel needs and trip characteristics, are unknown. The second category applies to situations where the development is existing or where the occupier is known at the outset.

Category 1 (Employers / Employees Unknown)

In such instances, the applicant is required to:

- Submit an estimate of the numbers of employees and their characteristics based on, for example, conditions at similar developments and the extent and floor area types (uses) to be provided
- Provide a comprehensive outline of public transport services (existing and proposed) available to the future employers and employees
- Prepare a conceptual plan indicating proposed links (footpaths, traffic routes) from the development to the public transport services – the plan would clearly show the positioning of the building(s) relative to the site boundary and access roads/links
- Prepare a statement on the nature and extent of facilities that will be considered for provision, and that would serve to encourage walking and cycling

- Set out the anticipated targets in respect to modal choice
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns to and from work, (refer to bullet point 5 below)

**Category 2
(When the development is existing
or when the occupier is known at the
outset)**

The applicant is required to submit:

- A Staff Travel Survey – as soon as development is occupied. This shall include details of current and projected commuter trends and needs based on origin/destination information
- Results of any Transport Assessment
- Targets for the desired modal shift.
- The phasing of targets and measures should be outlined and should reflect the phasing of the development relative to the provision of transport infrastructure
- An outline of the various schemes that the organisation plan to make available to its staff to encourage the desired change in their travel patterns to and from work. Examples of such schemes include the following:
 - Shuttle bus to public transport nodes.
 - Bus/Rail/ ticket subsidies.
 - Interest free loans for bicycles and associated equipment.
 - Company bicycles.
 - Provision of a reliable and efficient taxi service back up for car-sharing scheme.
 - Encouragement of flexible working hours and e-working.
 - Development of a strategy to allow for walking.
 - Car Clubs

- Details of how these measures will operate on a daily basis and how they will achieve the desired modal split

- A detailed site plan, indicating the positioning and layout of buildings and their pedestrian/vehicle access points and proposed links (for motorised and non-motorised transport), from the development to the existing, proposed and potential public transport services

5 Budgeting for travel plans

Whether a category one or category two Travel Plan, it is necessary that the plan include an estimate of costs for the delivery of individual initiatives and a commitment to the provision of a budget to facilitate the implementation of initiatives over the life of the plan. In this regard, Dublin City Council's Mobility Management section can advise on some general costs and savings to be made from the implementation of a Travel Plan.

6 Co-ordination and information update

It will be necessary to appoint a Travel Plan co-ordinator with overall responsibility for implementation of the plan and liaison with

Dublin City Council. As indicated earlier it is preferable that the co-ordinator be involved in the process from the outset. The selection of a co-ordinator is an essential part of the Travel Plan. For a large development or large grouping of developments e.g. within a business park, a full time Transport Manager may be required to oversee the implementation of the plan.

Regular updated information on the various schemes/incentives and initiatives in the Travel Plan as well as updated information on new public transport routes/timetables etc. ought to be provided for employees by the Coordinator/Transport Manager.

7 Monitoring

As the Travel Plan will be implemented over time, generally a three year period, it will be necessary to monitor progress towards modal split targets and its general implementation at regular intervals. This should be carried out in conjunction with the Mobility Management Section of Dublin City Council. In order to facilitate the monitoring procedure, it may be necessary to carry out staff travel surveys.

An initial evaluation will generally take place 6 months – 1 year into the operation of the Travel Plan, at which stage it will be evaluated and appropriately adjusted.

APPENDIX 6 – TRANSPORT ASSESSMENT

(see section 5.1.4.6)

1 Introduction

The nature and extent of the impact of any substantial development on the immediate and surrounding road network and, if deemed necessary, on the wider transportation system, will be rigorously and comprehensively assessed. This is the traditional function of a Traffic Impact Assessment.

Transport Assessments, while incorporating Traffic Impact Assessments, are wider in scope. They set the development in the context of the existing and proposed public transport network with the intention of optimising the benefits of public transport infrastructure. They also seek to promote walking and cycling and may as a result identify where improvements could be made in the pedestrian and cycling networks.

2 Scoping for Transport Assessments

Applications to carry out development that would require Transport Assessment (TA) will be the subject of initial consultations with Dublin City Council. The initial consultations are required regardless of whether the TA would be an integral element of an Environmental Impact Statement (EIS) or a supporting document to an application for development which does not require an EIS.

The purpose of these consultations is to clarify the content, focus and detail required in the assessment.

3 The need for a Transport Assessment

As a general guideline Dublin City Council will require a TA if the proposed development meets with one or more of the following criteria:

- The proposed development provides for 200 or more dwelling units
- The development generates more than 500 private vehicle trips per day and/or more than 100 trips in the peak period
- The office and commercial component of the development provides for 5,000sq.m or more Gross Floor Area (GFA)
- Retail development with a GFA of 1,000sq.m or more is provided in the scheme
- Warehousing and wholesaling with a GFA of 10,000sq.m or more is contained in the development
- The development provides for 100 or more off-street parking spaces with a single access to the adjoining street network
- The development generates vehicle movement through adjacent residential areas of goods vehicles of 3 tonnes weight limit or greater

The above thresholds should serve as general guidelines. However, they do not preclude the submission of TAs for developments below the threshold where the planning authority is of the opinion that a TA is required.

4 Contents of a Transport Assessment

The TA would typically contain the following information:

- A non-technical summary of the statement
- Existing development and traffic/transportation conditions including information on existing and proposed public transport facilities and the pedestrian and cyclist environment in the vicinity
- Proposed development
- Traffic/transportation implications which would include consideration of
 - trip attraction/mode choice,
 - trip distribution,
 - assignment of traffic or trips by mode, and
 - time period(s) applicable to the TA;
- Impact on the local and surrounding street networks including on-street car parking
- Effect on the environment (natural and man-made) and urban fabric
- Road and traffic safety considerations
- Site plan and internal layout and circulation
- Loading (if required) and parking provision
- Provision for public transport
- Provision for walking and cycling
- Provision for persons with mobility disadvantage or impairment

APPENDIX 7 – STRATEGIC CYCLE NETWORK

(see also section 5.1.4.4 and Figure 6)

1 Introduction

Dublin City’s Strategic Cycle Network has been subdivided into an indicative list under the following subdivisions:

- Routes outside inner city (Suburban)
- Inner city cycle routes
- Recreational routes
- Quality Bus Corridor/cycle routes and Quality Bus Network (QBN) routes

The following indicative list includes routes which may not be implemented within the life of the development plan, existing routes, proposed routes, and routes under construction. In some cases e.g. where significant traffic calming measures have been implemented or are proposed, cycle routes may be signposted rather than marked. In other cases e.g. along important routes where insufficient widths for cycle tracks exists, safety/accessibility improvements will be incorporated wherever feasible. Existing routes have been included as in many cases they will be upgraded during the lifetime of the plan. Investigation of lower speed limits on some routes will take place to reduce speed differential between cyclists and motorists.

Mapping of cycle routes is available at www.dublincitycycling.ie or www.nationaltransport.ie

2 Routes outside inner city (Suburban)

Southside

- Leeson Park, Sallymount Avenue and onto Ranelagh Road

- Kimmage Road: Commences at the City Council boundary on Lower Kimmage Road. The route then proceeds northwards onto Kimmage Road Lower to Harold’s Cross, to intersect with Rathfarnham QBC/cycle route on Harold’s Cross Road
- Grand Canal West/Luas Route: Commences at the City Council boundary just past Labre Park. The route then continues along the canal side onto and along Davitt Road to Suir Road junction. The cycle route then continues alongside the Luas alignment to the junction with Basin Street Upper
- Eglinton Road/Dartry Road: Beginning at the junction of Donnybrook Road with Eglinton Road, the cycle route proceeds to Milltown Road and from here to Dartry Road
- South Circular Road: Commences on South Lotts Road, and from here the cycle route will travel onto Haddington Road, Mespil Road, Grand Parade, Canal Road, Grove Road, Parnell Road, Dolphin Road, Suir Road and South Circular Road, connecting with Conyngham Road
- Clogher Road, Sundrive Road to Parnell Road
- Fortfield Road (Kimmage Cross Road junction to Templeogue Road)
- Walkinstown Avenue
- Walkinstown Road
- Kildare Road (Crumlin Road to Sundrive Road)
- Lorcan O’Toole Park
- Stannaway Road
- St. Agnes Road
- Sundrive Road
- Larkfield Road

- Clareville Road
- Kenilworth Park (Clareville Road to Harold's Cross Road)
- Herberton Road
- Kimmage Road West (Lorcan O'Toole Park to Kimmage Cross Road)
- Terenure Road West (Kimmage Cross Road to Terenure Place)
- Waterloo Road
- Church Avenue
- Sean Moore Road
- Herbert Park
- Anglesea Road
- Appian Way
- Chelmsford Road
- Nutley Lane
- Rathmines Road Upper
- Dartry Road
- Orwell Road

Boundary roads in charge of South Dublin County Council

- Cromwellsfort Road and Kimmage Road West (St. Agnes Road to Lorcan O'Toole Park)

Northside

- Phibsborough Road, Connaught Street, St. Peter's Road, part of Faussagh Road and part of St. Eithne Road
- Ballygall Road: Beginning at the junction of Glasnevin Avenue and Beneavin Drive, from here the cycle route proceeds onto Ballygall Road East to Old Finglas Road and from here to Glasnevin Road and onto Botanic Road
- Grace Park Road to Beaumont Hospital: This cycle route begins on Beaumont Road opposite Beaumont

Hospital. The cycle route then continues from Beaumont Road along Grace Park Road and onto Richmond Road

- Beaumont Hospital to Malahide Road: Skelly's Lane, Kilmore Road and onto Malahide Road
- Shantalla Road
- Junction of Clontarf Road and Alfie Byrne Road along Alfie Byrne Road, southwards along East Wall Road, across the East Link Toll Bridge and along Thorncastle Street
- North Circular Road onto Cabra Road, and will then connect with the Old Cabra Road. Another subsidiary route off the North Circular Road incorporates Summerhill Parade, Ballybough Road and Bayview Avenue
- Collins Avenue: The cycle route will extend along Collins Avenue East from its junction with the Howth Road along Collins Avenue, Glasnevin Avenue and Ballygall Road West, ending at the North Road junction with the Ballygall Road
- Griffith Avenue: From Malahide Road to Ballymun Road and further along Griffith Avenue East to Ballygall Road East
- Oscar Traynor Road: The cycle route commences at Malahide Road junction with Oscar Traynor Road. This orbital cycle route will then travel along Oscar Traynor Road onto Santry Avenue where it terminates at the Ballymun Road junction
- Mobhi Road to Fairview Park: This cycle route will begin at Fairview Strand approaching Fairview Park and from here will travel along Richmond Road to Millbourne Avenue, Walsh Road, western end of Home Farm Road, up to the junction with St. Mobhi Road

- Rathdown Road, Grangegorman Upper and Lower, Brunswick St,
- Ratoath Road to Royal Canal to Navan Road
- Nephin Road, Navan Road to Ratoath Road
- Botanic Avenue
- Mountjoy Square South and East, Belvedere Place, Belvedere Road
- Old Finglas Road, Ballygall Road East to Finglas Road
- Sheriff Street Upper, New Wapping Street
- East Road

3 Inner city cycle routes

All cycle routes in the inner city, generally not associated with QBCs or QBN, are listed under this heading 'Inner City Cycle Routes'.

Primary priority (not in priority order)

- East Wall Road, Eastlink Bridge, Thorncastle Street
- Conyngham Road, Parkgate Street, North quays
- Phibsborough Road, Chancery Place
- Parnell Square/Parnell Street
- Capel Street, Capel Street Bridge
- Dorset Street Upper
- North Circular Road
- O'Connell Street, O'Connell Bridge, D'Olier Street, College Street
- Nassau Street, Suffolk Street, Dame Street, Westmoreland Street
- St. Stephen's Green North, St. Stephen's Green East, Earlsfort Terrace
- St. John's Road West, Frank Sherwin Bridge and South quays from Heuston Station to Usher's Quay

- Essex Quay to a bridge over the Dodder mouth to York Road
- Cuffe Street, Kevin's Street to include crossroads with Bride Street, New Bride Street
- Leeson Street Bridge, Fitzwilliam Place, Fitzwilliam Street, Merrion Square East, Holles Street
- Townsend Street, Sandwith Street
- Lombard Street, Westland Row, Merrion Square West, Merrion Street Lower, Clare Street, Merrion Square West, Merrion Street Upper
- Nassau Street, Leinster Street, Lincoln Place, Fenian Street, Hogan Place
- Grand Canal Quay, Grand Canal Street Junction, Clanwilliam Street
- South Circular Road, Parnell Road
- Canal Road, Thorncastle Street
- Charlemont Street, Camden Street, Charlotte Way
- Parliament Street
- Winetavern Street

Secondary priority (not in priority order)

- Infirmary Road
- Annamoe Terrace/Road
- Grangegorman, Queen Street
- Mountjoy Street, Dominic Street, St. Mary's Place North
- Denmark Street, Belvedere Road
- Jervis Street
- Killarney Street, Sean Mc Dermott Street, Cathal Brugha Street
- Buckingham Street
- Sheriff Street
- Mayor Street
- Wood Quay, Usher's Quay

- Hanover Street, Quay
- Erne Street, Lime Street
- Forbes Lane, James's Walk, Grand Canal View
- Grand Canal Street
- Baggot Street Lower, Merrion Row, Ely Place, Hume Street
- Kildare Street
- Harcourt Street
- Bride Road

Existing /Under construction/Design stage

- Amiens Street, Memorial Road, Memorial Bridge
- Leeson Street, St. Stephen's Green South, St. Stephen's Green West, Dawson Street
- Pearse Street, Ringsend Road
- Dolphin Road, Parnell Road, Grove Road, Canal Road, Grand Parade, Mespil Road
- Crumlin Road, Dolphin's Barn Street, Cork Street, Ardee Street, The Coombe, Coombe Bypass, Dean Street, Kevin Street
- Werburgh Street, Bride Street
- Bull Alley
- South Circular Road, Clanbrassil Street Cross to Camden Street Cross
- George's Street, Aungier Street, Redmond's Hill, Wexford Street, Camden Street
- Charlemont Street, Ranelagh Road
- Leeson Street, Sussex Street
- James's Walk
- Kilmainham Lane, Bow Bridge, Bow Lane West, James's Street, Thomas Street, Cornmarket, High Street, Christchurch Place, Lord Edward Street, Dame Street
- Nicholas Street, Patrick's Street
- City Quay
- Cardiff Lane, Macken Street
- Fitzwilliam Quay
- Old Cabra Road, Prussia Street, Manor Street, Stoneybatter, Blackhall Place
- Hendrick Street
- North King Street, Bolton Street
- Capel Street, Bolton Street to Parnell Street
- Chesterfield Avenue
- George's Street Great South, Dame Street
- Portland Row, Seville Place, Guild Street
- Amiens Street from Buckingham Street, North Strand Road
- Alfie Byrne Road
- Sheriff Street (Connolly Station, Commons Street)
- North Road
- Dorset Street Lower, Drumcondra Road
- Conyngham Road, Parkgate Street, Wolfe Tone Quay, Ellis Quay, Arran Quay, Inns Quay, Ormond Quay Upper, Bachelor's Walk
- Library View Terrace, North Circular Road (Library View Terrace, Berkeley Road), Berkeley Road, Berkeley Street, Blessington Street, Frederick Street North, Parnell Square East
- Shaw Street, Moss Street
- George's Quay
- Marrowbone Lane, Thomas Court

4 Recreational routes

These routes will be progressed where development opportunities arise, generally in association with walking routes (see also relevant policies in Chapter 5, *Connecting and Sustaining the City's Infrastructure* and Chapter 6, *Greening the City* and also Figure 6,10 and 11)

- River Dodder
- River Tolka
- Grand Canal
- Royal Canal
- Section of proposed S2S (Sutton to Sandycove) cycleway/promenade that would proceed through Dublin City Council area, subject to feasibility study.

Dublin City Council supports the development of a Sutton to Sandycove (S2S) promenade and cycleway, in so far as it is practicable, subject to final approval of detailed design and agreement at each stage by the elected representatives of the City Council. Dublin City Council will also explore the development of a cycle route from Sandymount, in the vicinity of Irishtown Nature Reserve to the South Bull Wall, in consultation with Dublin Docklands Development Authority.

5 Combined QBC/Cycle routes and QBN routes

QBC

- Malahide Road QBC/Cycle Route
- Swords Road QBC/Cycle Route
- Finglas Road QBC/Cycle Route
- Blanchardstown QBC/Cycle Route
- Lucan QBC/Cycle Route
- North Clondalkin/Ballyfermot QBC/Cycle Route
- South Clondalkin QBC/Cycle Route
- Tallaght QBC/Cycle Route
- Rathfarnham QBC/Cycle Route
- Stillorgan QBC/Cycle Route
- Ballymun QBC/Cycle Route

QBN

- Cycle routes/facilities will also be provided along Quality Bus Network/Bus priority routes

APPENDIX 8 – ROADS STANDARDS FOR VARIOUS CLASSES OF DEVELOPMENT

(see also section 17.9.3 and Appendix 26)

1 Road and Footpath Standards for Residential Development

All road and footpath standards shall be constructed to Taking in Charge standards. In general, where houses are on both sides of the road, the minimum width should be 6.5m with two 1.8m footpaths. Where houses are on one side only, the minimum width of road should be 5.5m with a 1.8m footpath on the side next to the houses, and a footpath or rubbing kerb on the opposite side, depending on likely pedestrian usage. Roads in housing areas which are intended for use as bus routes should be 7.5m wide, with 2.5m footpaths.

Where only one footpath is deemed by the planning authority to be necessary, a brush kerb of 0.5m shall be provided. Where appropriate, measures for traffic calming should be included in the design of all new housing estates.

The planning authority will adopt a flexible attitude in regard to restricted road widths over short lengths where no other practicable solution is possible. However, this flexible attitude will not apply where it is not possible to provide an access of sufficient width to comply with safety and engineering requirements.

Building set-backs at the front of houses shall be such as to provide for off-street parking either to the front or to the side of the dwelling. Where off-street group parking is provided in innovative layouts, building lines can be reduced to 2m to allow provision for a privacy strip and/or landscaping.

Reductions in building lines to the front of dwellings should be compensated for by extra provision at the rear. Garages may be set back at the side of a house to allow for parking behind the building line.

Where driveways are provided, they shall be at least 2.5m or, at most, 3.6m in width, and shall not have outward opening gates. The design standards set out in the planning authority's leaflet 'Parking Cars in Front Gardens' shall also apply. In residential developments, a turning bay/parking area for all vehicles, including public service vehicles, shall be provided, and such roadway/turning area shall be designed to the standards set down by Dublin City Council.

A 1.8m footpath shall be provided where large open spaces abut site roadways, in the interests of safety. On all large open spaces, a suitable boundary treatment shall be provided, including landscaping treatment.

In general internal roads within housing estates shall have a junction radii not greater than 3m. However, a junction of a housing access road with a main road should have a radius of 6m. If the housing access road is a bus route, a radius of 10.5m shall be provided.

2 Guidelines for Industry, Warehousing & Business Park Developments

(see section 17.23)

All roads shall be constructed to Taking in Charge Standards. Where the carriageway width of the adjoining public road is less than 9m, the width of each vehicle-access opening to factories and similar premises (other than petrol stations) may, subject to planning permission, be increased to 9m, provided they are suitably located with respect to road junctions or to similar

openings in adjoining premises. Generally, the building line must be at least 11m from the road boundary.

A main access road, likely to be used as a bus route, must have a minimum width of 14m, comprising a 9m carriageway and two 2.5m footpaths. All side roads, including cul-de-sacs should have a minimum width of 12.5m, comprising a 7.5m carriageway and two 2.5m footpaths. The latter standard is required in order to facilitate the laying of services in footpaths.

In the case of a proposed development of major significance or in areas of particular urban quality, early consultation with the planning department on design matters is advisable.

In the case of proposed developments, which are of a nature and extent that they would impact on the environment and attract significant volumes of vehicular traffic to the development site, Dublin City Council will require the application to be accompanied by a Transport Assessment (TA). Appendix 6 gives further guidance on the need for and content of a TA and applicants are advised to undertake pre-planning consultations with Dublin City Council regarding the requirement for a TA.

In the case of proposed developments (or groups of developments located in close proximity to one another) which would attract significant volumes of traffic, the preparation and submission of a Travel Plan may be required as part of the application. Appendix 5 gives guidance on the type and scale of developments that will require the submission of a Travel Plan and the required form and content of these documents.

3 Guidelines for Petrol Stations

(see section 17.39)

Traffic Safety Standards

Every new petrol station must be laid out in such a way that vehicles are refuelled, and can wait to be refuelled, clear of the highway. The means of access should be designed to give best visibility.

The layout of all new or redeveloped petrol stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.25m in length, and an adequate off-road area shall be provided for parking these vehicles safely without obstructing access to pumps while fuel is being delivered to the petrol stations.

A road frontage of not less than 21.3m is required for a new petrol station, and this frontage must be kept clear of any structure (apart from boundary fence) for a depth of not less than 4.6m from the street boundary of the site.

No pump, hosepipe or other service may be situated less than 4.6m from the street boundary of the site, nor may it be adapted to serve a vehicle standing on the public street.

Where the petrol pumps and other services are sited not less than 9.2m from the street boundary of the site, the street frontage of the station may be reduced to 12.2m.

The station may not have more than two vehicular openings on a street. The width of each such opening may not exceed 7.7m. The street boundary of the station must be defined, except at openings, by a wall or railings to a height of not less than 0.4m, or a shrub boundary with a low wall or kerb bounding the unsurfaced area to a minimum height of 150 millimetres.

Kerbs and footpaths shall be dished in accordance with the detailed requirements of the roads authority.

Petrol stations shall generally not be allowed where a traffic hazard exists or might arise, for example, on a dual carriageway, a bend, or where driving visibility is otherwise obstructed or reduced. They may be allowed on dual carriageways but only if no median breaks are provided.

The placing of notice boards on footpaths or in any location that reduces driver visibility at entrances/exits shall not be permitted.

Petrol stations shall not be permitted so close to junctions as to create a hazard.

The following standards must be observed with regard to their siting and access:

- Where the street width is greater than 15.3m, a vehicular entrance or exit shall not be sited nearer to a road junction than 33.5m in the case of a junction with a street 15.3m in width or over, and 23m in the case of a junction with a street between 7.7m and 15.3m in width.
- Where the street width is less than 15.3m, a vehicular entrance or exit shall not be sited nearer to a road junction than 23m in the case of a junction with a street 7.7m in width or over.
- Where the junction occurs on the opposite side of the street from the petrol station site, no vehicular entrance or exit may be sited nearer than 23m to the junction where the width of the intersecting street exceeds 7.7m.

4 Criteria for Multi-Storey Car Parks

(see section 17.40.8)

The following requirements will apply to proposed multi-storey public car parks within the inner city.

Applicants for planning permission must submit a report, based on up-to-date, quantitative data, demonstrating a need for the provision of additional short to medium-term parking spaces within the vicinity of the site. An assessment by a competent traffic consultant of the likely impact of the proposed car park on vehicular and pedestrian traffic within the immediate vicinity of the site must also be submitted.

The location of proposed car parks must have regard to Dublin City Council's policy with regard to environmental traffic cells (e.g. ideally at the periphery of cells).

The proposed pricing structure must discourage long-stay parking. Contract commuter parking must be prohibited.

Where possible, opening hours should be extended to facilitate evening and weekend uses in the area (e.g. leisure, tourism).

APPENDIX 9 – DUBLIN PORT TUNNEL STRUCTURAL SAFETY

(see section 5.1.4.11)

Dublin City Council is committed to conserving the structural integrity of Dublin port tunnel and special requirements relate to the structural engineering of any proposed development that lies over the tunnel corridor area.

The Dublin port tunnel meets the city boundary at the Coolock Interchange and the route follows a south easterly direction to East Wall Road.

A suitably qualified structural engineer must prepare a development assessment if the development lies over the tunnel corridor area. If the proposal is within 6m of the outer edges of the tunnel bore, a suitably qualified tunnelling engineer must prepare the assessment.

Assessment of the structural suitability of proposals and submitted applications is at present carried out by the National Roads Authority, acting on behalf of the Roads and Traffic Department of Dublin City Council.

To assist prospective developers of lands along the tunnel route, Dublin port tunnel Guidance Notes March 2009 “The Assessment of Building Developments in the Vicinity of Dublin Port Tunnel” are available from the Roads and Traffic Department of Dublin City Council or may be downloaded from www.dublincity.ie.

APPENDIX 10 – PROTECTED STRUCTURES AND BUILDINGS IN CONSERVATION AREAS

(see policies and objectives under section 7.2.5.2)

1 **Barrier Free Access and Protected Structures**

The creation of barrier free access to protected structures can be difficult to reconcile. Where access devices are proposed, the following information should be submitted:

- An assessment of the building’s access requirements, including details on the circulation and user requirements of the building.
- An assessment of the impact of access devices on the special character and setting of the protected structure, particularly where architectural details such as plinths, staircases and railings, which contribute to the special interest of the building, are involved.
- An assessment of alternative design options considered to ensure the proposal would represent the most sensitive access solution available.
- Details of the materials and specifications of both permanent and temporary devices which should be appropriate to the location so as to reduce the visual impact of the mechanism.

Creative architectural responses which represent the most sensitive access solution will be actively encouraged. Proposals should be so designed to ensure the device can be removed without damage to the fabric of the building, where possible. In certain cases, it may be necessary to locate such devices on/ in less significant parts of the building. All works should retain the maximum amount

of historic fabric in situ and should be designed to cause minimum interference to the historic building fabric and reduce the visual impact of the mechanism.

2 Fire Safety Works and Protected Structures

Fire protection works to protected structures relate directly to the use requirements of a building and can have a significant impact on the character of a protected structure and require planning permission if they leave a significant impact and alter the character of the protected structure. Such works can include lobbying, partitioning, provision of fire doors, treatment of panelling and other joinery, enclosure of staircases and fire detection systems.

When considering proposals for fire safety measures, a strategic approach to fire protection works to the building will be encouraged. Uses which may diminish the special interest of a protected structure through inappropriate alterations will generally not be encouraged.

Applications for fire protection works shall be guided by the principles of minimum intervention to the historic fabric and the reversibility of alterations, where achievable.

3 Lighting of Protected Structures and buildings in Conservation Areas

Well designed exterior lighting of landmark buildings, structures and spaces can play an important role in defining the character of the built heritage. A successful lighting scheme will relate to the architectural form of the building and will sensitively utilise the detailing and features of such buildings with low wattage light sources and discreet light fixtures. It will also minimise the spillage of potential obtrusive light to adjacent areas and will avoid unnecessary over

lighting, which can alter the appearance of a building or area. Successful schemes may also combine exterior lighting with interior lighting; however, in certain cases, interior lighting only may be appropriate. In considering applications for lighting schemes, the need for such schemes should be clearly established. Proposals for lighting schemes should include details of the size, type, siting, and number of fixtures, as well as wattage, colour of light source, light pattern and potential impact on the building material.

To avoid conflict, proposals should demonstrate how lighting schemes would enhance and protect the character of an area or group of protected structures and/or co-ordinate with any adjacent lighting schemes. Powerful wide angled over lighting which can diminish the architectural features of a building or area will be discouraged.

Lighting schemes may not be appropriate in certain residential areas, as the spillage of light from lighting schemes can impact on the amenities of such areas.

4 Residential Parking in the Curtilage of Protected Structures, Architectural Conservation Areas and Conservation Areas

Features including boundary walls, railings and gardens are important to the character and setting of protected structures and conservation areas. In addition to the development control standards laid out in Chapter 17, proposals for off-street parking shall comply with the following design requirements:

- A high standard of design and layout will be expected to integrate the proposal into the sensitive context

- The retention of most of the original boundary wall and/or railings and plinth wall and the re-use of the removed railings for new access gates will be sought
- The width of the vehicular access shall be kept to a minimum, having a maximum width of no more than 2.6m and gates should open inward. Where original railings exist, which contribute to the special character of the structure or ACA, every effort will be made to preserve and to maintain the maximum amount of original form and construction through minimum intervention. Any original existing gates, piers and cast iron railings that require alterations shall be reused and integrated with all new parking adaptations to the front boundary.
- The outlook of rooms with regard to light, including basement rooms, should not be obstructed
- Works which would involve the loss of mature trees (those in good condition) which contribute to the character of a protected structure or conservation area, both within the private and public domain, will be discouraged
- High quality appropriate surface treatment, which should be influenced by the surrounding context and buildings, will be sought, particularly traditional materials such as gravel. Bituminous surfacing or concrete surfacing are not acceptable.
- The extent of designated hardstanding area for the parked car shall be kept to a minimum and the maximum amount of grassed area and soft landscaping shall be retained. The use of planting and soft landscaping will be encouraged to reduce the visual impact of the parked car.

APPENDIX 11 – PROPOSED ARCHITECTURAL CONSERVATION AREAS

(see policies and objectives under section 7.2.5.3)

Introduction

There are areas within Dublin city which have whole streets of buildings listed on the Record of Protected Structures which would not be of sufficient interest to warrant their individual inclusion on the RPS. These structures were on List 2 in the Dublin City Development Plan 1999, and became included in the RPS following the Planning and Development Act 1999. The streetscapes formed from the grouping of these structures are valuable and should be protected in some rational way. The mechanism for such protection provided in the Planning and Development Act, 2000 (as amended) is the designation of Architectural Conservation Areas.

Architectural Conservation Areas will play a key role in the protection and enhancement of these historic streetscapes. Each ACA assessment provides a detailed description of the essential character of the ACA. The principal purpose is to define the key elements, essential features and special quality in order to reinforce Dublin City Council's policy objectives of promoting, protecting and enhancing its environment.

It is proposed to designate nine ACAs throughout the city and delete the buildings of lesser importance within them from the Record of Protected Structures. The boundary of each ACA is delineated with a detailed description of the architectural character and special interest of the area. Each ACA is supported by a number of objectives and guidelines that will assist in the preservation of the character of the area.

Guidelines for appropriate development will carry significant weight in determining applications for planning permission within the designated area. These policies will be on controlled and positive management of change, avoiding unnecessary detailed controls over householders whilst ensuring that any new development will accord with the protection of the area's special architectural or historic interest. Planning permission for development proposals within or adjacent to an Architectural Conservation Area will be granted provided that they preserve or enhance the character or appearance of the ACA.

The 9 ACAs proposed are listed in the table below:

ACA No.	ACA Name	Address
1	Elmwood Avenue Upper and Lower and Elmpark Avenue	Ranelagh, Dublin 6
2	Colliers Avenue	Ranelagh, Dublin 6
3	Westmoreland Park	Ranelagh, Dublin 6
4	Ranelagh Avenue	Ranelagh, Dublin 6
5	Temple Place	Ranelagh, Dublin 6
6	St Lawrence Road	Clontarf, Dublin 3
7	Haddon Road/ Victoria Road	Clontarf, Dublin 3
8	Hollybrook Road	Clontarf, Dublin 3
9	Belmont Road/ Mount Eden	Donnybrook, Dublin 4

In addition, in accordance with the recommendations of the Phibsborough/ Mountjoy local area plan; the following ACAs are proposed: Phibsborough Centre, Great Western Square & Environs and Blessington Basin & Environs.

1 Elmwood Avenue Upper and Lower and Elmpark Avenue ACA

Elmwood Avenue Upper and Lower are located at the north western end of Ranelagh Village close to the junction with Cullenswood Road. Elmwood Avenue is a cul-de-sac, which runs in a southwesterly direction off Ranelagh Road. Halfway down the road it becomes Elmwood Avenue Upper as it turns southwards and runs alongside the Luas line. Elmpark Avenue lies parallel to Elmwood Avenue Lower.



Indicative Boundary in Red

2 Colliers Avenue ACA

Colliers Avenue is located at the north western end of Ranelagh Village close to the junction with Cullenswood Road. It is a short laneway situated parallel to Anna Villa to the north west. Colliers Avenue adjoins Sandford Park Secondary School to the south east.



Indicative Boundary in Red

3 Westmoreland Park ACA

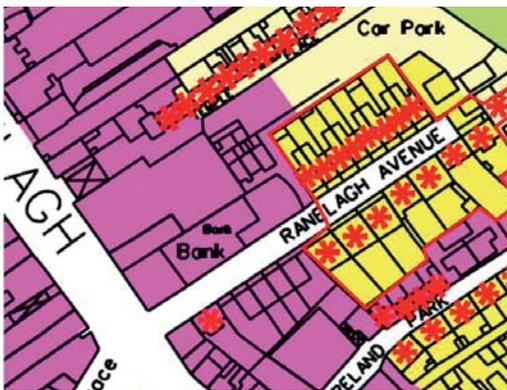
Westmoreland Park is centrally located in Ranelagh Village. The street is composed of a narrow laneway with modern development along much of the street however two terraces of six single-storey cottages and four two-storey houses are located opposite each other midway down the laneway.



Indicative Boundary in Red

4 Ranelagh Avenue ACA

Ranelagh Avenue is a short and narrow cul-de-sac located north east to the rear of commercial properties fronting Ranelagh Road.



Indicative Boundary in Red

5 Temple Place ACA

Temple Place is a terrace of houses located on a laneway between Ranelagh Village and Ranelagh Gardens Park. It is accessed through a modern archway and forms the northwestern boundary to Superquinn car park. The front of the houses is paved with concrete and a modern boundary wall surmounted with railings is located between much of the terrace and the car park itself. A pedestrian gateway at the northwestern end of the terrace gives access to the park.



Indicative Boundary in Red

6 St Lawrence Road ACA

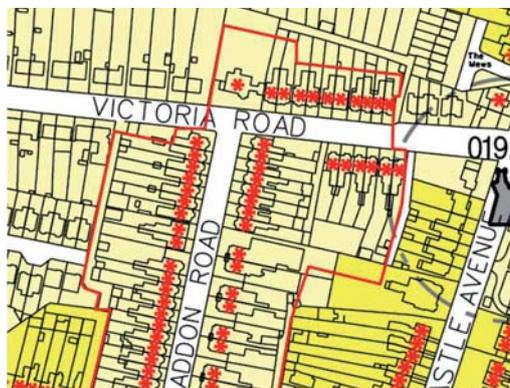
St Lawrence Road connects Clontarf Road (to the south) with Howth Road (to the north).



Indicative Boundary in Red

7 Haddon Road and Victoria Road ACA

Haddon Road and Victoria Road are located just north of Clontarf Road.



Indicative Boundary in Red

8 Hollybrook Road ACA

Hollybrook Road is located north of Clontarf Road, west of St Lawrence Road and is connected with Howth Road via Hollybrook Park.

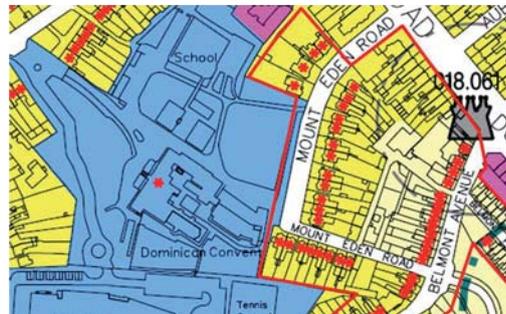


Indicative Boundary in Red

9 Belmont and Mount Eden ACA

The ACA is centered on Belmont Avenue and Mount Eden Road and includes the short Belmont Park terraces. The area is bounded by terraced housing on Morehampton Road and Madigan's public house to the east and stretches to, but does not include, Belmont Gardens on its western extremity. It includes some more recent buildings which generally follow the established pattern in terms of heights,

massing and materials. It does not include the institutional lands adjacent to the boundary of Mount Eden Road.



Indicative Boundary in Red

10 Phibsborough Centre ACA

This areas includes runs from west from St. Peter's Church at the junction of Cabra Road and the North Circular Road and the junction of Berkeley Road and the North Circular Road. This includes the lands zoned Z4 around Doyle's Corner, the lands zoned Z1 and Z2 at the western and eastern parts of the proposed ACA including the Victorian Terraces on North Circular Road and Dalymount.

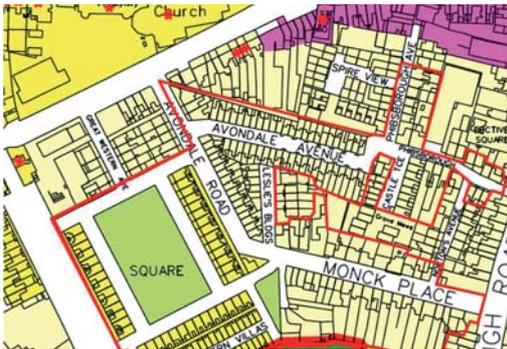


Indicative Boundary in Red

11 Great Western Square & Environs ACA

This area is located just south of St. Peter's Church on the North Circular Road. It is bounded by the North Circular Road and the rear gardens of Avondale Avenue to the north, Broadstone Bus depot to the south, the western boundary is formed by the western limits of Great Western

Square and Great Western Villas with the eastern boundary formed by Phibsborough Road and Norton Avenue. The area includes Great Western Square, Great Western Villas, Avondale Road, Avondale Avenue, Monck Place, Leslie's Buildings and the area known as the Borough (Castle Terrace, Phibsborough Avenue, Phibsborough and Norton's Avenue).



Indicative Boundary in Red

12 Blessington Basin & Environs ACA

This area is located immediately west and south of Blessington Basin. It is bounded by the Great Western Way to the south and Blessington Basin to the north. The houses along Royal Canal Bank form the western limits and the eastern limits are formed by Mountjoy Street. The area includes part of the Royal Canal Bank, Broadstone Park, Primrose Avenue, Primrose Street, Myrtle Street, Shamrock Street, Fontenoy Street, St. Michael's Place, St. Patrick's Place and St. Laurence's Place.



Indicative Boundary in Red

APPENDIX 12 – STONE SETTS TO BE RETAINED, RESTORED OR INTRODUCED

Works pertaining to this schedule of streets pertaining to: Paved Areas; Granite Paving Flags and Kerbing; Original Coal-

Hole Covers; Traditional Pattern Manhole Covers; and Stone and Cast-iron Protective Bollards; shall be retained in situ or restored and included in the City Council's implementation of the *Historic Street Surfaces in Dublin: Conservation Study and Guidance Manual* (2009).

No.	District	Street
1	Dublin Castle Area	a) Cork Hill (part of) b) Ship Street Great(whole) c) Ship Street Little (whole) d) John's Lane East
2	Guinness Hop Store/ Liberties Area	a) Crane Street (part of) b) Rainsford Street (part of) c) Bellevue d) John's Lane West e) St Augustine Street, Mullinahack to Usher's Quay f) St Catherine's Lane g) Market Street South h) Wards Hill
3	Smithfield Area	a) Bow Street (part of) b) Church Street New (part of) c) Haymarket (whole) d) Smithfield (whole)
4	Temple Bar Area	a) Fownes Street Lower (whole) b) Fownes Street Upper (part of) c) Crown Alley d) Exchange Street Upper (whole) e) Foster Place South (whole) f) Anglesea Street g) Cecilia Street h) Cope Street i) Crowe Street j) Crown Alley k) Essex Gate l) Temple Lane South m) Crane Lane n) Sycamore Street o) Eustace St p) Fleet St q) Asdills Row r) Bedford row s) Aston Place t) Prices Lane

No.	District	Street
5	North City	a) Anglesea Row (whole)
		b) Halston Street (part of)
		c) North Lotts (whole)
		d) Abbey Cottages
		e) Anglesea Row
		f) Church Street New
		g) Cuckoo Lane
		h) Guild Street
		i) Haymarket
		j) Hendrick Place
		k) The North Lotts
		l) King's Inn
		m) Stanley Street, northwards, and entrance to the City Council Cleansing Depot
		n) Henrietta St
6	South City	a) Britain Quay
		b) Green Street East
		c) Hanover Quay
		d) Green St East
		e) Forbes Street – stretching from Sir John Rogerson's Quay to junction with Hanover Quay.

APPENDIX 13

A. PAVED AREAS & B. PAVED AREAS AND STREETS WITH GRANITE KERBING

Works pertaining to this schedule of streets pertaining to: Paved areas and streets with Granite Kerbing, Concrete Flags or Brick, and /or some other traditional features, such as Coal-Hole Covers, and Stone and Cast-iron Protective Bollards, to be retained or restored and included in the City Council's implementation of the *Historic Street Surfaces in Dublin: Conservation Study and Guidance Manual* (2009). This schedule may need to be reviewed during the life of the plan

A. Paved Areas and Streets with Granite Paving Flags and Kerbing, Original Coal-Hole Covers, Traditional Pattern Manhole Covers, and Stone and Cast-Iron Protective Bollards, to be retained or restored and included in the City Council's Programme for Restoration.

Anglesea Street
Blessington Street (west of Berkeley Street)
Castle Street
Cecilia Street
Chancery Place (at Four Courts)
Chancery Street (at Bridewell)
Charlemont Bridge
Charles Street Great (granite paving to front of Free Church)
Christ Church Place (at Christ Church Cathedral)
City Hall
College Green (Bank of Ireland & Trinity College)
Crown Alley
Custom House Quay (at Custom House)
Dominick Street Lower (at Church)
Earlsfort Terrace (at Concert Hall)
Essex Gate
Essex Street East
Eustace Street
Exchange Court
Exchange Street Lower

Exchange Street Upper
Fitzwilliam Square
Fitzwilliam Street Lower
Fitzwilliam Street Upper
Fleet Street
Foster Place South
Fownes Street Lower
Fownes Street Upper
Frederick Street South
Grattan Bridge
Green Street (at Courthouse)
Halston Street (at Courthouse)
Harcourt Street
Henrietta Street
Heuston Bridge
Huband Bridge
Inns Quay (at Four Courts)
John's Lane West
Johnston Court
King Street South
Latouche Bridge
Lord Edward Street
Merrion Square
Merrion Street Lower (at government buildings)
Merrion Street Upper
Moore Street
North Great George's Street
O'Connell Bridge
O'Connell Street Lower (At GPO)
O'Connell Street Upper
Palace Street
Parliament Street
Pearse Street (at St Marks Church)
Pembroke Street Lower
Pembroke Street Upper
Percy Place
Smithfield
Temple Bar
Temple Lane South
Werburgh Street (at Bishops House)
Winetavern Street (at Civic Offices)
Wood Quay (at Civic Offices)
Werburgh Street (at Bishops House)
Winetavern Street (at Civic Offices)
Wood Quay (at Civic Offices)

B. Paved Areas and Streets with Granite Kerbing

Paved Areas and Streets with Granite Kerbing, Concrete Flags or Brick, and/ or some other traditional features such as Coal-Hole Covers, Manhole Covers, and Stone and Cast-Iron Protective Bollards, to be retained or restored and included in the City Council’s Programme for Restoration.

Abbey Cottages
Abbey Street Lower
Abbey Street Middle
Abbey Street Upper
Amiens Street
Arran Quay
Arran Street East
Aston Quay
Aungier Street
Bachelor’s Walk
Baggot Street Lower
Balfe Street
Bellevue
Belvedere Road
Beresford Place
Beresford Row
Berkeley Road
Berkeley Street
Blackhall Place
Blackhall Street
Blessington Street
Bolton Street
Bow Street
Bride Street
Bride Street New
Bridgefoot Street
Bridgefoot Street Lower
Bridgefoot Street Upper
Brighton Square: granite kerbing
Broadstone
Buckingham Street Lower
Buckingham Street Upper
Bull Alley Street
Burgh Quay
Camden Street Lower
Camden Street Upper
Capel Street
Castle Street
Cathal Brugha Street

Cathedral Street
Cavendish Row
Cecilia Street
Chancery Place
Chancery Street
Charlemont Bridge
Charlemont Street
Charles Street Great
Chatham Lane
Chatham Row
Chatham Street
Christ Church Place
Church Street
Church Street New
Church Street Upper
City Quay
City Wall
Marlborough Street
Mary Street
Mary’s Abbey
Meath Street
Meetinghouse Lane
Mercer’s Street Lower
Merchants Quay
Merrion Row
Merrion Street Lower
Merrion Street Upper
Michaels Hill
Military Road
Molesworth Street
Mount Street Crescent
Mount Street Lower
Mount Street Upper
Mountjoy Street
Mullinahack Street
Nassau Street
New Street
Nicholas Street
North Circular Road
North Wall Quay: mooring posts
O’Connell Bridge
O’Connell Street Lower
O’Connell Street Upper
Ormond Quay Lower
Ormond Quay Upper
Palace Street
Park Gate
Park Gate Street
Parnell Square East
Parnell Square North

Parnell Square West
Parnell Street
Patrick Street
Pearse Street
Pembroke Street Lower
Pembroke Street Upper
Percy Place
Phibsborough Road
Portland Street North
Quays from Grattan Bridge to O'Connell Street
Queen Street
Rainsford Street
Rathdown Road
Redmond's Hill
Richmond Street South
Rutland Place
Ryder's Row
Sackville Place
Saint Mary's Place North
Sarsfield Quay
Seán McDermott Street Lower
Seán McDermott Street Upper

APPENDIX 14 – LIST OF NATIONAL MONUMENTS LEGISLATION, NATIONAL POLICY DOCUMENTS AND GUIDELINES THAT PROTECTS SITES AND MONUMENTS

The 1992 European Convention on the Protection of Archaeological Heritage was ratified by Ireland in 1997. The convention provides the basic framework for policy on the protection of the archaeological heritage. In summary, the obligations on the state under the convention relate to:

- Providing statutory protection measures
- Authorisation and supervision of archaeological activities
- Measures for the physical protection of the archaeological heritage
- Providing consultation between archaeologists and planners
- Providing financial support for research or rescue archaeology
- Facilitating the study of archaeological discoveries by making or bringing up to date maps, surveys and inventories of archaeological sites
- Facilitating national and international exchanges of elements of the archaeological heritage for scientific purposes.
- Educating the public in relation to the value of and threat to the archaeological heritage
- Preventing the illicit circulation of elements of the archaeological heritage
- Providing for the exchange of information and experts on the archaeological heritage between states party to the convention.

Irish Legislation

Irish legislation for the protection of archaeological heritage is based on the National Monuments Acts 1930 to 1994. This is in accordance with the Valletta Convention (as above). The Minister for Arts, Heritage, Gaeltacht and the Islands has a specific role in relation to the protection of the archaeological heritage through powers provided by these acts and the National Cultural Institutions Act 1997. The overall state archaeological service is provided by the Department of Arts, Heritage, Gaeltacht and the Islands (DAHGI) and delivered through the Planning and Heritage Section of the Department of the Environment, Heritage and Local Government and the National Museum of Ireland (Irish Antiquities Division) on behalf of the minister.

The National Monuments Acts secure the archaeological heritage in several key areas through the DoEHLG:

The Record of Monuments and Places,

Register of Historic Monuments

Preservation Orders and Temporary Preservation Orders

Department of the Environment Guidelines

The following policy and guidance documents are issued by the DoEHLG:

Policy and Guidelines on Archaeological Excavation

Framework and Principles for the Protection of the Archaeological Heritage

Archaeology and the Planning Process

Guidelines for Authors of Reports on Archaeological Excavations

National Policy on Town Defences

Guidelines for Directions

Guidelines for Consents

APPENDIX 15 – LIST OF NATIONAL MONUMENTS IN DUBLIN CITY

St. Mary's Abbey

St. Audoen's Church

St. Stephen's Green

Kilmainham Gaol

Casino, Marino

APPENDIX 16 – GUIDELINES FOR WASTE STORAGE FACILITIES

(See also section 5.2.4.3)

Standards for Apartments

The requirements set out in the Bye-Laws for the Collection, Storage and Presentation of Household Waste and Certain Related Waste Management Matters must be adhered to and, in particular, the requirement in the Bye-Laws to segregate waste into separate fractions to facilitate the collection of dry recyclables, organic kitchen/garden waste and residual waste.

Bins that comply with IS EN 840 1997 must be used. Ideally 1,100 Litre bins should be used with dimension of 1.3m long by 1.0m wide by 1.3m high and with a load capacity of approximately 0.5 tonnes. Other types of receptacles may only be used with the written consent of Dublin City Council.

There must be enough storage space for a minimum of 1 No. 1,100 Litre Bin per 15 people availing of the communal collection scheme for residual household waste.

Sufficient space must be provided to accommodate the collection of dry recyclables and organic kitchen waste/garden waste. Provision should also be made for the collection of glass (separated by colour) in Bottle Banks within the curtilage of the apartment block. The total footprint of each of these Banks is 4m by 2m wide. The location must be external, with sufficient access and clearance for servicing using a crane.

The bin storage areas must not be on the public street and should not be visible or accessible to the general public.

The bin storage areas should be designed so that each bin within the storage area is accessible to occupants of the apartment block (including people with disabilities). Waste storage areas in basement car parks should be avoided where possible, but where they are provided, adequate manoeuvring space for collection vehicles is essential.

Sufficient access and egress must be provided to enable bins to be moved easily from the storage area to an appropriate collection point on the public street nearby. The access and egress area should have no steps and have a minimal incline ramp.

Suitable waste water drainage points should be installed in the bin storage area for cleaning and disinfecting purposes.

The mode of operation to remove waste from site should be considered at the design stage.

Adequate ventilation of waste storage areas so as to minimise odours and potential nuisance from vermin / insects impacting on residential amenities

Within the apartment proprietary airtight under-sink storage containers shall be provided for the separation of waste. Provision for a four-bin system is recommended.

Provision of appropriate signage and instructions with respect to communal waste storage and collection services.

Waste storage areas should not present any safety risks to users and should be well-lit.

If more than one weekly collection is required from Dublin City Council, a contract must be signed in advance with Dublin City Council.

If the waste is collected by a private contractor, that contractor must be the holder of a current Waste Collection Permit.

Standards for Commercial/Industrial Developments

The requirements set out in the Bye-Laws for the Collection, Storage and Presentation of Commercial Waste and Certain Related Waste Management Matters must be adhered to and, in particular, the requirement in the Bye-Laws to segregate waste into separate fractions to facilitate the collection of dry recyclables, organic kitchen/garden waste and residual waste.

Bins that comply with IS EN 840 1997 must be used. Ideally 1,100 Litre bins should be used with dimension of 1.3m long by 1.0m wide by 1.3m high and with a load capacity of approximately 0.5 tonnes. Other types of receptacles may only be used with the written consent of Dublin City Council.

There must be enough storage space for a minimum of 1 No. 1,100 Litre Bin per 10 bags to be collected.

Sufficient space must be provided to accommodate the collection of dry recyclables and organic kitchen waste/ garden waste. Provision should also be made for the collection of glass (separated by colour) in Bottle Banks within the curtilage of the development. The total footprint of each of these Banks is 4m by 2m wide. The location must be external, with sufficient access and clearance for servicing using a crane.

Adequate space and height for a standard Refuse Collection Vehicle (RCV) to access site.

Sufficient access and egress must be provided to enable bins to be moved easily from the storage area to an appropriate collection point on the public street nearby. The access and egress area should have no steps and have a minimal incline ramp.

The bin storage areas must not be on the public street and should not be visible or accessible to the general public.

The bin storage areas should be designed so that each bin within the storage area is accessible to occupants/employees of the development (including people with disabilities).

Suitable waste water drainage points should be installed in the bin storage area for cleaning and disinfecting purposes.

Waste storage areas should not present any safety risks to users and should be well-lit.

Adequate ventilation of waste storage areas so as to minimise odours and potential nuisance from vermin / flies.

A waste collection contract must be signed with Dublin City Council or a private waste collector who is the holder of a Waste Collection Permit, prior to the commencement of the collection of waste.

APPENDIX 17 – FLOOD DEFENCE INFRASTRUCTURE

(see also section 5.2.4.7)

Tolka River: the River Tolka Flooding Study is used to calculate the 100 river flow and 200 year tidal events. A summary of upgrade work along the length of the river Tolka are as follows:

1. East Point Business Park Bridge to John McCormack Bridge: 200-year tidal flood contained by embankment on the north side and joint bank and retaining wall defence on south side.
2. John McCormack Bridge to Railway Bridge: Retaining walls left and right contain 200-year tidal flood.
3. Railway Bridge to Annesley Bridge: Retaining walls left and right contain 200-year tidal flood.
4. Annesley Bridge to Luke Kelly Bridge: Retaining walls left and right contain 200-year tidal flood event with the exception of one 50m stretch on the north side.
5. Luke Kelly to New Distillery Road Bridge: Retaining walls left and right contain 200-year flood event.
6. New Distillery Road Bridge to Drumcondra Bridge: Retaining wall north side protect this stretch from 100-year flow. Parkland on south side allowed to flood and will do so at fifty year level.
7. Drumcondra Bridge to New Woodville: Retaining walls left and right contain 100-year flow.
8. New Woodville Bridge to Griffith Park Footbridge: Combination of existing retaining walls and new set back embankments contain 100-year flow.
9. Griffith Park Footbridge to Dean Swift Bridge: retaining walls on both banks contain 100-year flow.
10. Dean Swift Bridge to Glasnevin Bridge: Combination of retaining walls and embankments left and right contain 100-year flow.
11. Botanic Gardens: Retains its natural floodplain.
12. Finglas Road Bridge to Finglas Wood Bridge: Tolka Valley Road protected by large embankment on north side. Southside protected past 50-year event by existing retaining wall.
13. Finglas Wood Bridge to Ratoath Road Bridge: Large 50-year floodplain out of bank. On north side protected by embankment and a small stretch of retaining wall, and on south side protected by retaining wall.
14. Ratoath Road Bridge to Scribblestown Road Bridge: Large 50-year flood plain contained on both sides by retaining walls.

Dodder River: The Dodder, including the estuary, is the subject of ongoing flood defence works. The 200-year flood event including for global warming to the year 2100 is taken as 4.15m at the confluence with the Liffey, compared to 3.75m for the Tolka and the proposed 3.7m for the Liffey campshires

1. Confluence with Liffey to Ringsend Bridge: right hand side is protected to the 200-year level to the year 2100. Left hand side is defended to 200-year level with the exception of South Dock Road which is defended to a 200-year level to 2060.
2. Ringsend Bridge to London Bridge: Retaining walls left and right contain 200-year tidal level.
3. London Bridge to Newbridge: Ongoing work on both banks will mean that both sides of the river will be defended to the 200-year level to the year 2100 with latest

global warming estimates. Infrastructure is mostly retaining walls with a small stretch of embankment.

4. Newbridge to Ballsbridge: Right hand side defended by retaining walls which will need upgrading in the future. Left hand side defended by series of retaining walls which will need upgrading in places.
5. Ballsbridge to Angelsea Bridge: Series of embankments and retaining walls. Upgrades necessary to bring to 100-year level.
6. Anglesea Bridge to Clonskeagh weir: Retaining walls afford good protection left and right. Some levels will need to be raised for full protection.
7. Clonskeagh weir to Clonskeagh Bridge: Both banks requires future infrastructure work due to weir
8. Clonskeagh Bridge to Milltown Bridge: Series of lengthy embankments and retaining walls protect property and roads on both sides of the river.
9. Milltown Bridge to Classons Bridge: Embankments both sides to Packhorse Bridge. Shanagary apartments embankment and boundary wall, Milltown Road wall from Shangarry to Classons Bridge.
10. Classons Bridge to Orwell Road Bridge: Pair of long embankments protecting right hand side. Orwell Gardens situated inside embankments and protected by river wall; identified as requiring upgrading. Dartry Park embankment protecting left hand side although height of Orwell weir is an issue.
11. Orwell Road Bridge to Pearse Bridge: Orwell flood plain, small embankment at rear. Embankment from Orwell to Pearse Bridge.

12. Pearse Bridge to Bushy Park: Floodplain to steep embankment including pond. River embankment and Bushy Park wall to boundary.

Liffey: The Liffey is the subject of recently started works. A good portion of the Liffey fluvial area in the Dublin City Council area is well defended by the steep Liffey valley. Most of the city is relatively well defended by the quay walls. There are however a number of low points such as the campshires, Victoria Quay, Wolfe Tone Quay and Matt Talbot Bridge.

1. Summary from East Wall Road Bridge to Sean Heuston Bridge: City on both sides defended by quay walls. Both quays badly exposed to 200-year event. Campshires is a low point. Matt Talbot Bridge is the lowest bridge.
2. Sean Heuston Bridge to Sarah Bridge: Defended by combination of embankments and retaining walls.
3. Sarah Bridge to Laurence Road: Massive embankment on right hand side protecting to 10,000-year level.
4. Laurence Road to Chapelizod Road Bridge: Good level of protection given by retaining wall. Defended by embankment and park areas on north side.
5. Chapelizod Road Bridge to Ryewater boundary: Poor protection on north side. Martin's Row area defended by retaining walls which require upgrading.

The river Poddle is largely culverted in the city area. Other rivers to note are the Camac, Santry, Gallblack, Phoenix Park streams, and Naniken.

The OPW Flood Hazard Map show information on a map about places that may be at risk from flooding. See www.floodmaps.ie for details. See section 5.2.4.7 on Flood Management.

APPENDIX 18 – GUIDELINES ON TELECOMMUNICATIONS ANTENNAE

(See also section 5.2.4.13)

Siting and Design

Telecommunications antennae and supporting structures should preferably be located on industrial estates or on lands zoned for industrial/employment uses. Possible location in commercial areas, such as rooftop locations on tall buildings, may also be acceptable, subject to visual amenity considerations. The viability of locations, such as existing ESB sub-stations, should also be explored.

Only as a last resort, and after all the alternative options are found to be unavailable or unsuitable, will the location of free-standing masts be considered in a residential area or beside a school. If such a location should become necessary, sites already developed for utilities should be considered, and masts and antennae should be designed and adapted for the specific location. The support structure should be kept to the minimum height consistent with effective operation, and should be monopole (or poles) rather than a latticed tripod or square structure.

Possible Sharing of Installations

Where existing support structures are not unduly obtrusive, the City Council will encourage co-location or sharing of antennae on existing support structures, masts and tall buildings. Applicants must satisfy the City Council that they have made every reasonable effort to share with other operators.

Visual Amenity

Telecommunications antennae and support structures shall not detract from the special character and appearance of designated conservation areas or from the special artistic, architectural and historic interest of buildings listed for preservation and protection in the development plan.

In assessing proposals for telecommunications antennae and support structures, factors such as the object in the wider townscape and the position of the object with respect to the skyline will be closely examined. These factors will be very carefully considered when assessing proposals in a designated conservation area, open-space amenity area, historic park, or in the vicinity of listed/protected buildings, special views or prospects, monuments or sites of archaeological importance.

The location of antennae or support structures within any of these areas or in proximity to listed/protected buildings, archaeological sites and other monuments should be avoided.

Health and Safety

As part of their planning application, operators should furnish a statement of compliance with the International Radiation Protection Association (IRPA) Guidelines (Health Physics, vol.54, no.1, Jan 1988) or the equivalent European Pre-standard 50166-2, which has been conditioned by the licensing arrangements with the Department of Transport, Energy and Communications, and to furnish evidence that an installation of the type applied for complies with the above guidelines.

APPENDIX 19 – SEVESO II SITES

(See also sections 5.2.4 and 17.36)

The following notified lists of sites are covered by the SEVESO II Directive.

Article 12 of the Directive provides that appropriate consultation procedures must be put in place so as to ensure that before decisions are taken, technical advice is available to Planning Authorities in respect of relevant establishments. The Health & Safety Authority provides such advice where appropriate in respect of planning applications within a certain distance of the perimeter of these sites. The list includes the consultation distances whereby the Health & Safety Authority needs to be informed of any planning applications for development within the stated distances. Such technical advice will be taken into account in the consideration of applications for planning permission. As details change from time to time it is important that the Health and Safety Authority are contacted. (The sites are also shown on the relevant zoning objective maps)

Upper – Tier

- Calor Gas Teo, Tolka Quay, Alexander Rd. Dublin 1 (600m from perimeter)
- Dublin Waste to Energy Limited, Pigeon House Road, Dublin 4 (300m from perimeter)
- Esso Ireland Ltd. Dublin Joint Fuels Terminal, Alexandra Rd. D 1 (400m from perimeter)
- Indaver Ireland, Tolka Quay Road, Dublin 1 (700m from perimeter)
- Tedcastles Oil Products (Yard 2), Promenade Rd, Dublin 3 (400m from perimeter)

- National Oil Reserves Agency, Ringsend Oil Storage, Pigeon House Road, Ringsend, Dublin 4 (300m from perimeter)

Lower – Tier

- Albion Chemical Distribution (Ireland) Ltd Chlorine Compound, H.A. Crosbie Site, Tolka Quay Road, Dublin Port (700m from perimeter)
- Utility Operations & Maintenance Services Ltd Dublin Bay Power Plant, Pigeon House Road, Ringsend, Dublin 4 (300m from bund wall)
- ESB Poolbeg Power Station, Pigeon House Road, Ringsend, Dublin 4 (300m from bund wall)
- ESB North Wall Generating Station, Alexandra Rd, North Road, Dublin 1 (300m from bund wall)
- Iarnród Éireann Inchicore, Inchicore, Dublin 8 (300m from bund wall)
- Iarnród Éireann Dublin Port, Alexandra Rd, Dublin 1 (300m from bund wall)
- Topaz Energy Ltd. (Irish Shell) Site 1, Alexandra Road, Dublin 1 (400m from perimeter)
- Topaz Energy Ltd. (Irish Shell) Site 3, Alexandra Road, Dublin 1 (300m from bund wall)
- Topaz Energy Ltd. (T/A Fareplay) Dublin Port Yard 1 Fareplay Yard 1 Promenade Road, Dublin Port, Dublin 3 (300m from perimeter)
- Topaz Energy Ltd. (T/A Fareplay) Dublin Port Yard 2 Fareplay Yard 2 Promenade Road, Dublin Port, Dublin 3 (400m from perimeter)
- Tedcastles Oil Products (Yard 1), Promenade Rd, Dublin 3 (400m from perimeter)

The following list of Seveso Establishments, while located outside the City Council area, are within consultation distance of areas within the city and are:

Lower Tier

- BOC Gases Ireland Ltd., Bluebell Industrial Estate, Dublin 12. (700m from perimeter)
- Tibbett and Britten Group (Ireland) Ltd., Robinhood Road, Clondalkin, Dublin 22 (300m)

APPENDIX 20 – GUIDELINES FOR CHILDCARE FACILITIES

1 New and existing residential areas

In the first instance, the City Council will have regard to the Dublin City Childcare Committee and their identification of areas that are under-provided or over-provided in terms of childcare provision.

For new residential schemes, one childcare facility will be required unless there are significant reasons to the contrary. A benchmark provision of one childcare facility per 75 dwellings is recommended (and a pro rata increase for developments in excess of 75 houses). Regard shall be given to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas.

Any modification to the indicative standard of one childcare facility per 75 dwellings should have regard to:

1. The make-up of the proposed residential area, i.e. an estimate of the mix of community the housing area seeks to accommodate (If an assumption is made that 50% approximately of the housing area will require childcare then in a new housing area of 75 dwellings, approximately 35 will need childcare. One facility providing a minimum of 20 childcare places is therefore considered to be a reasonable starting point on this assumption. Other assumptions may lead to an increase or decrease in this requirement.)
2. The results of any childcare needs analysis carried out as part of the city childcare strategy or carried out as part of a local or action area plan or as part of the development plan in consultation with the City Childcare Committees,

which will have identified areas already well-served or alternatively, gap areas where there is underprovision, will also contribute to refining the base figure.

This is a guideline standard and will depend on the particular circumstances of each individual site. Consideration of childcare facilities provision should be raised as early as possible in preplanning discussions for larger housing developments.

In existing residential areas detached houses/sites or substantial semi-detached properties with space for off-street parking and/or suitable drop-off and collection points for customers and also space for an outdoor play area will generally be permitted provided the premises remains primarily residential and traffic and access arrangements do not interfere with general residential amenity.

Primary traffic routes where there is suitable and safe pull in areas to the front for dropping off children by car are more suitable than tight residential cul-de-sacs.

Applications for full day-care facilities in premises other than those listed above (e.g. terraced houses or houses located on a cul-de-sac) should be treated on their merits having regard to parking/drop-off points, layout and design of the housing area and the effect on the amenities of adjoining properties.

In relation to sessional after-school care, the provision of such facilities may be considered in any residential area as ancillary to the main residential use subject to parking/drop-off points, layout and design of the housing area and effect on the amenities of adjoining properties.

2 Business/Technology Parks, industrial estates, employment areas, office blocks

In general, childcare facilities should be located in business/technology parks, industrial estates, areas of employment and within office blocks, with such provision being established having regard to the Dublin City Childcare Committee audit and needs analysis.

i). Business/Technology Parks, Industrial Estates

Where feasible, the childcare facility should be located on a site which is convenient to the entrance to the business/technology park or the industrial estate to facilitate easy access. This location will also obviate the necessity to walk/drive through active industrial areas; it will facilitate easier access to public transport nodes. In addition, the premises should be served by off-street parking.

ii). Office Blocks

In general, large office/commercial developments should provide at least one childcare facility to cater for staff. The size of the facility will be calculated on the basis of the existing and potential needs of staff and in the light of the availability or otherwise of other suitable child care facilities in the locality.

iii). General Factors

The premises should be provided with outdoor play space or have safe and easy access to a safe outdoor play area.

Unsuitable sites/premises in relation to this category are locations in general industrial estates/mining areas, where the processes carried on or

the machinery/equipment in use, or emissions, could be injurious to the health and safety of the children.

3 City/Town Centres, district centres and neighbourhood centres

Neighbourhood and district centres

In the existing built up areas, many of the smaller neighbourhood centres are under pressure from larger retail centres. Those that contain vacant units are often under pressure to convert to residential use. These units are a valuable community resource and would provide ideal childcare premises, provided that the premises can accommodate open space (or have easy access to a safe outdoor play area). In addition, the unit should be able to avail of ancillary parking associated with neighbourhood shops for the purposes of drop-off and collection, or be close to a public transport node.

City/Town centres

Premises opening directly onto the more heavily trafficked retail centres of towns and cities will not generally be suitable locations. Smaller, quieter streets adjoining these will often prove more suitable.

The premises should be capable of providing outdoor play space or have safe or easy access to a safe outdoor play area/park.

The premises should be so located that it is within easy reach of public transport nodes and has car parking facilities/turning area which will accommodate staff and customers respectively.

Shopping centres

In considering applications for shopping centres, planning authorities should take account of the need for drop-in childcare facilities for shoppers. In general centres greater than 10,000sq.m shopping floor area shall be provided with childcare facilities consisting of both changing/feeding facilities, and supervised self-contained play areas for young children. Preferably, such facilities should be required to be located at ground floor level. Planning authorities should, as a separate issue, consider the possible childcare requirements of the staff of the shopping centre.

4 Educational Establishments

Third level colleges

In general, third level colleges should provide at least one childcare facility to cater for staff and students. The size of the facility will be calculated on the basis of the existing and potential needs of staff and students and in the light of the availability or otherwise of other suitable childcare facilities in the locality.

The location of the premises within the college will be a matter for each individual college. However, it is important in determining the most suitable location to take into account the nature and use of the premises surrounding the campus. If the college is located in a residential area, a central location within the college complex would be preferable to a site on the boundary.

Those responsible for the choice of location should take into account the nature of the campus, whether it is on a restricted city centre site or spacious suburban location, in a commercial area or a more residential area.

Primary and second level schools

In order to reduce the number of trips made by parents and guardians, the location of childcare facilities and schools in close proximity to each other would be desirable.

The use of school premises to cater for after school care is recommended and school authorities are encouraged to examine how they can help address this demand.

5 Adequacy of premises

The space requirements set out below relate to clear floor space per child. Clear floor space means that area available for children’s work, play and movement and should not include furniture, surplus to the requirements of the child, or permanent fixtures. Extraneous areas such as kitchens, halls, toilets, sleeping, and other ancillary areas are deemed to be separate.

Adequate and suitable facilities for a pre-school child to play indoors and outdoors during the day should be provided, having regard to the number of pre-school children attending the service, their age and the amount of time they spend in the premises.

The care of babies should be confined to the ground floor only.

Full day care service	
Age of Child	Clear floor area per child
0-1 year	3.5 sq metres
1-2 years	2.8 sq metres
2-3 years	2.35 sq metres
3-6 years	2.3 sq metres

Part-time day care service	
Age of Child	Clear floor area per child
0-1 year	3.5 sq metres
1-2 years	2.8 sq metres
2-3 years	2.35 sq metres
3-6 years	2.3 sq metres

Sessional pre-school service	
Age of Child	Clear floor area per child
0-6 years	2 sq metres

Pre-school service in a drop-in centre	
Age of Child	Clear floor area per child
0-6 years	2 sq metres

Source: HSE, 2006, Childcare (Pre-School Services) (Nº 2) Regulations 2006, the Childcare (Pre-School Services) (No 2) (Amendment) Regulations 2006, p.52

APPENDIX 21 – SAFETY AND SECURITY DESIGN GUIDELINES

(see also sections 4.4.5, 17.1, 17.1.2, 17.9 B1.3 and 16.1.2, policies FC23 and NC1)

New developments and refurbishments should be designed to promote safety and security and avoid anti-social behaviour by:

- Maximising passive surveillance of streets, open spaces, play areas and surface parking;
- Avoiding the creation of blank facades, dark or secluded areas, or enclosed public areas;
- Eliminating left-over pockets of land with no clear purpose;
- Providing adequate lighting;
- Providing a clear distinction between private and communal or public open space, including robust boundary treatment;
- Enabling residents to watch over the entrance to their home. Recessed entrances should be avoided and front doors should also be overlooked from other houses or from well trafficked public areas;
- Limiting access to the building to residents, their guests and others who have legitimate business in the building where it is necessary to use common entrances (e.g. in apartment blocks). Common entrances should be arranged so that as few households as possible share each entrance;
- Locating back gardens next to other back gardens or secure private areas rather than onto roadways or other public areas;
- Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds;
- Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead;
- The use of materials in public areas which are sufficiently robust to discourage vandalism;
- Avoiding the planting of fast growing shrubs and trees where they would obscure lighting or pedestrian routes. Shrubs should be set back from the edge of paths;
- Consulting with An Garda Síochána Crime Prevention Design Advisor where appropriate. Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005, in order to ensure safe and secure communities.

APPENDIX 22 – ACCESS FOR ALL

(see also section 5.1.4.12, policies NC23 and FC42, and section 17.7)

All planning applications for retail/commercial developments are expected to include the following:

- A place to park adjacent to the building or complex for passengers with disabilities as well as for drivers with disabilities;
- Dished or level crossings at all traffic junctions and the use of tactile paving and audible signals where appropriate;
- Parking bays which are sufficiently wide to allow access for wheelchairs;
- A route from a parking place to the building which is level or ramped and unimpeded by steps;
- A visible, accessible entranceway and door to the building – not a separate ‘disabled’ entrance – which is easy to distinguish and must be under cover (revolving doors and frameless glass doors are considered to be hazardous);
- Signposting for the buildings which is legible, well illuminated with lettering and numerals embossed or raised, and names and numerals on doors at eye level;
- Pedestrian routes in open spaces or between buildings which are free from obstructions, pathways which are wide enough for people who use wheelchairs, and surfaces which are slip-resistant;
- In the case of changes in level, shallow ramps in addition to steps and stairways which are clearly marked and equipped with handrails;
- The careful siting of bollards, gully gratings and signposts to avoid hazards
- Public toilets for people with disabilities, which are sited so that they are accessible and usable;
- Floor surfaces inside the building which are slip-resistant, and where there are changes in level, ramps as well as steps or stairways which are clearly marked;
- Where a building is multi-storey, a lift large enough for a wheelchair and a minimum of one other person, with controls that are usable from a seated position to serve all main circulation areas which provide facilities;
- Clear sign-posting and usability of amenities, e.g. lavatories and telephone;
- The improvement of access to existing buildings and their surroundings, as opportunities arise, through alterations, extensions and changes of use.
- An explanation of how surrounding roads, footpaths and sightlines will be linked;
- Illustrations of access to and access within the building itself;
- Diagrams showing how people can move to and through the place – including vehicles, bikes and pedestrians;
- Description of how levels change within the public spaces, including pavement and dropped kerbs
- Show that disabled people will not be segregated but will be able to move around within a building at all levels and use the same entrances, corridors and rooms as everyone else without detour;
- Detail how access for the emergency services will be provided.
- Where appropriate, sign posting, illustrations and diagrams to inform the public should be made available in accessible formats for people with impaired vision.

APPENDIX 23 – GUIDELINES FOR STUDENT ACCOMMODATION

(see also policy RE29, section 11.4.13, and section 4 of Appendix 3)

In considering planning applications for student accommodation Dublin City Council will have regard to the Department of Education and Science 'Guidelines on Residential Development for 3rd Level Students' (1999) and the supplementary review document of July 2005.

The following standards will apply to all proposals for student accommodation:

- Student accommodation shall be provided by grouping study bedrooms in 'house' units, with a minimum of 3 bed spaces with an overall minimum gross floor area of 55m² up to a maximum of 8 bed spaces and a maximum gross floor area of 160m².
 - Each on-site campus student accommodation development shall contain a maximum of 30% single/double occupancy units with a minimum gross floor area of 25sq.m and a maximum gross floor area of 35sq.m.
 - Study bedrooms shall share a common entrance hall and kitchen/living room, in accordance with the aforementioned guidelines. In turn, 'house' units shall share common entrances, access stairs, corridors and ancillary facilities.
 - A shared kitchen/living/dinning room shall be provided based on a minimum 4m² per bed space in the unit, in addition to any circulation space.
 - **Bedrooms:**
 - Single Study Bedroom: 8m²
 - Single Study Bedroom with ensuite shower, toilet and basin: 12m²
 - Twin Study Bedroom: 15m²
 - Twin Study Bedroom with ensuite shower, toilet and basin: 18m²
 - Single Disabled study bedroom, with ensuite disabled shower, toilet and basin: 15m²
 - **Bathrooms:**
 - Either ensuite with study bedrooms or to serve a maximum of 3 bed spaces.
 - Communal facilities and services which serve the needs of students shall be provided for, which include laundry facilities, caretaker/security office, refuse facilities.
 - In all permissions for student accommodation the applicant will be required to provide appropriate documentation outlining how the scheme will be professionally managed.
 - When not located on campus, adequate open space of a suitable orientation shall be provided within the development for the amenity of the students.
 - All proposals for student accommodation shall provide appropriate indoor and outdoor communal and recreational facilities for the amenity of the students.
 - Developments should provide a minimum of one out of every 50, or part thereof, of the total number of bedspaces in a development designed for students with disabilities.
- In addition a number of additional criteria will be taken into account including:
- The location and accessibility to educational facilities and also proximity to existing or planned green routes or other quality transport corridors and cycle facilities;
 - The potential impact on local residential amenities;

- The level and quality of on-site facilities, including storage facilities, waste management, cycle storage, leisure facilities (including shop/café uses), car parking and amenity;
- The architectural quality of the design and also the external layout, with respects to materials, scale, height and relationship to adjacent structures. Internal layouts should also take cognisance of the need for flexibility for future possible changes of uses;
- In larger schemes a design statement will be required;
- In all schemes the applicant will be required to provide written documentary confirmation for a ‘qualifying lease’ as defined in the Guidelines on Residential Development for 3rd Level Students published by the Department of Education and Science (1999) and as reviewed in 2005, to prove that the accommodation is let to students within the academic year.
- The applicant will be required to submit written documentary evidence confirming that there is sufficient demand for student accommodation within the area of the city in question.
- In assessing a proposal for student accommodation the planning authority will take cognisance of the amount of student accommodation which exists in the locality and will resist the over concentration of such schemes in any one area of the city in the interests of sustainable development and residential amenity.

Permissions for student housing will normally have a condition attached requiring planning permission from change of use from student accommodation to other type of accommodation. Such applications will be resisted except where it is demonstrated that over provision of student accommodation exists in the city.

APPENDIX 24 – GUIDANCE ON APARTHOTELS

(see also Appendix 29)

An aparthotel can provide tourists and visitors the flexibility, space and luxury of a fully furnished apartment within a building which is professionally managed and serviced like a hotel. Accommodation within an aparthotel can range in style and luxury from apartment suites containing a number of bedrooms, to open plan studio style units.

It is not intended that any type of visitor accommodation including aparthotels, is used or occupied by permanent households, including students. This would be contrary to the proper planning and sustainable development of the city and would also put pressure upon local services, e.g. schools, health and social services.

When assessing any application for an aparthotel Dublin City Council will apply the following considerations:

- The proposed development will include as a minimum; a fully serviced reception desk and administration facilities, concierge, security, house keeping facilities and food / refreshment facilities and may contain entertainment and uses considered to be associated with the management of the aparthotel.
- The design and layout of the aparthotel units should be such to enable the amalgamation of individual units to cater for the needs of visitors especially families.
- In any application for an aparthotel, a range of different unit styles and sizes will be required in order to cater for the needs of visitors. The planning authority

will resist the overprovision of single bed aparthotel units and shall require a mix of unit sizes and styles.

If it is intended to convert the aparthotel units into residential units in the future, the standards for residential developments as set out in the development plan must be adhered to, including car parking standards and all private and public open space requirements. The planning authority will resist applications for change of use in cases where these standards are not reached, or in cases where the proposed development is contrary to the zoning objectives of the area.

Permissions for aparthotels will normally have a condition attached requiring planning permission from change of use from commercial short-term accommodation to residential. The standards outlined for residential apartments must be achieved and the provisions for private and public open space are applicable.

Permissions for aparthotels will normally have a condition attached stating that the maximum occupancy period for the proposed development shall be two months.

Aparthotel units shall not be used for the purposes of providing student accommodation.

APPENDIX 25 – GUIDELINES FOR RESIDENTIAL EXTENSIONS

(see also section 17.9.8)

1 Introduction

These guidelines contain general advice and design principles for residential extensions. The Planning and Development Regulations, 2001, (as amended) give exemptions for the construction of extensions to residential dwellings and there are a wide range of works, which will fall within these exempted development provisions. The applicant's architect or agent should be able to advise on the extent of these exemptions and whether proposed works would require planning permission to be obtained.

Giving the wide variety of house types and styles within Dublin city it is not possible to deal with every type of addition. Rather, this document sets out a number of general principles that should be addressed in all cases and which will be applied by the planning authority in assessing applications for permission.

The guidelines should be interpreted in the context of the development plan core strategy, which promotes a compact city, sustainable neighbourhoods and areas where a wide range of families can live.

2 General Principles

New extensions, whether they are single or two storey, have an effect on their immediate environment and accordingly the following general principles should be addressed in all proposals for extension. Proposals should:

- Not have an adverse impact on the scale and character of the dwelling

- Have no unacceptable effect on the amenities enjoyed by the occupants of adjacent buildings in terms of privacy and access to daylight and sunlight
- Achieve a high quality of design

The following sections of this guidance document feature these principles in greater detail.

3 Residential Amenity issues

It is important to make sure that any extension does not unacceptably affect the amenities of neighbouring properties. This includes privacy, outlook, daylight and sunlight. It is advisable to discuss your proposal with your neighbours prior to submitting a planning application.

4 Privacy

Extensions should not result in any significant loss of privacy to the residents of adjoining properties. Generally windows overlooking adjoining properties (such as in a side wall) should be avoided. Where essential, the size of such windows should be kept as small as possible and consideration should be given to the use of high level windows and / or the use of obscure glazing where the window serves a bathroom or landing.

Balconies will only be allowed where they are well screened and do not adversely overlook adjoining properties. The use of the roofs of flat roof extensions as balconies can often lead to problems of overlooking.

5 Relationship between Dwellings and Extensions

(see also sections 17.9.1, A3.1)

In cases where the backs of dwellings face each other or where the side of one dwelling faces the rear of a neighbouring

property, a certain degree of separation is required to avoid any overbearing effect of one dwelling upon the other. With the emphasis on increased residential densities and the consequent incorporation of a variety of unit types and sizes in schemes, the requirement for 22-metre separation in such cases may no longer be applicable in all instances. The acceptable reduction of such distances, however, requires a high standard of building design and layout particularly having regard to the height and interrelationship between buildings, the use and aspect of rooms and relative floor levels. The exact distances applicable in such cases will be determined on a case-by-case basis having regard to the above criteria and other relevant development plan standards.

The planning system does not give neighbours “a right to a view” and does not always prevent people’s view from being blocked. However, extensions should be designed so as not to dominate or appear overbearing when viewed from adjoining properties.

6 Daylight and Sunlight

(see also section 19.9.1, A1.2)

Large single or two storey rear extensions to semi detached or terraced dwellings can, if they project too far from the main rear elevation, result in a loss of daylight to neighbouring houses. Furthermore, depending on orientation, such extensions can have a serious impact on the amount of sunlight received by adjoining properties.

Consideration should be given to the proportion of extensions, height and design of roofs as well as taking account of the position of windows including rooms they serve to adjacent or adjoining dwellings.

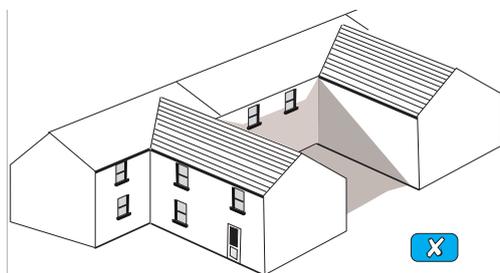


Figure 1: Overshadowing and loss of outlook from rear windows

7 Appearance

Most houses were originally designed and built as completed entities and did not take account of any need to incorporate future extensions. It is therefore necessary when considering the design of an extension to take account of the following criteria:

- The extension should not dominate the existing building and should normally be of an overall shape and size to harmonise with the existing house and adjoining buildings. The original appearance should be the reference point for any consideration of change that may be desired.
- The materials used should ideally be the same as those used on the existing building. Features such as windows and doors on the new extension should relate to those on the original building in terms of proportion.

- Extensions to the front, which significantly break the building line, should be resisted.

8 Subordinate Approach

The subordinate approach means that the extension plays more of a 'supporting role' to the original dwelling. In general the extension should be no larger or higher than the existing.

9 Materials

Care should be taken in all extensions to ensure that the new extensions integrate with the original building as far as possible. In addition to appropriate form and scale, the maximum use of matching materials between old and new will greatly assist this integration. Considerable care and thought should be given to materials, which harmonise with the existing and consideration should be given to the changes, which occur in their appearances due to age and weathering. The illustrations shown below give an example of how to integrate a new extension successfully with the original building.



Example of an acceptable use of materials:
 A Rendering to extension matching that of the original house.
 B Brickwork matches.
 C Roof material matches.
 D Window form and design matches original.

Figure 2



- Example of an unsatisfactory extension:
- A Windows do not relate to or line up with the original.
 - B Inappropriate tiles.
 - C Classical garage with neo-colonial doors.
 - D Railings to the top of the extension.

Figure 3



A minimalist contemporary box style may be acceptable

Figure 4

10 Contemporary Extensions

Although the general advice in this document is to match the existing building and to fit in with the neighbourhood, Dublin City Council also supports good contemporary designs. A contemporary or modern approach, providing unique designs can offer a more imaginative solution to an unusual dwelling type or

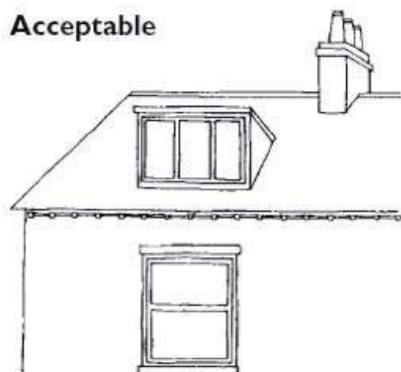
a contrast to a traditional building and are still required to take account of the design issues outlined in this document. Contemporary solutions should not detract from the character of an area and undeniably, if well designed, can make a positive contribution to the streetscape and the character of the area.

11 Roof Extensions

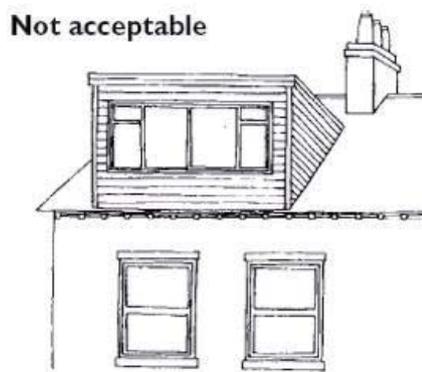
The roofline of a building is one of its most dominant features and it is important that any proposal to change the shape, pitch, cladding or ornament of a roof is carefully considered. If not treated sympathetically, dormer extensions can cause problems for immediate neighbours and in the way a street is viewed as a whole.

When extending in the roof, the following principles should be observed:

- The design of the dormer should reflect the character of the area, the surrounding buildings and the age and appearance of the existing building.
- Dormer windows should be visually subordinate to the roof slope, enabling a large proportion of the original roof to remain visible.
- Any new window should relate to the shape, size, position and design of the existing doors and windows on the lower floors.
- Roof materials should be covered in materials that match or complement the main building.
- Dormer windows should be set back from the eaves level to minimise their visual impact and reduce the potential for overlooking of adjoining properties.



Acceptable
 Small dormer window designed to reflect the existing window pattern.



Not acceptable
 Dormer window is too large and does not reflect the window pattern of the building.

Figure 8

12 Porches

It is important to try to avoid abutting porches closely to existing windows, and where front doors are paired, a joint scheme with the neighbouring owner should be considered. The design should complement the main house.



Figure 9

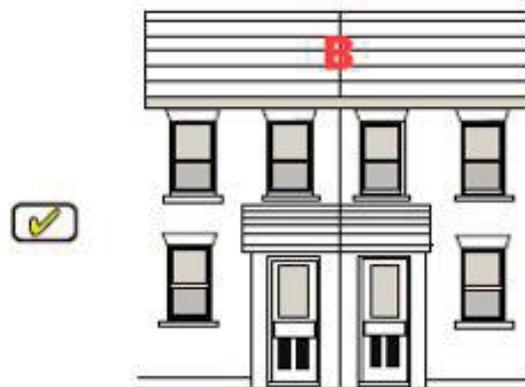


Figure 10

13 Sustainable Design

Dublin City Council encourages and supports a sustainable approach to new build, alterations and extensions. Extending your home provides an ample opportunity to incorporate sustainability into your scheme. Practices such as the reuse of building materials e.g. roof tiles/slates and bricks, increased insulation and rainwater harvesting techniques to name but a few will improve the environmental performance of a property.

14 Solar Panels

An increasing number of homeowners are using solar thermal panels that produce hot water and photovoltaic panels that produce electricity. Solar systems can be installed in the roof space of a dwelling similar to rooflights. Any solar thermal panels that are installed on or in roofs should not unduly dominate the roof and should be sensitive to the character, colour and style of the existing roof. The Planning and Development Regulations 2007 (S.1 No.83 of 2007) set out planning exemptions for micro-renewable energy technologies for domestic houses including solar panels, heating systems and wind turbines.

15 Green Roofs

A green roof is a roof of a building that is partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane. Green roofs benefit our environment by enhancing bio-diversity, reducing flood risk (by absorbing heavy rainfall and reducing or slowing down run-off) and also provides insulation.

Useful Websites

Sustainable Energy Authority of Ireland
www.seai.ie

Department of the Environment, Heritage and Local Government
www.environ.ie

APPENDIX 26 – TAKING IN CHARGE OF RESIDENTIAL DEVELOPMENTS

1 Introduction

This document outlines Dublin City Council policy in relation to the efficient and timely taking in charge of residential developments, including the public services relating to apartment blocks. (see also [section 17.9.3 and Appendix 8](#))

2 Management Companies

Where, following receipt of a developer’s proposal during the planning process for establishment of a management company for a development, a condition is included in the planning permission that a properly constituted management company be established for the purpose of maintaining the public lighting, roads, footpaths, parking areas, services and open spaces within the development, the said public lighting, roads, footpaths etc. shall, on completion of the development, be conveyed to the management company.

Any security lodged with the planning authority for such a development shall be released upon the completion of works to the satisfaction of Dublin City Council.

3 Other Private Residential Developments

For all other private residential developments, the following elements of a development will be considered by the Council for taking in charge, subject to the conditions and requirements indicated below:

- Public roads and footpaths
- Watermains
- Surface Water and Foul Sewers
- Public open spaces/landscaping

- Public Lighting
- Unallocated surface parking areas
- Wastewater treatment plants and associated buffer zones
- Fire services, including fire hydrants
- Playgrounds, where these are required by condition of a planning permission
- Potable treatment plants and any associated protection zones
- Site boundaries which are abutted by open spaces, public roads or public footpaths, either existing or proposed. Boundaries between private property and public open spaces, roads, footpaths will remain the responsibility of the property owner.

Liability for elements of a development to be taken in charge shall remain with the developer, Management Company and/or property owners until such a time as Dublin City Council takes them in charge.

4 General Conditions to be met

The development is an authorised development, constructed in accordance with the planning permission granted.

All development contributions and connection fees have been paid in full.

The developer may request to have the development taken in charge by written submission to the local authority.

Any bond or security lodged with the planning authority will be released on completion of the works to the satisfaction of Dublin City Council.

All infrastructure and services to be taken in charge shall be constructed in accordance with the planning permission granted and all associated conditions.

Dublin City Council will seek to ensure that at all times planning permissions granted shall provide that proper provision for pedestrian access to existing or planned public transport embarkation or exit points shall be provided for through privately managed estates.

The standards for completion will be those applicable at the date of grant of planning permission unless otherwise agreed.

The developer shall furnish evidence to the Council that any necessary wayleaves for services affecting the lands concerned are reserved forever in the transfer documentation to house purchasers.

When a taking in charge request is being made, three copies of “as constructed” drawings (scale 1:500) of the development shall be submitted to the Council. At the request of Dublin City Council these drawings may be required in digital format. The drawings shall indicate the following information:

- The estate boundary depicted in red, open spaces coloured green, all roads, footpaths and public lights.
- All services including watermains, valves, hydrants, sewers, road gullies, Telecom ducts/poles, ESB ducts/poles, cablelink (NTL) ducts and all manholes.
- The invert and cover levels of all manholes shall be indicated relative to Malin ordnance. The gradients of all sewer sections shall be indicated on the drawings.

Subsequent to a request being lodged with the Council for taking in charge of an estate, the Council will, in conjunction with the developer, carry out inspections of the estate.

The phased taking in charge of a development may be considered where phases are completed and are in isolation to the remainder of the development, have unique access points onto the public road and there is a clear demarcation between the phases. Any bond or security lodged with the planning authority attributable to such phases of a development will be released on satisfactory completion of the works.

Under current health & safety legislation, a safety file containing information relevant to the development works must be submitted to the planning authority, on completion of a development, with any request for the development to be taken in charge.

5 Timeframe from date of approach

Upon receipt of a request to have a residential development or a phase of a residential development taken in charge, the following timeframe shall apply to the overall process:

- i). Within two weeks of receipt of the request for taking in charge, the local authority shall acknowledge receipt of the request and outline any requirements.
- ii). Within two months of receipt of a valid request for taking in charge, the local authority shall, in conjunction with the developer, carry out a comprehensive inspection of the development or phase of development and notify the developer in writing of any outstanding issues associated with the satisfactory completion of the development, within one month of the relevant inspection.
- iii). The developer shall within one month of receipt of details of outstanding issues from the local authority, arrange for completion of the said works, and notify

the local authority when works are completed. If works cannot be carried out within that period the developer must notify the local authority as to when the works will be completed. That period shall in any event not exceed six months from the date of receipt by the developer of outstanding issues from the local authority.

- iv). The local authority shall, within one month of being notified of completion of the works at (iii), arrange for final inspection of estate to determine the satisfactory completion of the said outstanding issues as identified at (ii).
- v). Upon final inspection of estate or phase of estate and satisfactory completion of the works, the local authority shall release that element of the security lodged to secure completion of the works and proceed to take the residential development or phase of the residential development in charge. All reasonable efforts shall be utilised to ensure that formal procedures are completed for the taking in charge process with minimum delay.
- vi). Where the development is found on the first two inspections to be incomplete then any subsequent inspection will be carried out at a fee of €50 per residential unit (minimum fee of €2,000) until the final inspection where taking in charge can be recommended.

The developer shall transfer or convey to the Council, by deed of dedication, all of the land contained in the planning permission that are to be taken in charge.

In the event that land to be used as open space is to be taken in charge, the title of any such land must be transferred to Dublin City Council at the time of taking in charge.

6 Standards Required

The roads, public lighting and footpaths shall be taken in charge in conjunction with watermains, sewers and public open spaces. All services and infrastructure to be taken in charge shall be constructed in accordance with the planning permission granted.

7 Security Bond

The bond/security will only be released when the development has been taken in charge by Dublin City Council and/or on completion of works to the satisfaction of Dublin City Council.

Where the local authority incurs any cost in association with the taking in charge of a development, the bond/security shall be forfeited in whole or in part.

8 Enforcement

In the event that a development has not been completed within the appropriate period, enforcement procedures in accordance with the Planning and Development Act, 2000 (as amended) will be commenced.

APPENDIX 27 – OUTDOOR ADVERTISING STRATEGY

(see also section 4.4.6)

1 Outdoor Advertising Structures

Dublin is a unique city where high quality architecture of all periods combines with a strongly defined urban form of streets, squares and spaces to create a dynamic metropolis with a very special sense of place. To build on Dublin's physical assets and to generate an urban realm of the highest possible quality this individual quality of place needs to be nurtured and enhanced through creative, intelligent and co-ordinated intervention. Significant, under utilised, value exists in the public domain which if carefully harnessed can provide the means by which the city of Dublin can generate public realm improvements without compromise to the character of the city. These improvements could improve street architecture, surface improvements, enhanced access to public services and a more attractive city. Such improvements can be facilitated through a managed programme of on-street outdoor advertising (see also section 4.4.6, Policies SC23, SC24 and Objective SC010).

In order to manage an effective programme of outdoor advertising the city council has developed a policy based on geographical zones. These zones cover all parts of the city, ranging from areas of architectural, historical and cultural sensitivity, to residential areas, to areas of little architectural or historic significance. Based on these zones a range of controls and policies have been developed for each zone ranging from the prohibition of outdoor advertising in the most sensitive areas to more general controls in less sensitive areas where certain types of advertising will be considered. Consideration will also be given to

the need for sensitive treatment and an appropriate transition at the interface between zones. These zones have been organised into development management categories, which can be classified as follows:

Zone 1: This zone encompasses those areas that are most vulnerable and sensitive and primarily relates to the Georgian area of Dublin city. In this zone all outdoor advertisement is prohibited.

Zone 2: Zone of significant urban quality that comprises retail and commercial uses. In this zone outdoor advertisement may be permitted subject to special development management measures.

Zone 3: The radial routes leading into and out of the city are areas where opportunity exists for the managed provision of outdoor advertising. Subject to compliance with development management standards the development of outdoor advertising in this zone, will be open for consideration, other than in conservation areas.

Zone 4: Zone of existing and potential high amenity related to the waterways and the coast inappropriate for advertising. This zone includes the river Liffey Corridor, the canal corridors and along the campshires in the Docklands. In this zone all outdoor advertisement is prohibited.

Zone 5: Zone of significant urban development where advertising could form an integral part of newly created streetscapes. This zone relates to key developing areas (KDAs) where advertising may form part of new streetscapes, having regard to the need to protect residential amenities. Subject to compliance with development management standards the development of outdoor advertising in this zone will be open for consideration.

Zone 6: This zone consists of areas predominantly residential in character where outdoor advertising would be visually inappropriate. Within this zone, there are also large-scale tracts of commercial land-use which have a separate robust character and may have the potential to accommodate outdoor advertising.

The preferred location for outdoor advertising panels in the city is on public thoroughfares, distributor roads and radial routes contained within Zones 2, 3 and 5 as indicated in Fig 22, Zones of Advertising Control. The provision of outdoor advertising panels in the public realm will enable the City Council to adopt a co-ordinated approach to the management of the city's advertising activity and to encourage better quality signage in more appropriate locations.

Applications for new advertising structures on private lands (adjacent to primary routes) will be considered having regard to the following:

- The geographical zone in which the site is located.
- The rationale for the proposed advertising structure.
- The concentration of existing advertising structures in the area.
- The design of the advertising panel and the use of high quality materials.
- The scale of the panel relative to the buildings and streets in which the advertising structure is to be located.
- Impact on the character of the street and the amenities of adjoining properties.
- Advertising panels will not be permitted where they interfere with the safety of pedestrians, the accessibility of the

public footpath or roadway, the safety and free flow of traffic or if they obscure road signs.

- Proposals must meet the safety requirements of the National Roads Authority (NRA), where appropriate.

In order for Dublin City Council to create a clutter free, high quality public domain complete with appropriate and complementary street furniture, the Council will seek the removal of unsightly and outdated advertising structures. The City Council will promote the phased removal of existing ninety-six sheet and forty-eight sheet advertising panels as part of the overall enhancement of the public realm.

Any new applications for outdoor advertising structures will require the removal of existing advertising panels, to rationalise the location and concentration of existing advertising structures. Ninety-six sheet and forty-eight sheet advertising panels will no longer be permitted and any new applications for advertising structures must relate to the scale of the buildings and streets in which they are to be located.

In order to achieve a coherent and standardised typology for outdoor display panels, Dublin City Council has a clear preference for two different types of advertising panels: 6-sheet size advertising panels and 8sq.m advertising structures. The size appropriate will be determined with regard to the streetscape quality and character of the urban fabric and in accordance with the provisions of this outdoor advertising strategy.

The provision of all advertising in the city centre will be monitored and controlled in order to prevent the creation of undesirable visual clutter and to protect environmentally sensitive areas and buildings.

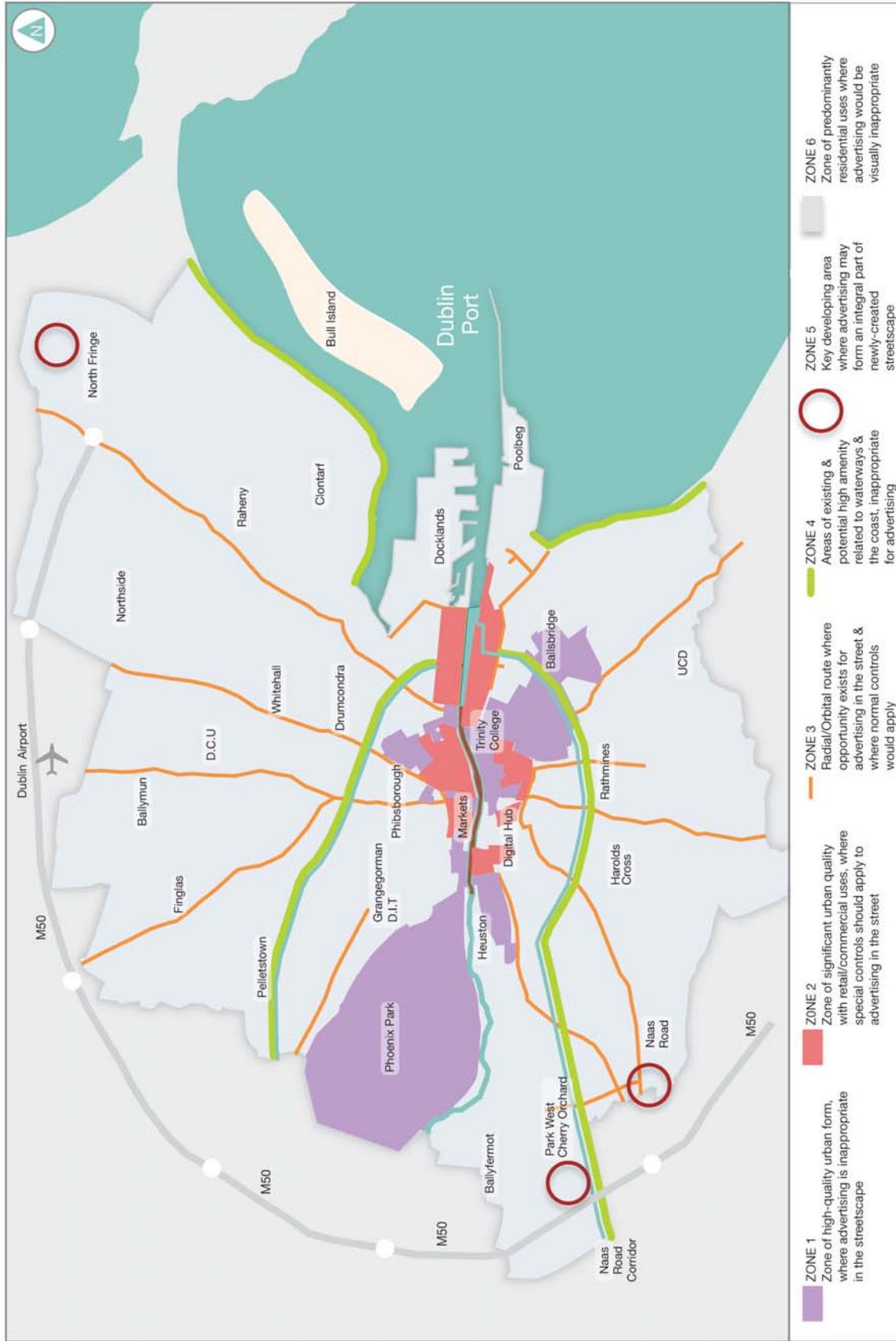
Any upgrading of existing outdoor advertising (e.g. trivision, scrolling, electronic) will only be permitted if it is acceptable in amenity / safety terms and an agreement is made to decommission at least one other display panel in the city and to extinguish the licence for that panel. The purpose of this measure is to ensure that other operators do not use the site.

In order to enhance, protect and secure the architectural integrity and to prevent unwelcome litter pollution, the granting of permission for advertising hoardings or signage on all Luas bridges and railway bridges will be deemed incompatible with the objectives of the city development plan, unless the proposals provide for the removal of existing display panels to significantly improve visual amenity.

In exceptional circumstances applications for advertising display panels may be considered in zones where advertising structures would not normally be permissible. In such instances temporary display panels may be approved where they can be used for the screening of building sites or land, which are aesthetically unsightly. Notwithstanding the temporary nature of such signage, it will still be necessary to ensure the protection of the special architectural quality and character of conservation areas. Under no such circumstances, however, will permanent permission be granted and all such permissions will be of a temporary nature.

Advertising signs, separately, or more particularly in groups, can often cause injury to visual amenities, and can detract from the appearance of an area or a building; this is especially so when they are out of scale and character with their surroundings. They can also be a major distraction to road users and frequently

Fig 22 Zones of Advertising Control



result in traffic hazard. It is the policy of the planning authority to strictly control all advertising signs in relation to their location, design, materials and function.

2 Illuminated Signs

Illuminated signs in appropriate locations can provide both information and colour in the townscape after dark. Accordingly, the following guidelines will apply, in conjunction with the provisions of the general outdoor advertising strategy and with regard to the zones of sensitivity:

- The type of illuminated signs, internally or externally illuminated, individual letters, and neon tubes should be determined by consideration of the design of the building and its location, as well as the potential for low-energy options.
- The design of an illuminated sign should be sympathetic to the building on which it is to be displayed. It should not obscure architectural features such as cornices or window openings in the area. On new buildings they should be part of the integral design.
- The daytime appearance when unlit will be considered.
- Sky signs, i.e. signs that project in any part above the level of a building parapet or obtrude on the skyline, are regarded as objectionable in principle and will not be permitted.
- Internally illuminated scrolling signs, or signs with exposed neon tubing are generally not acceptable.
- Illuminated signs with the use of electronic visual display technology such as LED (Light Emitting Diode) and LCD (Liquid Crystal Display) will not generally be permitted.

- The number of illuminated signs in the vicinity of the site will be taken into consideration when assessing proposals.

3 Advertising on Bus Shelters

Large, internally illuminated advertising panels on bus shelters can detract from the visual appearance of protected structures, conservation areas and residential conservation areas, and in these instances will not generally be permitted.

In considering applications for bus shelters, the planning authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed, and the effect on the amenities of the area and the streetscape, as well as the provisions and zones of sensitivity as set out in the general outdoor advertising strategy.

4 Implementation of the Outdoor Advertising Strategy

The Council will take enforcement measures to secure the removal of unauthorised advertisements from private property and will remove unauthorised advertisements from public areas.

Where appropriate the Council will use the powers available under section 209 of the Planning and Development Act 2000 (or as may be amended) to repair, tidy or remove advertisement structures or advertisements, or the provisions of the Litter Act.

Dublin City Council will evaluate all planning applications for signs in relation to the surroundings and features of the buildings on which they are to be displayed, to the number and size of signs (both existing and proposed) and the potential for the creation of undesirable visual clutter.

Permissions for outdoor advertising in certain instances where appropriate as determined by the planning authority, may be limited to a maximum of three years in the first instance to enable the position to be reviewed by Dublin City Council in the light of changing circumstances at the end of that period.

Non-essential advertising structures, or any advertising structures which would impact injuriously on amenity, the built environment or road safety, and to secure the removal of unauthorised signs, will be restricted.

APPENDIX 28 – SUSTAINABILITY INDICATORS

(see also Chapter 13 and section 3.3.4)

Introduction

Performance indicators will be used to monitor the three main concepts which underpin the core strategy and development plan which relate to:

- A Compact, Quality, Clean, Green, Connected City;
- Real Economic Recovery;
- Making Sustainable Neighbourhoods which Support Thriving Communities.

The indicators chosen cross-cut a number of themes and reflect the specific circumstances of Dublin city. It is the intention that within six months of the adoption of the plan, the relevant baseline for each of the chosen indicators will be set.

A Monitoring Report providing interpretative commentaries will be produced every year over the life of the development plan and will also address the issue of contextual indicators which are outside the direct influence of the Dublin City Development Plan. Contextual indicators measure changes in the wider social, economic and environmental background against which policies operate, but which will impact on the implementation of its policies and objectives and upon the interpretation of performance indicators.

The delivery and performance of the Dublin City Development Plan will be measured against the following indicators:

1 **A COMPACT, QUALITY, CLEAN, GREEN, CONNECTED CITY**

Average density of new residential development per hectare

Increased density of development is necessary to ensure that the city can offer increased options for city living and working and indicates a more efficient use of available land.

Percentage of employees travelling over one hour or 50km to workplace across all modes of transport

Indicates the sustainable distribution of land-uses and the footprint of the city and region.

Position in International Rankings Studies

Measures the performance and attractiveness of Dublin in an international context as a place to live and do business.

Change in area of parks/green spaces/protected areas per capita

Parks, open spaces and natural areas are a major contributor to the liveability of urban areas and have an important impact on the quality of urban life.

Percentage of areas within the Dublin City Council area classified as unpolluted or litter free

Indicates the quality or perception of the urban environment. Continued economic prosperity, notably in areas such as tourism and FDI can be linked to a clean, litter-free environment.

Average energy consumption of residential housing stock

Dublin's housing stock, both public and private is a major user of energy. Measuring the average energy consumption gives an indication of how energy efficient the residential sector is.

2 **REAL ECONOMIC RECOVERY**

Number of companies registered by sector and size of company.

The number and size of companies in operation in particular sectors will demonstrate existing clusters. New business formations provide an indication of the level of innovation in the economy.

Area and affordability of enterprise space in the city

The availability of affordable and high quality enterprise space is essential to enable enterprise to incubate, develop potential and expand.

FDI characterised by economic sector

This is a key consideration when companies are deciding to locate an investment. It usually correlates with a thriving sectoral cluster already in the city or region.

Cost of utilities and telecommunications

Cost of utilities and telecommunications have a major impact on competitiveness and viability of business in the city.

Numbers of persons employed in research and development activity in each sector

Research and development employment and expenditure is one of the best available measures of an economy's knowledge

base or intensity. An increase indicates a transition towards a more knowledge-based economy.

Number of international tourists visiting the city

Tourism is one of the main economic sectors in the city. Numbers of tourists visiting the city is a key indicator of the health of the industry and the quality of Dublin as a tourist destination.

3 MAKING SUSTAINABLE NEIGHBOURHOODS

Percentage of population within 500m or 5 minute walk of a local shop and primary school

Measures access to local facilities and services which are essential to the correct functioning of communities. A sustainable community or neighbourhood enables all people to participate fully in city life.

Percentage of residents within 500m (or 5 minute walk) from a main public transport stop

Proximity to quality public transport gives an indication of how reliant the city is on private transport and how accessible or connected communities are to essential facilities and services.

Number of social / affordable residential units constructed

Indicates sustainability, liveability and social inclusion by providing a diverse range of housing options to meet the housing needs of communities. Access to housing by all sectors of community is a prerequisite to participation in wider society.

Total area of brownfield development

Brownfield sites are underutilised industrial and commercial facilities available for reuse. Development of these areas, generally for mixed-use development with the formation of new communities and neighbourhoods indicates a sustainable use of land.

Number of completed or adopted statutory / non-statutory plans, development plan variations or regeneration projects

The various plans and projects that take place over the life of the development plan play a critical role in plan implementation and in the revitalisation of the city ensuring a better quality urban environment for all residents in the city.

Proportion of Dublin residents employed in Dublin City Council administrative area

Indicates the level of employment opportunity in the city, helping reduce unsustainable commuting patterns and providing a better quality of life for citizens.

4 CONTEXTUAL INDICATORS

Total Greenhouse Gas Emissions – Decrease in tonnes of CO₂

Greenhouse gas emissions are proven to be one of the main causes of climate change.

Air and water quality

Air and water quality are indicators of the general state of the environment and the sustainability of a city system across a wide range of sectors such as industry, transport etc.

Total population and rate of population change

Understanding the components of population change gives an insight into development patterns and planning policies.

Employment levels and economic growth (job creation)

Employment growth measures the increase in the total number employed from one period to the next with positive growth an indication of good economic conditions.

Gross Domestic Product

GDP can be used as an indicator of the economic health of a country as well as to gauge a country's standard of living. Global GDP growth or decline level will set the context of Dublin's economic performance.

Number of Fortune 500 companies in Dublin

The number of Fortune 500 companies operating in Dublin reflects internationalisation in the city and is commonly used in international indicators.

Consumer Price Index

Inflation is measured by the Consumer Price Index. Inflation indicates the rise in the cost of living in the city and so impacts on business competitiveness and the real value of wages.

Change in areas and populations of biodiversity importance including priority habitats and species, and areas designated for their intrinsic environmental value

The area of land protected is an indicator of the importance placed on protecting biodiversity and also a tracker of the

current protection measures in place.

Some species such as moths and butterfly are very sensitive to changes in climatic conditions and habitats. Change in species and area over time gives an indication as to the change in the characteristics in that environment.

Solid waste generated by capita

Waste generated per person is an indicator of the attitude of a society towards waste with a more sustainable model producing less.

APPENDIX 29 – LAND-USE DEFINITIONS

The definitions of various uses, which appear in the land-use zoning, are for guidance only. Where a use is not defined in this appendix the definition to be used will be as set out in the planning acts and regulations.

Advertisements and Advertisement Structures

Any word, letter, model, balloon, kite, poster, notice, device or representation employed for the purpose of advertisement, announcement or direction. The definition includes any structure on which the advertisement is mounted, such as a hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not), and which is used or intended for the use of exhibiting advertisements.

Amusement/Leisure Complex

A building, or part thereof, used for the playing of gaming machines, video games or other amusement machines as defined in Article 5 of the Planning and Development Regulations, 2001. It may also include a bowling alley, quasar complex, pool or snooker hall, or indoor children's play centre.

Ancillary Use

A use which is incidental to the principle use of premises. For example, shops often have floorspace not accessible to customers which is used for storing goods for sale.

Aparthotels

An Aparthotel is a building, or part thereof, containing a minimum of 8⁷ self-serviced short term accommodation units that share a reception area and which is professionally managed in the same manner as a hotel, where accommodation is provided in the form of apartments or suites within a fully serviced building, offering the comfort and security of a hotel with the space and luxury of a fully furnished apartment.

Bed and Breakfast

A building, or part thereof, where sleeping accommodation and breakfast are available solely to residents. Such an establishment is distinguished from a guesthouse, which is regarded as a more intensive form of land-use where the possibility of additional meals to be provided for residents exists.

Boarding Kennels

A building, or part thereof, or land used for the temporary accommodation of dogs and cats for reward.

Buildings for the Health, Safety or Welfare of the Public

Use of a building as a health centre or clinic or for the provision of any medical or health services (but not the use of a house of a consultant or practioner, or any building attached to the house or within the curtilage thereof, for that purpose), hospital, hostel (where care is provided), retirement home, nursing home, day centre and any other building for:

⁷ Section 1.1 Failte Ireland, Registration and Renewal of Registration Regulations for Holiday Apartments, 2007

- the provision of residential accommodation and care to people in need of care (but not the use of a dwelling house for that purpose)
- use as a residential school, college or training centre.

Car Park

A building, or part thereof, or land (not being part of the public roadway) used for the parking of mechanically propelled vehicles, excluding heavy commercial vehicles. Car parks, if ancillary to a use such as recreation, may be included within the definition of the principal use.

Car parks are to be taken also as multi-storey and underground structures.

Car parks for public transport users: see under Park and Ride.

Casual Trading

Refers to on-street trading from pitches designated by the City Council.

Childcare Facilities: Class 8

Childcare is taken to mean full day care and sessional facilities and services for pre-school and school-going children out of school hours. It includes services involving care, education and socialisation opportunities for children. Thus services such as pre-schools, naíonraí (Irish language playgroups), day-care services, crèches, playgroups, and after school groups are included, but childminding, schools (primary, secondary and special) and residential centres for children are excluded.

Sessional Childcare: This category is defined as the provision of a service which offers a planned programme to pre-school

children of up to 3.5 hours per day by trained personnel. Sessional services include playgroups and Montessori groups.

Full Day Childcare: The provision of a structured day-care service for children for more than 3.5 hours per day, supervised by competent personnel. Full day-care includes crèches and nurseries.

After School Childcare: This involves extended day-care for school-going children, usually Monday to Friday.

Drop-in Centre is defined as a centre in a shopping centre, leisure centre or other similar establishment which is provided as part of a customer/ client service, and where children are left for a short period of time while the parent or guardian is availing of a service or attending an event.

Childminding is defined as the minding of not more than 6 children, including that person's own children, in his or her own home. This category of childcare is categorised as exempted development under the Planning and Development Acts 2000 to 2002.

Civic Amenity / Recycling Centre

A facility to which materials can be brought for sorting and subsequent recycling.

Creative Industries

Those industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property⁸. The current definition recognises eleven creative sectors: Advertising; Architecture; Arts and Antique Markets; Crafts; Design; Designer Fashion; Film, Video and Photography; Software, Computer Games and Electronic

8 Department of Culture, Media and Sport, UK, 2001

Publishing; Music and the Visual and Performing Arts; Publishing; Television and Radio.

Cultural / Recreational Building

A building, or part thereof, used for purposes of a concert hall/music hall, theatre, conference centre, cinema, bingo hall, swimming pool, skating rink, gymnasium, squash centre, health studio, and most indoor sports facilities not involving the use of firearms or motorised vehicles. It also includes:

- An art gallery (but not for the sale or hire of works of art)
- A museum
- A public library or public reading room
- A public hall
- An exhibition hall
- A social centre, community centre, or non-residential club, but not a dance hall.

Delicatessen

A shop premises selling mainly gourmet cold food (no fried foods) which is a distinct use from the shop class and includes grocers.

Discount Store

A single-level, self-service store normally of between 1000sq.m – 1500sq.m of gross floorspace selling a limited range of goods at competitive prices often with adjacent car parking. Discount convenience retail forms an important part of the convenience market and are suitable for provision in highly accessible locations such as neighbourhood centres or district centres.

Education

- The use of a building, or part thereof, or land as a school, college, technical institute, academy, lecture hall or other educational use. Such activities may be controlled in particular land-use zonings regarding hours of operation.
- Where a building, or part thereof, on the same site as an educational use or on an adjoining site, is designed for use or is used as a residence for staff or pupils, such a use is regarded as educational.

Embassy

A building, or part thereof, or land used by a foreign government for diplomatic purposes or conduct of relations between nations. The use may include a residential content for the staff of the embassy which is ancillary to the embassy activities. The use does not include a foreign trade delegation or trade office.

Embassy: Residential

A building, or part thereof, or land used by a foreign government for diplomatic purposes, primarily being a residence for embassy staff or consular officials where non-residential use is subordinate and ancillary to the use of that building as a residence. The use does not include a foreign trade delegation or trade office.

Embassy: Office

A building or part thereof, or land used by a foreign government for diplomatic purposes, where the use of the building is primarily commercial and where the residential content is minimal, which may include a foreign trade delegation, trade office or public embassy offices.

Enterprise Centre

Use of a building, or part thereof, or land for small-scale 'starter type' industries and services usually sharing grouped service facilities.

Funeral Home

Use of a building, or part thereof, for the laying out of remains, the holding of burial services, and the assembling of funerals. A building, or part thereof, used solely for making funeral arrangements is considered to be an office use.

Garages

- Motor Repair: a building, or part thereof, or land used for providing lubrication, repair or mechanical service to vehicles. It may also be used for the supply of fuel, washing facilities and the sale of vehicles or spare parts. (See also [Petrol Stations](#).)
- Private: a building, or part thereof, or land used for the overnight storage of cars on a private basis where no sales or services are provided.
- Motor Sales Outlet/Showroom: a building, or part thereof, or land used for the display and/or sale of motor vehicles, excluding the sale of spare parts or accessories. A motor sales outlet is not a shop.

Garden Centre

The use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment.

Golf Club

Includes pitch and putt courses, ancillary car parking and the provision of a clubhouse.

Goods Convenience

Examples of such goods are food, alcoholic and non-alcoholic beverages, tobacco, and non-durable household goods.

Goods Comparison

Examples of such goods are clothing and footwear, furniture furnishings and

Household equipment (excluding non-durable foods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories, books, newspapers and magazines, goods for personal care and goods not elsewhere classified.

Guest House: Class 6

A building, or part thereof, where sleeping accommodation, meals and other refreshments are available to residents and non-residents, and which has a minimum of five rooms and no more than nineteen rooms.

Halting Site

An area provided for residential use by members of the travelling community to include both caravan parking and limited storage by members of the travelling community residing on the site.

Home-Based Economic Activity

Small-scale commercial activities carried out by residents of a dwelling being subordinate to the use as a single-family dwelling.

Hostel: Class 6

A building, or part thereof, which would provide meals, sleeping accommodation and maybe other refreshments and entertainment to residents only, and is other than a hostel where care is provided.

Hotel

A building, or part thereof, where sleeping accommodation, meals and other refreshments and entertainment, conference facilities, etc., are available to residents and non-residents, and where there is a minimum of twenty rooms en suite. A hotel includes an aparthotel which is defined separately in this appendix.

Industrial Building

An industrial building is a structure (not being a shop or a structure in or adjacent to and belonging to a quarry or mine) used for the carrying on of any industrial process. Uses are ancillary to an industrial use, e.g. car parks and offices, are included in the definition.

Industrial Process

Means any process which is carried on in the course of trade or business other than agriculture and which is for or incidental to the making of any article or part of an article (including a vehicle, aircraft, ship or vessel, or a film, video or sound recording), or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article, including the getting, dressing, or treatment of minerals.

Internet Cafes and Call Centres

An internet café is an outlet where the service is principally to visiting members of the public and consists of the provision

of access to online computer services including the internet and email with or without limited restaurant facilities.

A call centre is an outlet where the service is to visiting members of the public and consists principally of the provision of telephone and communication services.

Light Industrial Building

Means an industrial building in which the processes carried on or the plant or machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Live-work units

Live-work units are commercial units designed to accommodate a residential element, such as an apartment. Live-work units are used for business/ enterprise to provide for the following uses, office, medical and related consultants, data processing, software development, media associated uses, publishing and film production, artists and crafts studios, home-based economic activity and creative industries.

Medical and Related Consultants

This applies to the use of part of a dwelling by a medical doctor or related consultant or those engaged in paramedical consultancy. In either case, the practitioner must also be the occupier of the dwelling.

Neighbourhood Shop

– see under Shop

Nightclub

A building, or part thereof, in which dancing or the performance of music or cabaret with the service of food or beverages is the primary function at hours between 6.00pm and 6.00am.

Office

A building in which the sole or principal use is the handling and processing of information and research, or the undertaking of professional, administrative, financial, marketing or clerical work, and includes a bank or building society but not a post office or betting office.

Off – licence (see also part off – licence)

A building which is licensed and used for the sale of intoxicating liquor for consumption off the premises, including wines, beers and spirits.

Open Space

Any land, including water, whether enclosed or not, on which there are no buildings, or of which not more than 5% is covered with buildings, and the remainder of which is laid out as a garden/ community garden or for the purposes of recreation, or lies vacant, waste or unoccupied. It also includes school playing fields, playgrounds, urban farms, forests, allotments, outdoor civic spaces,

Park and Ride Facility

Car park to facilitate the users of private cars to complete their journey by public transport.

Part off-licence

A building where the main use is the sale of convenience retail goods to members of the public and contains a subsidiary

area of the premises which is licensed and used for the display and sale of intoxicating liquor, including wines, beers and spirits, for consumption off the premises.

Petrol Station

A structure or land used for the retail sale of petrol, diesel, gas for motor vehicles, motor oils, car parts or accessories, and the provision of minor services required in transit (air, water or car wash and vacuum). It excludes a commercial garage for motor sales but may include a retail element, depending on location and subject to the controls outlined in chapter 15.

Pigeon Loft

Any structure, whether purpose-built or not, used for the housing of pigeons which are kept for the purpose of pigeon racing or for any other purpose related to pigeon keeping.

Place of Public Worship

A building, or part thereof, or land used as a church, chapel, oratory, mosque, temple, synagogue, meeting house or other place of public devotion. It also includes use of such a structure for the social or recreational activities of the religious body using the structure. This definition also includes use as a monastery or convent.

Public House

A building, or part thereof, or land licensed for the sale of intoxicating liquor to the public, and may also include an off-license premises as an ancillary use. Such premises are regarded as business premises.

Public Service Installation

A building, or part thereof, a roadway or land used for the provision of public services. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including waste water treatment plant and other statutory undertakers: bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, etc but does not include incinerators/waste to energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition.

Recycling Facility

A building, or part thereof, or land for the provision of recycling facilities/treatment for dealing with wastes such as packaging waste and harmful wastes (e.g. batteries, oils and paints).

Residential

The use for human habitation of a building, or part thereof, including houses, flats, bedsitting rooms and residential mews buildings. The definition of house and habitable house in section 2 of the Planning and Development Act 2000 (as amended) shall apply.

Restaurant and Cafe

A building where the primary function is for the sale of food, meals/refreshment for consumption on the premises.

Retail: Higher Order

Goods are classed on a relative scale from lower order to higher order goods. Lower order goods are those goods, which consumers need frequently and therefore are willing to travel only short distances for

them. Higher order goods are needed less frequently and so consumers are willing to travel further for them. These longer trips are undertaken not only for purchasing purposes but other activities as well.

Retail Parks

A single development of at least three retail warehouses with associated car parking.

Retail Warehouse

A large single-level store specialising in the sale of bulky household goods, such as, carpets, furniture and electrical goods, bulky DIY items, vehicles, caravans, boats, building materials and gardening products.

Science & Technology-based Industry

Knowledge-based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part, and which lead to and accommodate the commercial production of a high-technology output, i.e. commercial laboratory, data processing, enterprise centre, film production, healthcare, information technology, light industry, media recording and general media associated uses, publishing, research and development, software development, telemarketing, teleservicing and training.

Shop: Class 1

Means a structure used for any or all of the following purposes, where the sale, display or service is principally to visiting members of the public –

- For the retail sale of goods
- As a post office
- For the sale of tickets or as a travel agency

- For the sale of sandwiches or other food or of wine for consumption off the premises, where the sale of such food or wine is subsidiary to the main retail use, and “wine” is defined as any intoxicating liquor which may be sold under a wine retailer’s off-licence (within the meaning of the Finance (1909-1910) Act, 1910), 10 Edw. 7. & 1 Geo. 5, c.8,
- For hairdressing
- For the display of goods for sale
- For the hiring out of domestic or personal goods or articles
- As a launderette or dry cleaners
- For the reception of goods to be washed, cleaned or repaired
- but does not include any use associated with the provision of funeral services or as a funeral home, or as a hotel, a restaurant or a public house, or for the sale of hot food for consumption off the premises, except under paragraph (d) above, or any use to which class 2 or 3 of Part 4 of Schedule 2 of the Planning and Development Regulations, 2001 applies.

Shop: Local

A local shop relates to a small convenience store, newsagent or other tertiary services such as butcher, vegetable, hairdresser and other similar basic retail services.

Shop: Neighbourhood

A neighbourhood shop is one which primarily serves a local community and does not generally attract business from outside that community. They will primarily serve a ‘walk-in’ population and have limited car parking. A neighbourhood shop may include a supermarket or discount food store ranging in size from 1,000sq.m – 2,500sq.m

Shop: District

A shop (excluding retail warehousing) which is larger in scale and more varied in what it may sell than a neighbourhood shop, and therefore serves a wider area, including the district centres. A district centre would usually contain at least one food supermarket or superstore and non-retail services.

Shop: Factory Shop

A shop adjacent to the production unit and specialising in the sale of manufacturers’ products direct to the public.

Shop: Major Comparison.

Shops selling comparison goods (excluding retail parks/warehouses) which are larger in scale than neighbourhood or district shops, or are very specialised and therefore serve a wider area.

Student Accommodation

A building, or part thereof built in association with the relevant educational institution(s) either on, or within close proximity to the main campus, for the purpose of accommodating students over the duration of the academic year, where accommodation is in the form of study bedrooms with a maximum of 8 bed spaces per ‘house’ unit, sharing a common entrance hall and kitchen/lounge area.

Takeaway

A premises used for the sale of hot food for consumption off the premises.

Tea Room

Use of a building, or part thereof, for the sale and/or consumption of tea, coffee and light refreshments only, and is not a full restaurant facility.

Training Centre

Use of a building, or part thereof, or land for the training or retraining of persons of an industrial or service nature.

Transfer Station

A structure or land, usually enclosed and screened, and which is used for the temporary storage of refuse and waste materials pending transfer to a final disposal facility or for reuse. The definition includes a baling station, recycling facility, civic amenity facility, materials recovery facility, and materials recycling facility.

Veterinary Surgery

Use of a building, or part thereof, or land as a clinic or surgery for the treatment and care of animals. If animals are housed on the premises overnight or longer, the use is not consistent with adjoining residential amenity.

Warehousing: Class 5

A structure, or part thereof, where the business, principally of a wholesale nature, is transacted and where goods are stored or bonded prior to distribution and sale elsewhere.

APPENDIX 30 – DEVELOPMENT PLAN MANDATORY REQUIREMENTS

The following objectives must be included in a development plan:

- The zoning of land;
- The provision of infrastructure including transport, energy, communication facilities, water supplies, waste recovery and disposal facilities;
- The conservation and protection of the environment;
- The integration of the planning and sustainable development with the social, community and cultural requirements of the area and its population;
- The preservation of the character of the landscape and of architectural conservation areas;
- The protection of structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest;
- The preservation of the character of Architectural Conservation Areas;
- The development and renewal of areas in need of regeneration;
- The provision of accommodation for travellers;
- The preservation, improvement and extension of recreational amenities;
- The control of establishments under the E.U. Major Accidents Directive;
- The provision of community services including schools, crèches and other education and childcare facilities.

In addition, the First Schedule of the Planning and Development Act, 2000 (as amended) sets out a wide range of other

objectives which may be included in a development, plan. These objectives relate to the following areas:

- Location and pattern of development,
- Control of areas and structures,
- Community facilities,
- Environment and amenities,
- Infrastructure and transport.

Note: This does not purport to be a legal interpretation. For full details see Section 10 and the First Schedule of the Planning and Development Act, 2000.”

APPENDIX 31 (A) – SEA STATEMENT

1 INTRODUCTION

1.1 Terms of Reference

This is the Strategic Environmental Assessment Statement of the Dublin City Development Plan 2011 – 2017 Strategic Environmental Assessment.

1.2 SEA Definition

Strategic Environmental Assessment (SEA) is the “formal, systematic assessment of the likely effects on implementing a plan or programme before a decision is made to adopt the plan or programme.” Its purpose is to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic, social and cultural considerations.

1.3 Legislative Context

Directive 2001/42/EC of the European Parliament and of the Council, of 27 June 2001, on the assessment of the effects of certain plans and programmes on the environment, introduced the requirement that SEA be carried out on plans and programmes which are prepared for a number of sectors, including land-use planning.

The SEA Directive was transposed into Irish Law through the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (SI No. 435 of 2004), and, the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004). Both sets of regulations became operational on 21 July 2004.

The SEA Directive and the instruments transposing it into Irish law require that after the adoption of a plan or programme, the plan or programme making authority is required to make a Statement available to the public, the competent environmental authorities and, where relevant, neighbouring countries. This Statement is referred to as an SEA Statement.

1.4 Content of the SEA Statement

The SEA Statement is required to include information summarising:

- a). how environmental considerations have been integrated into the plan,
- b). how
 - the Environmental Report,
 - submissions and observations made to the planning authority on the proposed plan and Environmental Report, and
 - any transboundary consultations [this is not relevant to the SEA of the Dublin City’s development plan] have been taken into account during the preparation of the plan,
- c). the reasons for choosing the plan, as adopted, in the light of the other reasonable alternatives dealt with, and
- d). the measures decided upon to monitor the significant environmental effects of implementation of the plan.

1.5 Implications of SEA for the Development Plan

As a result of the aforementioned legislation, the Dublin City Development Plan was required to undergo SEA.

The findings of SEA were expressed in an Environmental Report (ER) which was submitted to the elected members alongside the draft plan. The purpose of the report was to provide a clear

understanding of the likely environmental consequences of decisions regarding the future accommodation of growth in Dublin city.

The pre-draft plan was evaluated for its environmental considerations, as was the draft plan and any proposed amendments to same. Proposed changes made to the draft plan after the period of public display and before adoption were also evaluated for their environmental consequences. On adoption of the Dublin City Development Plan, the original ER (December 2009) was updated in order to take account of these changes, becoming the final Environmental Report which accompanies the adopted plan as adopted.

The elected members, as required by the legislation, took into account the findings of the ER before the making of the development plan.

2 HOW ENVIRONMENTAL CONSIDERATIONS WERE INTEGRATED INTO THE DEVELOPMENT PLAN

The preparation of the development plan and the carrying out of the SEA and Appropriate Assessment (AA) were iterative processes and this is reflected in the development plan as adopted.

From the outset, environmental considerations informed the development plan. Dublin City Council placed sustainability as the overarching theme from the outset of the plan preparation. The development plan set out a new approach to meet the needs and aspirations of the citizens of Dublin and the country in the long term. The approach is based on the principles of sustainability and thematic integration. The philosophy imbues the development plan throughout, including the vision, core strategy, policies, objectives, zoning and implementation.

This philosophy for the future planning of the city has evolved over recent years and takes on board global and national concerns, together with inputs from the development plan consultation process. At global level, there is increasing concern about climate change, carbon emissions, and depletion of the earth's resources. At national level, the Climate Change Strategy has been introduced. Dublin City Council has taken a number of initiatives such as the Climate Strategy for Dublin City, which sets out a series of actions to reduce the city's carbon footprint. The city is also at the forefront in flood management.

The plan contains planning policies and objectives for a sustainable city and region which sets out a new initiative to underpin the sustainable approach taken in the plan. This approach is referred to as the Framework for Sustainable Dublin (FSD), a five level framework for a sustainable city offering a strategic approach to guide and align policies, objectives and actions towards sustainable development. See **figure 1**.

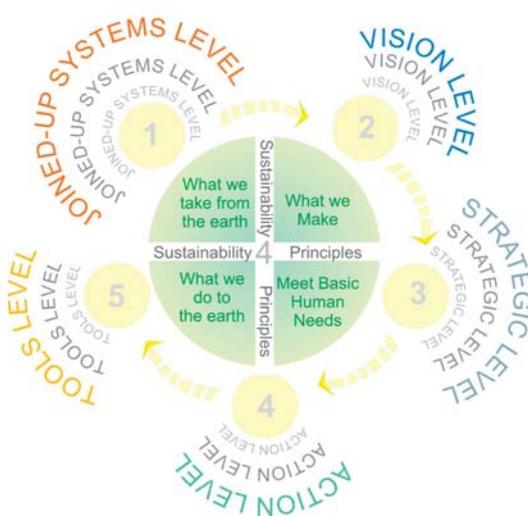


Figure 1: Framework for Sustainable Dublin

The FSD has been developed as a way of thinking and as a tool to tackle the challenge of climate change and to understand, guide and plan the progress towards a sustainable society for Dublin. The FSD offers the strategic approach needed to guide plans from the systems to the actions level. The first and most fundamental step in this approach is the creation of a shared vision of success with an emphasis on community engagement and open governance that is meaningful to individuals and communities across the city. This approach involves new ways of collaborative working and greater transparency, but will ultimately reinforce and strengthen the statutory requirements, such as the preparation of the two-year progress report on the plan and monitoring the significant environmental effects of the implementation of the plan, as set out in the Planning and Development Act and the SEA Regulations, 2004. The approach is elaborated on in chapters 2, 3 and 13 of the development plan.

As a result of sustainability being placed as an overarching theme and the devising of the Framework for Sustainable Dublin (FSD) early on the plan preparation process, a comprehensive set of policies and objectives, informed by the principles of sustainability were devised and incorporated into the plan from the outset. Policies with sustainability at their core allow them to act as mitigation measures to offset any potential adverse impacts on the environment as a result of implementing the development plan. These policies and objectives will serve to protect and enhance the rich and diverse natural and manmade environment of Dublin City.

Secondly, the extensive consultation with the public, Strategic Policy Committees and sectoral groups which took place throughout the city as part of the preparation of this development plan, revealed a desire and an appetite to ensure that Dublin becomes a quality, clean, green and accessible city, supporting a creative, smart economy and good, thriving, whole-life neighbourhoods.

Furthermore, in line with best practice recommended in the SEA Guidelines, the SEA was carried out by an inter-departmental, multi-disciplinary team with advice and mentoring provided by external specialist consultants. The SEA team, led by the Planning and Economic Development Department, was made up of experts in all of the environmental receptor areas to be addressed by SEA while the external specialists provided advice and assisted the team at various stages in the assessment whilst bringing a degree of objectivity to the process. The team included Dublin City Council's Biodiversity Officer, Landscape Architect, Parks Superintendent, Environmental Scientific Officer of the Waste Management Division, Environmental Health Officer from the City's Air Quality Monitoring and Noise Control Unit, Dublin's City's Water and Drainage engineers, Environmental Health Officers, the Heritage section, the Roads and Traffic Division, City of Dublin Energy Management Agency (CODEMA) and a Planner. A series of facilitated workshops were held early on in the process at pre-draft plan stage. The workshops were attended by the SEA inter-departmental team, the external consultants and the development plan team, where appropriate.

In order to further integrate environmental considerations into the development plan, the development plan team itself included

inter-departmental working groups composed of experts in all of the topics and themes of the development plan, including environmental. These working groups, co-ordinated and led by the planning department, were consulted and contributed directly to the development plan process from the outset.

The preparation of the development plan also included pre-draft consultation with infrastructure providers, sectoral groups, statutory agencies, adjoining local authorities and communities throughout the city.

The approach detailed above facilitated the integration of the environmental considerations into the development plan as follows:

- The philosophy of the development plan, based on sustainability and thematic integration, influenced the development plan, including the vision, core strategy, policies, objectives and zoning, from the outset
- The environmental baseline study carried out as part of the SEA informed the development plan, providing background data and information on all the environmental receptor areas (i.e. biodiversity/flora/fauna, population & human health, air, climatic factors, water, material assets, cultural heritage, landscape) from which the development plan's vision, core strategy, policies, objectives and zonings were formed
- The environmental authorities, as prescribed, were consulted and invited to make submissions, at all stages of the plan-formation process. At the earliest stage in the process these authorities were consulted in relation to the scope and level of detail to be included in the Environmental

Report. Submissions received to the consultation process enabled the Environmental Report and development plan to focus on particular environmental concerns

- Early on in the process, a range of potential development plan alternatives were assessed against Environmental Protection Objectives devised as part of the SEA process
- The environmental impacts of the preferred plan alternative assessed and mitigation measures devised and integrated into the plan
- The SEA, AA and environmental considerations informed the development plan's vision, core strategy, policies, objectives and zoning. Draft development plan policies, and subsequently development plan objectives, were assessed against the Environmental Protection Objectives. Where appropriate, policies and/or objectives which were found to have potentially negative/adverse impacts on the environment, reworded policies and objectives were subsequently incorporated into the development plan or mitigation policies and objectives were devised and included in the plan
- Mitigation measures were devised by the SEA and development teams, taking into account the baseline data collected, the chosen plan alternatives and the environmental assessment of the of the selected alternative
- So that mitigation measures form a key component part of the development plan, it was decided to include all mitigation measures as policies or objectives in the plan. Mitigation in the form of policies and objectives serves to formalise the mitigation measures and fully integrates them into the

development plan process. Mitigation measures, in the form of development plan policies and objectives, have been devised for each of the potentially affected environmental receptor areas.

3 HOW THE ENVIRONMENTAL REPORT AND SUBMISSIONS & OBSERVATIONS HAVE BEEN TAKEN INTO ACCOUNT DURING THE PREPARATION OF THE DEVELOPMENT PLAN

3.1 Introduction

This section details how both the Environmental Report and submissions and observations made to the planning authority on the Environmental Report and SEA process have been taken into account during the preparation of the Plan. A number of responses were received during the pre-draft/scoping stage (Jan – March 2009), draft development plan stage (December 2009) and amendments stage (August 2009). Some of these submissions related generally to issues of environmental sustainability and to the environmental authorities

Under Article 6 of the SEA Directive, the competent authority preparing the plan is required to consult with specific environmental authorities (statutory consultees) on the scope and level of detail of the information to be included in the Environmental Report. In this case the competent authority is Dublin City Council. Under S.I. 436 of 2004 and as set out in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 the statutory consultees have been established as being:

- Environmental Protection Agency (EPA)
- Department of Environment, Heritage and Local Government (DoHELG), and

- Department of Communications, Energy and Natural Resources (DCENR).

3.2 Submissions and Observations at the Pre-Draft / Scoping Development Plan Stage

Consultation began early on the development plan review process at pre-draft development plan / scoping stage (i.e. January – March 2009). Although not statutorily required, but in line with recommended best practice, the adjoining local authorities in the Dublin Region were also consulted at this pre-draft plan stage i.e. Dun Laoghaire Rathdown County Council, Fingal County Council and South Dublin County Council, at the same stage as consultation with the prescribed environmental authorities.

As recommended in the SEA Guidelines, a Scoping Issues Paper was prepared by the planning authority to facilitate the consultation process. This initial consultation, March 2009, involved the issuing of a scoping notice and the Scoping Issues Paper (March 2009) to the above-mentioned statutory environmental authorities and the adjoining authorities. The SEA scoping notice indicated that submissions or observations in relation to the scope and level of detail of the information to be included in the environmental report could be made to Dublin City Council. In addition to consulting the EPA, DEHLG and DCENR, and the adjoining local authorities in the region, SEA scoping consultations were undertaken with a number of internal departments at Dublin City Council as part of the ongoing interdepartmental working approach to the SEA. Written submissions were received from the EPA, DoEHLG and DCENR. In addition, a scoping meeting was convened in May 2009 between Dublin City Council's Planning

and Economic Development Department and the statutory Environmental Authorities. Representatives from all three Environmental Authorities were invited to attend the meeting. Representatives from the EPA and DCENR attended the meeting. These submissions and the meeting informed the type of environmental issues to be dealt with by the SEA as well as the level of detail with which these issues were addressed.

3.3 Submissions and Observations on the Draft Plan and Environmental Report

A second round of consultation took place at the draft plan stage in December 2009, when the draft Development Plan along with the Environmental Report and Appropriate Assessment were on public display and submissions were invited. The Environmental Report, the Appropriate Assessment and the draft plan were placed on public display from 21st December 2009 – 12th March 2010.

1,208 submissions were received during the public display period of the draft development plan. Each submission was fully considered and has been summarised in the Manager's Report (May 2010).

A significant number of submissions expressed strong support for the vision of the draft plank including the DoEHLG, the NRA, the OPW, Dublin Civic Trust, the Grangegorman Development Agency etc.

13 of these submissions related to the SEA / Environmental Report and included submissions from the three prescribed Environmental Authorities.

Submission No. 2912 (Department of the Environment, Heritage and Local Government)

This submission provided information and advice under the following headings:

- General comments, including a statement of support for the long-term strategic approach and the strong emphasis on sustainability underpinning the draft plan; welcomed the degree to which national and regional planning policies and guidelines have been included and the clear identification and focus on critical water supply and waste water treatment infrastructure
- Core Strategy
- Buildings Heights
- Architectural Heritage
- Nature Conservation
- SEA
- Appropriate Assessment
- Archaeology

This submission resulted in the following main changes:

- The updating of Chapter 3 of the Development Plan, amending the core strategy to accord more fully with the Planning and Development (Amendment) Bill (now Planning and Development Act 2010)
- Additional Environmental Indicators incorporated into the Environmental Report
- Amendments to objective GCO2 (objective on S2S) to align with the approach taken with adjoining authority, Dun Laoghaire Rathdown County Council with regard to the S2S cycletrack scheme

- Additional policy incorporated into the draft plan to further protect Natura 2000 sites (GC30)
- Strengthening of FC58 to include the protection of industrial heritage, in addition to maritime and military heritage
- Amending policy SI19 (policy on the proposed Eastern Bypass) to further protect the environment
- Subjecting all of all the objectives in the draft development plan to an environmental assessment as a precautionary measure

Submission No. 2959 (Environmental Protection Agency)

This submission provided information and advice under the following headings:

- General comments: Commended the positive approach taken in the draft development plan in terms of policies and objectives and the proactive approach towards delivering sustainability and ensuring improved quality of life. The Framework for Sustainable Dublin and thematic integration approach was commend
- Section 1 – Integration of the Environmental Considerations
- Section 2 – Environmental Report

This submission resulted in the following main changes:

- Amendment of policy FC36 into the development to provide for greater focus on energy efficiency
- Amendment of policy SI41 of the development plan to include the wider objectives of the Water Framework Directive

- Inclusion of additional policy (SI42) in the development plan to provide for the protection of groundwater
- Strengthening of policy SI43 to ensure, rather than promote, the upgrading of wastewater infrastructure
- Inclusion of additional policy (SIO76) in the development plan requiring compliance with the EPA Wastewater Discharge Regulations
- Reference made in the development plan to flood mapping available on the National Hazard Mapping website, www.floodmaps.ie
- Development plan amended to highlight alignment between flood management, flood directive and the ERDB
- Policy SI50 of the development plan amended to promote compliance with air quality targets
- Inclusion of new objective (SIO80) to implement the Dublin Regional Air Quality Management Plan
- Inclusion of additional objective (SIO94) in the development plan to promote the implementation of the Dublin Sustainable Energy Action Plan
- The linking of the strategic environmental issues identified in the Environmental Report and the mitigation measures devised – see Appendix of Environmental Report
- Further mapping incorporated into the baseline description of the environment in the Environmental Report
- Additional information included in the ER on interrelationships between environmental receptors
- Data gaps identified more clearly in the ER
- References to additional relevant directives, regulations etc incorporated into the ER
- Requirement for the alignment and the Floods Directive and the Water Framework Directive reflected more prominently in the ER
- Population data updated in the ER
- Inclusion of provisions in the development plan to promote the implementation of Dublin City Council Water Services Strategic Plan 2009
- Reference made to the Dublin Region Water Supply Project in the context of the projected water shortages
- Reference made in the development plan to the need of the city to improve resilience and adapt to climate change
- Revision of the target for water (in the context of the Water framework Directive) in the Environmental Report to reflect the reality of the River Basin Management Plan

Submission No. 2840 (Department of Communications, Energy and Natural Resources):

This submission stated that the DCENR had no observations to make on the draft plan at this stage

This submission did not result in the updating of the Environmental Report or the draft plan.

Other submissions on the development plan & SEA (x10) were received from the public, stakeholders and other agencies. These raised issues in relation to:

- the status of the ER
- flood defence infrastructure
- designation of Liffey Valley to Islandbridge (Liffey boundary) as an SAAO

These submissions resulted in the following main changes:

- Objective GCO9 of the development plan amended to include the designation of Liffey Valley (from Islandbridge to the city boundary) as an SAAO

3.4 Submissions and Observations on the Proposed Amendments to the Draft Plan and Environmental Report

A third round of consultation took place when the Proposed Amendments to the Draft Plan and Environmental Report went on public display from the 18th August 2010 to 15th September 2010. Submissions were invited from the Environmental Authorities, members of the public and interested groups and bodies were invited to make submissions.

A submission was received from the DoEHLG referring to amendments proposed at the draft plan consultation stage that appear not to have been correctly incorporated into the proposed amendments to the development plan on display plan, namely GCO2 and GC31.

This submission resulted in amendment to GCO2 and incorporation of GC31 into the development plan.

No submissions were received at this stage from the EPA or the DCENR.

3.5 Environmental Report

The findings of SEA were expressed in a draft Environmental Report which was submitted to the elected members alongside the proposed draft plan. The purpose of the report was to provide a clear understanding of the likely

environmental consequences of decisions regarding the future accommodation of growth in Dublin City Council.

Amendments made to the draft plan at each stage of the process were evaluated for their environmental consequences and these were presented to the elected members in the form of addenda. On adoption of the development plan, these addenda were used to update the original Environmental Report into a final Environmental Report which accompanies the adopted development plan.

These amendments included alterations of, additions to and removal of draft plan provisions, text, policies objectives, additions of maps etc.

At each stage of the process the elected members were required by the legislation to take into account the Environmental Report – including the addenda – before the adoption of the Dublin City Development Plan 2011 – 2017.

Environmental considerations have also been integrated into the adopted development through a number of mitigation measures incorporated into the development plan in the form of policies and objectives.

4 ALTERNATIVES AND THE PLAN

4.1 Introduction

This section details the alternative strategies which were identified and evaluated for likely environmental impacts as part of the SEA process for the Dublin City Development Plan 2011 – 2017 and identifies the reasons for choosing the development plan, as adopted, in the light of the other reasonable alternatives dealt with.

4.2 Description of the Alternatives

The alternative scenarios provided realistic alternative visions of how the future development of the area might occur under different planning and development strategies. These alternatives were devised by the development plan and SEA team in the course of development of the plan, reflecting Dublin City Councils overarching objectives for the city, namely:

- To protect and strengthen the role of Dublin City as the premier gateway
- To develop the city region as the engine of Ireland's economy
- To consolidate the city and make the most efficient use of land
- To ensure the provision of an integrated transport network supporting a compact, consolidated city
- To protect and strengthen the role of Dublin city centre as the prime retail centre for the region and ensure a retail environment which offers consumers more choice and affordability
- To integrate the inner city and regeneration areas into a more coherent urban structure
- To ensure an appropriate balance between accommodating development, recreation, heritage and biodiversity needs of the city and identify mechanisms for the greening of the city landscape
- To value the city's built and natural landscape as a unique resource
- To recognise culture as integral to Dublin City's identity and quality of life.

The three alternatives identified were:

- Low Intensity Approach
- Moderate Intensity Approach

■ High Intensity Approach

A summary of these three reasonable alternatives are provided below:

Alternative 1 – Low Intensity Approach

This scenario plans a more consolidated and compact city with relatively low-intensity development on infill and key development sites across the city.

Key Elements of this scenario are:

- Densities of between 35 – 50 residential units per hectare
- Height of new development no greater than four storeys
- Low levels of investment in public transport and supporting community / social infrastructure due to low densities developed to justify investment
- Non-clustering of economic activities

Alternative II – Moderate Intensity Approach

This scenario plans a more compact, consolidated city on a medium-intensity basis with the development of the city focused on ensuring that Dublin City functions as the primary economic engine of the state. Density and intensity of development would increase across the entire city but would vary depending on location and connections of areas to supporting infrastructure.

Key Elements of this scenario are:

- A targeted approach to the future development of the city with the city centre, (including all the underutilised and vacant sites), areas in need of significant regeneration and other areas of the city identified and designated for greater intensities of development served by existing and planned quality public transport infrastructure

- City region developed as the engine of national economy with a network of spatial and sectoral clusters
- Densities of approximately 120 units per hectare realised in city centre, inner city, key district centres, key developing areas, and on those under-utilised lands well served by existing and planned public transport infrastructure
- The outer city and suburbs would also witness increases in densities, although at a more modest scale
- Height of new developments would generally be in the six to eight storey range in central and designated areas, 2-4 storeys in suburban and outer city areas with some scope for higher buildings in limited locations for reasons of investment, identity and vitality
- Lands currently zoned for employment and in close to existing or future public transport corridors redeveloped to higher densities accommodating primarily more intense employment-generating uses in the knowledge and green economies
- Identification of mechanisms for the greening of the city landscape to allow for an appropriate balance between accommodating future development, recreation use, heritage and biodiversity needs of the city
- Development planned to ensure that the economic role and competitiveness of the city centre are strengthened to allow it to continue to develop as the prime retail centre for the region
- Smaller-scale neighbourhood retail centres retained and developed in the outer city and suburban areas to complement and underpin the city centre

Alternative III – High Intensity Approach

This scenario plans a more compact, consolidated city on a high-intensity basis. All areas of the city would be potentially available for increases in density, including the suburbs, outer city, open spaces, environmentally more vulnerable areas etc. A more flexible, market-driven approach to developing the city would prevail with the majority of the city area available for higher-intensity development.

Key Elements of this scenario are as follows:

- Higher density and intensity of development possible across the city
- Maximum height and plot ratios possible in developments throughout the city, city centre and suburbs alike with less regard given to the existing conservation, environmental or character of areas
- No particular areas designated or targeted for redevelopment as all areas of the city available for intense redevelopment.

The three identified alternative development scenarios were tested against the environmental protection objectives and a preferred strategy emerged. Alternative II i.e. Moderate Intensity Alternative was selected as the preferred approach. This approach was found to potentially have the most positive impact on the environment serving to maximise the development potential of the city's limited land supply, makes most efficient use of land, supports the significant investments that have been made, and will be made in the near future, in public transport, represents a co-ordinated approach to the future of the city which allows all areas of the city to reach their full potential.

This mid-intensity approach, as with the low-intensity and high-intensity approaches, is dependent on upgrading of existing, and provision of a new regional wastewater treatment plant. Mitigation measures will be required to deal with this issue as well as the issues of water supply.

The development plan that has emerged from the plan preparation process has a close correlation with Alternative II i.e. a Mid-Intensity Approach.

4.3 Environmental Assessment of the Alternatives

The three identified alternatives were assessed against the set Environmental Protection Objectives. SEA Environmental

Protection Objectives are measures used to show whether the policies/objectives of a development plan are beneficial to the environment, to compare the environmental effects of alternatives, or to suggest improvements. The Environmental Protection Objectives set for the SEA of the city development plan have been derived from environmental protection objectives which have been established in law at international, European Union, national and local level and from a review of baseline information and the environmental problems identified by the SEA team.

Table 1 below sets out the Environmental Protection Objectives alongside their unique shorthand code.

Table 1: Environmental Protection Objectives and Corresponding Codes

POPULATION AND HUMAN HEALTH	
PPH1	Promote the creation of a healthy and sustainable city in which to live, recreate and work
BIODIVERSITY, FLORA AND FAUNA	
BFF1	Protect and enhance the diversity of habitats and species in the city
BFF2	Identify opportunities for new habitats, buffer zones and wildlife / green corridors
AIR	
A1	Protect good air quality status and minimise the output of Nitrogen Oxides (NO _x) and Particulate matter (PM ₁₀), the main threats to air quality
A2	Reduce noise where necessary and maintain the environmental acoustic quality where it is good
CLIMATIC FACTORS	
CF1	Reduce waste of energy and maximise use of renewable energy source / generation
CF2	Minimise emissions of greenhouse gases
CF3	Reduce and manage the risk of flooding
WATER	
W1	To comply with EU Water Framework Directive (WFD) 2000/60/EC i.e. to ensure and maintain good ecological status of all receiving waters in the Dublin Region into the future
W2	Provide adequate wastewater treatment, water distribution networks and drainage networks
MATERIAL ASSETS	
MA1	To reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development
MA2	Reduce the generation of waste and adopt a sustainable approach to waste management

CULTURAL HERITAGE	
CH1	Protect and enhance the city's cultural, including architectural and archaeological, heritage
LANDSCAPE AND SOILS	
LS1	Conserve and enhance areas and elements of the city landscape
LS2	Preserve and enhance the city landscape vegetation carbon sink through photosynthesis
LS3	Preserve or enhance linkage in the city landscape to support wildlife corridors and protect riverine zones
LS4	Give preference to the re-use of brownfield lands, rather than developing greenfield lands

The evaluation of the three alternative development plan alternatives were tested against each of the environmental protection objectives using the following key:

SYMBOL	IMPACT ON ENVIRONMENT
+ / ++	Potentially Significant Beneficial Impact on the status of the Environmental Protection Objective
- / --	Potentially Significant Adverse Impact on the status of the Environmental Protection Objective
0	No Relationship with, or an Insignificant Impact on, the status of the Environmental Protection Objective

It should be noted that where impacts are increased, this increased level of impact has been recorded with double symbols e.g. ++ or --

Assessment of the Identified Alternatives

The environmental assessment of the three alternatives found that all three alternative approaches would place increased pressures on wastewater infrastructure, which in turn could potentially lead to deterioration in water quality and impact negatively upon biodiversity in the city if

not mitigated against. As a result, all three alternatives are reliant on the wastewater treatment infrastructure being upgraded as well as a new wastewater treatment plan coming on stream at regional level. The deficiency of adequate water supply was also an issue for all three alternatives.

Alternative I – Low Intensity

It is found that the Low-Intensity Alternative would lead to urban sprawl. The quality of life for the city's residents, employees, students etc. would be negatively impacted upon as commuting times are increased between places of employment, places of education and people's homes. Greater commuting by private car would result in greater levels of congestion, increased toxic emissions, more energy wasted with consequent negative impacts on air quality, greater CO₂ emissions which in turn has potential for climate change including flooding.

The critical mass required for the economic functioning and vitality of the city centre, areas identified for regeneration and other designated areas would not be possible as development spreads across the city. This would leave many areas of the city with an absence of, or underperforming, supporting retail and other supporting services, amenities and infrastructure. Increased travelling by the city's population

would be required in order to avail of these facilities leading to greater dependency on the private car, greater greenhouse gas emissions, more energy wasted etc.

The less concentrated the population, the less benefits reaped from the significant proposed investment in public transport. While some areas would be served by good transport links, many areas of the city and a significant proportion of the population would not be within sustainable distances of good public transport choices. Places of work / education and residences are therefore less likely to be within sustainable travel distances of one another

With policy that limits intensification of development and populations in established areas in the city, pressure for development would be increased on greenfield sites located in less connected, more remote urban locations. Greenfield development results in greater demands for transport and wastewater infrastructure provision in suburban locations with relatively low population levels etc.

Development at a low level of intensity would be more likely to encroach upon valuable habitats, both designated and undesignated, leading to the disturbance, fragmentation or possible loss of same. Furthermore, with development spreading over the city on a low intensity basis, fewer opportunities would present themselves to allow for the identification of new habitats, buffer zones, wildlife and green corridors. The preservation and enhancement of the city landscape carbon sink through photosynthesis would be less likely to occur due to a more sprawling form of development which utilises a greater amount of the natural landscape than a more focused form of urban development.

Existing buildings, including structures of architectural merit, will be under-used or suffer from lack of use resulting in threats to their continued existence.

Alternative II – Mid-Intensity

The medium-intensity scenario was found to provide for the optimum use of urban land, supporting and underpinning the significant levels of investment, both recent and planned, in public transport infrastructure. It was found also to best support the primacy of the city centre, allowing for the targeted development of designated innovation corridors, key district centres, key developing areas and regeneration areas which ultimately leads to greater economic returns and benefits to the city's population whilst reducing urban sprawl.

Those areas that are best connected with transport, water infrastructure etc, either now or in the near future, could be designated for higher density development, allowing for the creation of mixed-use, co-ordinated development with the critical masses required to support their long-term viability and survival into the future.

Supporting the primacy of the city centre, allows for the build up of the required critical mass of residents, employees and employment generating uses to underpin a strong city region and a city capable of competing on a global basis. This in turn will attract greater numbers of people to live and work in the city as a more compact, green, clean and connected city is developed.

This approach would provide for a predominately low to medium-rise city with some high-rise buildings (50m+) acceptable in principle for reasons of identity, vitality and investment in designated areas of the city.

In time, this alternative will lead to a more compact urban structure, relative to the city's population size, will reduce the growth in overall demand for long-distance commuting and avoid the development pressures on greenfield sites that are remote from educational and community facilities, public transport, and infrastructure. The consolidation of the city with an effective public transport system is an essential component for a competitive city at the heart of the region. Reduction in levels of commuting by private car would result in less toxic emissions such as nitrogen oxides and particulate matter with consequent positive results for the city's air quality. With an increase in rail-based transport noise levels will be lower than those generated from comparable private car travel. Rail-based transport is not considered to be a major contributor in terms of noise. With new Quality Bus Corridors (QBCs) and/or extension of QBCs, there may be some consequent increase in noise levels for those residents living along the route of the QBC.

Creating a more compact urban form will thus avoid the problems of underuse or lack of use of structures, including those of architectural interest, while contributing to a sense of identity and establishing a sense of place.

While increased development will lead to increased land cover and the conversion of permeable landscapes to hard surfaces, thereby reducing areas of green spaces for biodiversity, carbon sink purposes etc, in this scenario development can be concentrated in a targeted manner into designated areas. Such areas would have carrying capacity to absorb significant new developments, whilst avoiding those more sensitive areas on the fringes of the urban area.

Targeting certain areas that are capable of absorbing significant amounts of development, allows for the protection of those more environmentally vulnerable and significant areas, such as designated and undesignated habitat areas. Opportunities will also exist in mid-density schemes to include green spaces, green roofs etc. which would allow for the creation of new habitats, wildlife corridors etc.

Alternative III – High Intensity

This approach was found to result in unco-ordinated, dispersed and ad-hoc high-density proposals spread across the entire city area, including greenfield areas, outer suburban areas and possibly in more environmentally sensitive areas of the city would have an overall negative impact on all of the environmental receptors.

The future development of the city would rely mainly on a market-led and flexible basis with maximum commercial development permitted in principle on all the existing employment lands, greenfield and brownfield sites in the city despite significant distances from quality public transport routes and hubs. Investment in public transport would be more difficult to justify without the joined-up, co-ordinated approach required for effective land-use and transport integration.

Places of work and residences would less likely to be in close proximity to one another as areas where growth occurs may not necessarily be linked to one another, either physically or by good public transport linkages.

An unco-ordinated, more flexible approach to the development of the city would fail to allow the critical mass of investment, residents and employees required for designated development areas, the key

district centres and regeneration areas to thrive. The city centre would be unlikely to perform as well as it should to allow it to remain and continue to grow as the primary economic engine of the state.

Opportunities to provide for quality open space (both public and private) as part of schemes would be significantly decreased. Furthermore, pressures for development in more vulnerable and environmentally sensitive areas would have detrimental negative impacts on biodiversity, flora and fauna in the city.

Unsustainable development pressures would be placed on the city's cultural heritage, with irreversible changes resulting in many instances. The city's landscape, important views and valuable vistas would be more than likely be under threat from development or else lost.

Allowing the potential for higher buildings in all parts of the city could have significant citywide negative impacts on the city landscape.

Areas in need of significant regeneration and traditionally excluded areas may well be overlooked for investment, redevelopment and uplifting as investors seek to maximise returns in more profitable and desirable areas. This approach would not allow for the critical mass of population levels required to support the development and growth of Key Development Areas, key district centres, regeneration areas, some areas of the inner city etc.

4.4 Reasons for choosing the Plan as Adopted in Light of the other Reasonable Alternatives

The alternatives that were examined were produced and evaluated at an early stage in the SEA process to allow for the

environmental assessment and selection of a plan having regard to environmental consequences. The draft plan that emerged from the plan preparation process and which was adopted has a close correlation with Alternative II Mid – Intensity Approach.

The Mid-Intensity approach was found to have the most positive impact on the environment. It serves to maximise the development potential of Dublin City's limited land supply; makes most efficient use of land; supports the significant investments that have been made and will be made in the near future in public transport, and represents a co-ordinated approach to the future of the city which allows all areas of the city to reach their full potential.

This Mid-Intensity approach, as with the Low-Intensity and High-Intensity approaches, is dependent on the upgrading of existing and also the provision of a new regional wastewater treatment plan. Mitigation measures in the form of policies and objectives have been devised, and incorporated into the development plan as adopted, to deal with this issue as well as the issues of water supply. Additional mitigation measures have been incorporated into the development plan in the form of policies and objectives to avoid, reduce or offset any potential negative impacts on all of the other environmental receptors that make up the city environment. Mitigation in the form of policies and objectives in the development plan serves to formalise the mitigation measures and fully integrates them into the plan process.

The development plan core strategy reflects the Mid-Intensity approach and the plan contains a series of policies and objectives to ensure that the environmental

receptors are protected as per the preferred mid-intensity approach. In this regard, the core strategy contains three strongly interwoven strands as follows: a compact, clean, green city; real economic recovery and a city of sustainable neighbourhoods and socially inclusive communities (chapter 3).

The core strategy translates into nine development plan priorities, which are elaborated in the development plan chapters (chapters 4-12). Chapter 4 sets out the structure of the city and identifies the new development areas for growth in a sustainable manner. Chapter 5 focuses on the key infrastructure requirements to protect and enhance the city's environment whilst also facilitating sustainable economic development and a compact city. Chapter 6 addresses the greening of the city and seeks to protect vulnerable natural assets. Chapter 7 sets out a strategy for the enhancement and promotion of Dublin as a city of character and culture, including the protection of the city's built heritage. Chapter 8 emphasises the importance of making Dublin the heart of the city region, but in the context of sustainable spatial development, regional co-operation for environmental sustainability and the provision of regional infrastructure. Chapter 9 focuses on revitalising the city's economy including the consolidation and strengthening of the inner city, having regard to the environmental and social components of the core strategy. Chapter 10 addresses the strengthening of the city as a national retail destination in a similar fashion with an emphasis on sustainability, public transport accessibility and regeneration. Chapter 11 relates to the provision of quality homes in a compact city in support of the regional settlement strategy including an emphasis on the phased delivery of supporting

infrastructure. Chapter 12 on making good neighbourhoods and successful communities emphasises sustainable density levels, having regard also to the guidelines on 'Sustainable Residential Development in Urban Areas'.

The above priorities reflect the mid-intensity approach, whilst the range of implementation measures including sustainable standards and a series of sustainability indicators, further ensure delivery of the core strategy in an environmentally sensitive manner (chapters 13-17).

5 MONITORING

5.1 Introduction

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. This ER puts forward proposals for monitoring which are adopted along with the development plan.

Monitoring enables, at an early stage, the identification of unforeseen adverse effects and the undertaking of appropriate remedial action. In addition to this, monitoring can also play an important role in assessing whether the development plan is achieving its environmental objectives and targets – measures which the development can help work towards – whether these need to be re-examined and whether the proposed mitigation measures are being implemented.

5.2 Indicators and Targets

Early on in the plan preparation process the SEA team developed environmental protection objectives and targets and indicators. In order to measure progress towards these objectives and targets, environmental protection indicators were

also developed to monitor the baseline situation, monitor the impacts of the development plan and predict impacts. A total of 45 indicators have been devised to monitor the impacts of the development plan on the environmental receptors i.e. population and human health, biodiversity, flora and fauna, air, climatic factors, water, material assets, cultural heritage and landscape and soils. Existing monitoring arrangements utilised by Dublin City Council were considered most appropriate in order to avoid duplication of monitoring mechanisms. Existing monitoring sources exist for each of the indicators and include those maintained by Dublin City Council and the relevant authorities e.g. the Environmental Protection Agency, the National Parks and Wildlife Service, the Central Statistics Office etc. See Table 2 below for details of the monitoring programme.

5.3 Reporting

A preliminary monitoring evaluation report on the effects of implementing the development plan will be prepared alongside the two-year progress report of the development plan review.

It is also important to note that the development plan is also subject to review two years after its adoption. A progress report will be prepared on achievements in securing the objectives of the plan. An initial set of 18 cross-cutting sustainability indicators have been devised to build towards sustainability and evaluate the effect of the city initiatives in a broad range

of area such as environmental impact, quality of life, future-proofing for climate change, economic security, governance and empowerment, infrastructure, the built environment and the natural heritage. These sustainability indicators are set out in Appendix 28 of the development plan. These indicators are broader than the range of environmental indicators set of the SEA and will be used to monitor the plan, measuring the city's performance and progress. In addition to the two-year statutory report on the development plan progress, a progress report on the indicators will be presented to the city council on an annual basis.

5.4 Responsibility

Dublin City Council are responsible for collating existing relevant monitored data, the preparation of a monitoring report, the publication of this report and, if necessary, the carrying out of corrective action.

Table 2: Monitoring Programme

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible
Population / Human Health	<i>Promote the creation of a sustainable, compact and healthy city in which to live, recreate and work</i>	All Drinking Water and Drinking Water Sources to comply with the European Communities (Drinking Water) (No.2) Regulations, 2007 and European Communities (Quality of Surface Water Intended for the Abstraction of Drinking Water) Regulations, 1989	Status of drinking water and drinking water sources	Annual	Environment and Engineering Department (Water Division)
		All designated bathing waters to comply with the requirements of the Bathing Water Quality Regulations 2008 (S.I. 79 of 2008)	Status of bathing waters	Reported regularly throughout the bathing season	Environment and Engineering Department (Drainage Division)
		All water bodies to meet targets set in ERDB plan as adopted by Elected Public Representatives and by Minister for Environment by Notice in July 2010 in accordance with S.I. which transposed the Water Framework Directive into Irish Law	Ecological status of water bodies	Annual	Environment and Engineering Department (Drainage Division)
		Sustainable densities achieved in new residential / mixed-use schemes	Average density of new residential development	Annual	Planning and Economic Development Department

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible				
Biodiversity / flora & fauna	<i>Protect and enhance the diversity of habitats and species in the city</i>	No adverse impacts on designated nature areas / species / habitats	Total area of designated sites (Natura 2000 and pNHAs)	Annual	Culture, Recreation and Amenity Department (CRA)				
			Total area of Conservation Areas	Annual	CRA				
			Survey and monitor extent and distribution of invasive species	Annual	CRA				
			Survey and monitor distribution of butterfly populations	Annual	CRA				
			Survey and monitor distribution of bat populations	Annual	CRA				
			Survey and monitor street trees of Dublin City	Annual	CRA				
			Provision of new wetlands (artificial and integrated)	Increased area of wetlands/Swales/SUDS/ in square metres on new developments	Length of channel converted from culvert to natural channel	Annual	CRA		
					Survey and mapping of migratory routes of protected species	Annual	CRA		
					Length of linked green corridor	Annual	CRA		
					Permeability index for new sites for development		CRA		
					Identification of other undesignated areas of natural heritage throughout the city	Implementation of new setback/ buffer zones for developments along watercourses or adjoining habitats			
			Identify opportunities for new habitats, buffer zones and wildlife / green corridors	Increased provision for soft landscape in existing and new developments					

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible
Air	<i>Protect good air quality status and minimise the output of Nitrogen Oxides (NO_x) and Particulate matter (PM₁₀)</i>	Meet value targets for named pollutants in line with Air Quality Framework directives	Values of monitored pollutants in the air, including the levels of Nitrogen Oxides (NO _x) and Particulate matter (PM ₁₀)	Annual	Environment and Engineering (air quality monitoring unit)
	<i>Reduce noise where necessary and maintain the environmental acoustic quality where it is good</i>	Minimisation of noise pollution for city's residents	% of residential properties exposed to high sound levels	Annual	Roads and Traffic in Association with Environment and Engineering

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible
Climatic Factors	<i>Reduce waste of energy and maximise use of renewable energy source / generation</i>	Increase energy efficiency (reduce energy waste) by 3% a year to 2020	Total share of renewable energy for heat	Annual	Environment and Engineering in association with Codema
			Total share of renewable energy for public buildings and installations, including traffic	Annual	Environment and Engineering in association with Codema
			Number of (social) housing units, public buildings and community centres connected to district and group heating systems	Annual	Environment and Engineering in association with Codema
			Number of CHP units within the private housing and commercial sectors	Annual	Environment and Engineering in association with Codema
			Number of A and B rated buildings within the social and private residential sector and as a percentage of the total stock	Annual	Environment and Engineering in association with Codema
			Number of A and B rated buildings within the commercial and public buildings sector and as a percentage of the total stock	Annual	Environment and Engineering in association with Codema

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible
Climatic Factors (Cont.)	<i>Minimise emissions of greenhouse gases</i>	Decrease in GHG emissions	Average energy consumption of new residential housing stock. Tonnes of CO ₂ /capita/year. Tree canopy cover within the city area to contribute to carbon sequestration (no. of trees)	Annual	Environment and Engineering in association with Codema
		Compliance with the Floods Directive and with OPW / DoEHLG's 'Flood Risk Management in the Planning Process' standards	Number of planning permissions compliant with the Floods Directive and OPW / DoEHLG's 'Flood Risk Management in the Planning Process' standards	Annual	Environment and Engineering (water division)
	<i>Reduce and manage the risk of flooding</i>	Flood Risk Assessment be carried out for all new developments	Number of planning permissions incorporating flood risk assessment and conditions requiring appropriate flood resilient measures for new developments	Annual	Environment and Engineering (Water Division) & Planning and Economic Development
		Avoid the development risk of destruction of flood defences, flood defence structures and features	Number of flood defences, flood defence structures and features identified in the development plan	Annual	Environment and Engineering (Water Division)
		Identify Sustainable Urban Drainage Systems (and features which are identified as having a flood defence function) in all new developments	Number of Sustainable Urban Drainage Systems and flood defence features required in new planning applications	Annual	Environment and Engineering (Water Division) & Planning and Economic Development

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible
Water	Comply with EU Water Framework Directive 2000/60/EC i.e. to ensure and maintain good ecological status of all receiving waters in the Dublin Region into the future	All water bodies to meet targets set in ERDB plan as adopted by Public Representatives and by Minister for Environment by Notice in July 2010 in accordance with S.I. 722 of 2003	Ecological Status of Water Bodies	Annual	Environment & Engineering (water division)
	Provide adequate wastewater treatment, water distribution networks and drainage networks	Provision of adequate water, wastewater treatment and drainage infrastructure / flood prevention works in accordance with Dublin City Council's Strategic Water Plan for Water Services 2009	Capacity of water supply and wastewater infrastructure versus demand	Annual	Environment & Engineering (water division)
Material Assets (transport and waste management)	Reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development	Extension and improvement of the cycling and walking network	% change in modal split	Annual	Roads & Traffic
	Reduce the generation of waste and adopt a sustainable approach to waste management	59% recycling target by 2013	Number of pedestrians and cyclists crossing the canals as measured by the annual cordon survey	Annual	Roads & Traffic
			% of waste recycled Tonne of waste per capita per year Tonnes of (methane producing) organic waste diverted from landfill	Annual	Environment and Engineering (waste management division)
	Ensure that landfill gas capture rates of 70 – 75% are achieved at existing and proposed landfill facilities in the interest of minimising emissions	Landfill gas capture rates	Annual	Environment and Engineering (waste management division)	

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible
Cultural Heritage	<i>Protect and enhance the city's cultural, including architectural and archaeological, heritage</i>	Ensure that the cultural heritage of the city is maintained and protected from damage and deterioration	<p>Percentage of Protected Structures 'at risk'</p> <p>Number of Architectural Conservation Areas (ACAs)</p> <p>Number of archaeological sites investigated</p> <p>Number of formal advice statements issued (Section 57s and Section 5s)</p> <p>Review and updating of the Record of Protected Structures on an ongoing basis including the review of the RPS in relation to the DCIHR</p> <p>Retention of Conservation Officers, City Archaeologist and teams</p> <p>Number of planning applications/ Part VIII applications/strategic plans (development plan, LAPs/framework plans/ Urban framework plans etc.) with input from or screened by the City Archaeologist</p>	Annual	Planning and Economic Development

Environmental Receptor	Environmental Protection Objective	Target	Indicator	Frequency of Reporting	Department Responsible
Landscape & Soils	<i>Conserve and enhance areas and elements of the city landscape</i>	Develop new areas of open space and increase number of trees	Change in area parks and number of trees planted	Annual	Culture, Recreation and Amenity (CRA)
	<i>Preserve and enhance the city landscape vegetation carbon sink through photosynthesis</i>	To balance the carbon generation of the city with natural carbon sink i.e. a carbon neutral target	% Area of vegetation as carbon sink % Area of city landscape as pervious area		CRA
	<i>Preserve or enhance linkage in city landscape to support wildlife corridors and protect riverine zones</i>	Creation of a well-connected city landscape consisting of linear elements (e.g. river corridors) and networks	Length of linked landscape corridor		CRA
	<i>Give preference to the re-use of brownfield lands, rather than developing greenfield lands</i>	Brownfield lands to be developed	Total area of brownfield development		CRA

APPENDIX 31 (B) – APPROPRIATE ASSESSMENT CONCLUSION STATEMENT

1 Summary of how findings of the AA were factored into the plan

Appropriate Assessment (AA) has been fully integrated with the various stages of the development plan process in order to ensure that the ecological implications of the plan do not impact upon any areas designated as Natura 2000 Sites. In accordance with the procedures stated in the Department's publication, Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities, Dublin City Council has adopted a pre-cautionary and comprehensive approach, undertaking a screening exercise of policies and objectives throughout the development plan process. The screening and assessment of policies and objectives in the context of mitigation policies, measures and potential impacts of the designated sites, is an iterative process throughout each stage of the plan-making process. The AA has been completed prior to any decision to authorise, adopt or proceed with the development plan. Throughout the finalisation of the draft development plan, this Natura Impact Report (NIR) has been revised and up-dated for any new or amended policies /objectives and represent a final screening and assessment of the adopted development plan. This approach enabled any measures proposed to avoid or mitigate impacts on Natura 2000 Sites to be incorporated into the policy/objective or detail of the plan before finalisation. In turn, the AA has been utilised during the development plan process to provide direction and for the refinement and clarification of policies and objectives requiring greater specificity. The AA at all times was prepared within

Dublin City Council by a person with ecological expertise and experience and supplemented by persons with additional expertise and experience in planning to ensure objectivity.

2 Reasons for choosing the plan as adopted

During the preparation of the development plan process both the Environmental report and the Natura Impact Assessment were closely aligned. For the purposes of Dublin City Council's Development Plan review, three possible realistic alternatives in addition to the 'do nothing scenario' were identified as follows;

1. Alternative I – Low Intensity Scenario
2. Alternative II – Moderate Intensity Approach
3. Alternative III – Alternative III – High Intensity Approach

The Dublin City development plan 2011-2017 as adopted will not have an adverse effect on the integrity of Natura 2000 sites. Based on the analysis of the alternative scenarios, the Mid-Intensity approach was selected as the preferred approach has been found to have the most positive impact on the environment. It serves to maximise the development potential of Dublin City's limited land supply; makes the most efficient use of land; supports the significant investments that have been made and will be made in the near future in public transport, and represents a co-ordinated approach to the future of the city which allows all areas of the city to reach their full potential.

3 Declaration that the plan as adopted will not adversely affect the integrity of Natura 2000 sites

The policies and objectives of the plan have been devised to anticipate and avoid the need for developments that would be likely to significantly and adversely affect the integrity of any Natura 2000 sites. Furthermore, such developments as will be permitted on foot of the provisions of this plan and the plans/projects mentioned above shall be required to conform to the relevant regulatory provisions for the prevention of pollution, nuisance or other environmental effects likely to significantly and adversely affect the integrity of this Natura 2000 site.

It is evident that the ecology of the administrative area of Dublin City Council, as the confluence of several river basins into Dublin Bay, results in the area being a net receiver of impacts to sites from other adjoining local authorities. The direct influence of Dublin City Council policies and objectives upon Natura 2000 sites beyond the Dublin City Council administrative area is limited, and mainly confined to Baldoyle Bay, as the receiver of impacts upon the River Mayne, which passes through the Dublin City Council administrative area, and Glenasmole Valley, as a site of water abstraction for the city.

It should be noted that, in describing the Natura 2000 sites, Dublin City Council has assessed these sites in the first instance, with reference to site boundaries as defined by NPWS in August 2009. Subsequent consideration was also given to additional sites and boundary reconfigurations as proposed by NPWS, November 2009. This report also was updated following the making of the following Regulations:

S.I. 211 of 2010 - European Communities (Conservation of Wild Birds (North Bull Island Special Protection Area 004006)) Regulations 2010, including boundaries in Schedule 1

S.I. 212 of 2010 - European Communities (Conservation of Wild Birds (South Dublin Bay and River Tolka Estuary Special Protection Area 004024)) Regulations 2010, including boundaries in Schedule 1

All policies and objectives contained within the plan which refer to these sites are applicable to the sites as defined under their current conservation objectives, regardless of boundary adjustments. The definition, boundaries, qualifying interests and conservation objectives may potentially be modified by the responsible statutory body (NPWS) during the timeframe (2011-2017) of the city development plan.

This Natura Impact Report is the first to be undertaken by Dublin City Council for the purposes of a development plan, as the process of Appropriate Assessment has only been in practice by Member States since 2006. The development plan will be reviewed and a two-year progress report will be prepared. The review in 2013 provides an opportunity to assess the effectiveness of the mitigatory policies in practice and to also take into account developing best practice in improving Appropriate Assessment by member states in an urban context such as Dublin. Furthermore, it is envisaged that EU & Irish legislation and or case law for example the draft European Communities (Birds and Natural Habitats) Regulations 2010 will provide a comprehensive base of experience in undertaking AA of plans and monitoring the environmental effects on Natura 2000 sites resulting from the implementation of plans.



GLOSSARY OF TERMS AND PHRASES

Adaptability: The potential to modify the spaces of a home by altering the fabric of the building to cater for the different needs of an individual's or family's life cycle (e.g. A study space becomes a bedroom; a living room area enlarges by merging with an adjacent room etc).

Adult entertainment shops: Includes uses such as sex shops and head shops

Agglomeration economies: A clustering of similar activities close together. Economies of scale, lower cost productions, transfer of ideas and knowledge, pooled labour and skills resources etc are some examples of the strengths created by this clustering. It compliments a high-density model, creates access to large markets and can forge strong links to other centres (within the city, nationally or internationally) to support the competitiveness of the city. An example in Dublin is the IFSC and Digital Hub.

Allotments: Small plots of lands which are let to individuals for the cultivation of vegetables and plants

Backcasting: Used in the context of the city setting itself strategic goals or vision in the long term and charting back from that end goal to the present to set a pattern of intervening targets to help meet that goal.

Biodiversity: Describes the variability among living organisms on the earth, including the variability within and between species and also within and between ecosystems.

Bristol Accord 2005: An agreement reached by member states of the EU in 2005 in the city of Bristol on a common approach to developing sustainable communities across Europe. It sets out a framework for the delivery of sustainable development, economic prosperity and

social justice and encourages a better environment, stronger democracy and effective local leadership.

Brown roof: A roof where a substrate or fine rubble has been applied – but deliberately left unplanted so that it will be colonised by local plants, invertebrates and birds. These roofs can provide for a high diversity of species.

Building Energy Rating (BER): A requirement of the EU Directive on the Energy Performance of Buildings Directive. The aim of the Directive is to make the energy performance of a building transparent and available to potential purchasers or tenants.

Business Improvement District Schemes (BIDS): An initiative between Dublin City Council and the business community to promote improvements in the trading environment, image and quality of life of the city for residents, workers and visitors.

Carbon sequestration: A technique for the long-term storage of carbon dioxide or other forms of carbon, for the mitigation of global warming. Carbon dioxide released by the burning of fossil fuels is usually captured from the atmosphere through biological, chemical or physical processes.

Category 1 & category 2 shopping streets: category 1 & category 2 shopping streets relate to the premier shopping streets within the City Centre Retail Core. In order to maintain and strengthen the retail character of the city centre retail core, which can be adversely affected by dead frontage and lower-order retail uses, the

premier shopping streets in the City Centre Retail Core are designated category 1 & category 2 shopping streets.

City centre (see also inner city):

Relates to the area zoned Z5 on the zoning maps – To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

City regions: A region containing a city and satellite towns with strong connections between them and interactions (particularly in the area of commerce) collectively make the region a strong performer in terms of growth and investment.

Civic spine: A route through the city centre along which the city's primary civic, cultural and historic attractions are located. The route is from Parnell Square, through O Connell Street, College Green to Christchurch Place with a southern extension from College Green to Grafton Street and Stephens Green and an eastern extension from College Green to Merrion Square.

Climate change: Long-term variations in global temperature and weather patterns, which occur both naturally and as a result of human activity, primarily through greenhouse gas emissions.

Coherent metropolitan area: A well-ordered city area with a logical spatial pattern, co-ordinated and efficient landuse patterns and positive integration of different uses and infrastructure systems, in particular transportation.

Coherent urban structure: This is a term to explain a well ordered, easily understood and easily negotiated character to an urban area. There is a consistent pattern in the character of the various components of the urban area (for example the hierarchy

of streets, the design and relationship of buildings to streets, integration of public transport for ease of movement, clear definition of important locations etc).

Combined heat and power: Combined Heat and Power (CHP) is a system that involves the recovery of waste heat from power generation to form useful energy like useable steam. Combined heat and power is also the production of electricity and thermal energy in a single integrated structure.

Community garden: A community garden generally has the characteristics of being made by, and for members of the local community. When successful, they are also inclusive, so that the young and the old can use the area for play, learning, meeting and socialising, as well as gardening (The Dublin City Guide to Community Gardening)

Compact city: A city with a less wasteful pattern of development within the urban area. In spatial terms, all land areas would be used efficiently with effective integration of different uses, services and public transportation. The edges and boundaries of the urban area would be well defined.

Community infrastructure statement: A supporting document accompanying development proposals that sets out how the proposed development integrates with the existing community structure of the area and identifying any new provision necessary to enhance the community infrastructure of the area.

Consolidating the city: The principle of increasing densities, making efficient use of land to infill and develop the city, restricting

sprawl and sporadic forms of development and co-ordination of landuse patterns with public transportation.

Core strategy: Core Strategy means the strategy contained in a development plan in accordance with Section 5 of the Planning and Development Bill, 2009. The core strategy must show that development plan objectives are consistent with, as far as practicable within the National Spatial Strategy and Regional Planning Guidelines.

The core strategy shows the location, quantum, phasing of new development. It includes a map which shows significant development areas / local area plan areas LAP Areas, retail areas and public transport.

Creative Dublin Alliance: The Creative Dublin Alliance is a network of leaders across Dublin's universities and colleges, local government, state agencies and industry. It emerged in 2008 to drive a vision forward of Dublin as an internationally competitive city region and a creation sustainable city.

Critical mass: The threshold or numeric quantity which is needed to support the viability of a service provision. For example a certain threshold of population might be needed to make commercial sense in opening a business in a location.

Cultural capital: This is a term to describe how people's knowledge, experience and connections with others become a valuable resource for society.

Cultural facilities: Includes artist's studio / workspace, artist's group studio, artist's live-work unit, rehearsal spaces, performance spaces incl. theatres, dance centres, libraries, galleries, crafts centre,

music venues. Cinemas and other flexible outdoor spaces which encourage activity at different times of the day and night

Cultural quarters: A location or area where many cultural facilities and activities are co-located to give a special character to an area.

Development management: This is a term to describe the process where the local authority assesses the merits of a proposed development through the planning process (where planning applications are lodged) including the processing, evaluation, decision making and notification components of that process.

District centre: An area for substantial mixed service facilities, including a range of shops that service a wider residential neighbourhood adjoining it. They are traditionally either the historic urban village centres in the inner and outer suburbs of Dublin the city or the location, as the suburbs expanded, of larger shopping centres servicing the a wide residential catchment. Some district centres in strategic locations have the status of key district centres (former Prime Urban Centres). The term is also used in Retail Planning policy.

District heating: District heating (less commonly called teleheating) is a system for distributing heat generated in a centralized location for residential and commercial heating requirements such as space heating and water heating.

Economic engines: An area with a strong economic function and performance, which has important consequences

and connections in the wider area at many levels (city wide, regional, national, international etc).

Economic Specialisms: Specialist types of economic and business activity typically where similar businesses co-locate and complement each other in their field of business expertise. An example is the Digital Hub where hi tech, innovative media related companies are located in the one area.

Ecological (Eco) footprint: A measure of human demand and consumption of natural resources owing to lifestyle choices against the earth's natural ability to renew these resources and the natural environment.

Environmental traffic cells:

Environmental Traffic Cells use traffic management measures as a means of preventing non-essential traffic using unsuitable residential roads, to create a safer and more attractive environment within cell areas. Wherever possible, Traffic Cells are self-contained and cover distinctive local neighbourhoods.

EU Landfill Directive: A European Community Directive (1999/31/EC) with the overall aim to prevent or reduce as far as possible negative effects on the environment, in particular the pollution of surface water, groundwater, soil and air, on the global environment, including the greenhouse effect, as well as any resulting risk to human health, from the landfilling of waste, during the whole life-cycle of the landfill.

Floor plates: The physical shape and space of building's footprint and its subsequent internal floors. Large floor plates infer larger buildings in width and depth. Certain types of landuse

such as corporate office head quarters, supermarkets etc. could be describe as requiring large floor plates.

Flood Risk Assessment: A study to assess the risk of flooding under both present and future circumstances, such as changes in climate, land-use, development or flood risk management.

Flood Risk Management: Flood Risk Management combines the function of mitigating and monitoring flood risks and may include pre-flood, flood-event or post flood activities.

Framework for Sustainable Dublin

(FSD): An overarching structure to co-ordinate, inform and set in place effective guidance over other policies and decisions to reach sustainable targets and a sustainable course for the city of Dublin.

Gross Domestic Product (GDP):

A measure of the country's economic performance based on calculating the market value of all goods and services produced in the country annually. It is often used to indicate the standard of living at national level and for comparisons either between different countries or charting trends for an economy over a time period.

Globalised world economy: How the locations of business and commerce throughout the world have become closer due to technology advances (telecommunications, internet, video conferencing etc). It has reduced the importance of geographic location and reduced isolation. Business decisions and interactions as a result have global impacts.

Green based economy: A model of economic development that possess at its core a strong philosophy of environmental protection, use of renewable resources

and promotion of pioneering sustainable techniques paralleled with economic growth.

Green corridor: Linear green connection along road and rail routes, rivers and canals, including cycling routes and rights of way. These interconnect larger open spaces, habitats, and areas of natural landscape.

Green factor criteria: A set of tests or a checklist that developments and plans must adhere to ensure that provision is made for sustainable ideas and provision of green infrastructure within a proposal.

Green infrastructure: This term is used in two ways. It can describe a network of connected, high quality, multifunctional open spaces, corridors, and the links in between that provide environmental services and multiple benefits for people and wildlife. It is also used to describe a broad range of design measures, techniques and materials that have a sustainable character and have a beneficial environmental impact such as solar panels, wind turbines etc.

Green roof: A roof with living vegetation growing in a substrate or growing medium. Also referred to as eco-roofs, vegetated roofs, or living roofs.

Habitable room: Habitable rooms provide the 'living accommodation' of the dwelling. They include living room, dining room, study, home office, conservatory, bedroom etc. They exclude the bathroom, WC, utility room, store room and circulation space. A kitchen is not a habitable room unless it provides space for dining.

Higher and lower order retail: Goods are classed on a relative scale from lower order to higher order goods. Lower order goods are those goods, which consumers

need frequently and therefore are willing to travel only short distances for them. Higher order goods are needed less frequently and so consumers are willing to travel further for them. These longer trips are undertaken not only for purchasing purposes but other activities as well.

Homezones: Homezones are residential streets in which the road space is shared between drivers and other road users with the wider needs and safety of residents, including people who walk and cycle, prioritised over car drivers.

Housing strategy: A document, required under Planning and Development Acts, which sets out the strategy of the local authority in the provision of housing for the existing and future population of the administrative area, the availability of lands zoned for housing, the needs for social, affordable and other specialist categories such as elderly housing, to ensure that a reasonable mix of housing type is provided to meet identified needs, ensure a balanced distribution and integration of different house types across the city.

Housing typologies: Different types of housing design and character. Examples would be the differences in bedroom

quantity per apartment, difference between apartments, duplexes, town houses, semi detached houses etc.

Human capital: How people's skills and knowledge can contribute to economic and social value.

Indicators: A measurable and quantitative statistic which, when grouped over a time period, shows a trend. Used either singularly or in conjunction with another term (e.g. Sustainable Indicators).

Inner city (see also city centre): The inner city is bounded by: on the northside the North Circular Road, Phibsborough Road, The Royal Canal, North Strand Road and East Wall Road, and on the southside by: the South Circular Road, Suir Road, Grand Canal from Dolphin Road to Grand Canal Street Upper, Bath Avenue, Londonbridge Road, Church Avenue and Beach Road (See Map K)

Inner suburbs (see also outer city): Those areas beyond the inner city (see definition above) which comprise the 19th Century built up areas, including Drumcondra, north Phibsborough, Rathmines and Ballsbridge".

Innovation corridor: A route connecting a number of centres between which frequent interactions in business occur. Complementary and supporting functions strengthen both centres and locations along the corridor.

Integrated Area Plans (IAP's): A series of comprehensive plans designated for parts of Dublin city centre under Urban Renewal Acts in the late 1990's. As an evolution from previous physical forms of regeneration where tax incentives were provided for building developments, the

importance of other aspects such as community needs, culture, the environment etc. were given attention.

Isolated clusters: A term used to infer the potential problems of concentrating significant quantities of development or specialist types of activity in locations without the proper integration of landuse and public transportation planning for good connections.

Key developing areas: (KDAs)The main growth areas identified for development in the lifetime of the plan e.g. The North Fringe, Pelletstown, Park West, Cherry Orchard and the Docklands. They combine the main elements of the government's Developing Areas Initiative (for the co-ordinated delivery of social and physical infrastructure in such areas) with the 'Framework Development Areas' of the current development plan. The development of these areas will create clusters of economic, commercial and residential neighbourhoods close to public transport corridors in accordance with the core strategy of the plan.

Key district centres: Localised hubs of commercial, retail, employment and community facilities with a distinctive local identity – usually in the form of urban villages and generally delivered by the Z4 (Mixed Services) zoning. There are 9 KDCs, including two in the North Fringe Key Developing Area, Finglas, Ballyfermot, Rathmines and Phibsborough.

KDCs can lie within a key developing area, as the anchor or hub to the larger area e.g. Ballymun, North Fringe. Rathmines Village, is an example of a KDC in its own right that does not lie within a larger key developing area. Pelletstown, in contrast, still has growth potential as a developing area, and

does not have a key district centre within it – but has two smaller neighbourhood centres instead.

Knowledge economy: The use of knowledge to produce economic benefits for society based primarily on intellectual skills, creativity, research & development, and technology.

Knowledge centres: Locations where educational and research and development type activities are clustered.

Kyoto Protocol: An international environmental treaty which legally binds countries that signed into the treaty to reduce their production of greenhouse gases by defined targets over a specified time period. The treaty was signed in 1997 in the city of Kyoto Japan and came into effect in 2005. Targets are set to achieve reductions in emissions by set percentages below 1990 levels. .

Legibility: The ease of understanding and negotiating routes around the urban area and how the built environment impacts on it. Contributors to the legibility of the urban area include a clear order in the street network, good lines of vision and the framing of views, instances of landmarks etc.

Legible Dublin Study: A study by Dublin City Council to identify ways of improving how people move as pedestrians throughout the city centre and orientate themselves to find key locations such as employment areas, public transport facilities, retail streets, cultural institutions etc. It examined the different character

areas within the city and identified potential measures to improve movement and wayfinding throughout the city centre.

Leipzig Charter 2007: A charter agreed by EU member states in 2007 to protect, strengthen, and further develop European cities in a sustainable manner.

Life-cycle approach: This term as used in *Towards 2016 – Social Partnership Agreement, and the National Action Plan For Social Inclusion 2007-2016* refers to the tackling of problems people face at different stages of their lives. The lifecycle stages are: children; people of working age; older people; people with disabilities.

Lifetime homes: A type of housing which is accessible and convenient for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments.

Low Carbon trajectory: A clear line of direction for development and growth that is based on low carbon emissions i.e. sustainable forms of development than minimise carbon emissions must go in tandem with proposals for economic growth and development.

Metropolitan area: A term used in Regional Planning Guidelines and is a reference to the existing built up area of Dublin and its immediate environs (which includes parts of each of the four Dublin local authorities).

Metropolitan core: The very centre of the built up urban area as distinct from the suburban character areas within the

built up area. The inner city of Dublin is traditionally associated as the metropolitan core in the regional context.

Mitigation: An action that helps to lessen the impacts of a process or development on the receiving environment. It is used most often in association with measures that would seek to reduce negative impacts of a process or development.

Modal shift: The process where people change their travel behaviour (usually between home and work) from a particular type of transport (private car for example) to another more sustainable form of travel (public transport for example).

MUGAs: An outdoor multi-use games area which accommodates a number of different sports and is generally for the use of teenagers.

Multiplier benefits: The consequences of an action that has cumulative and positive impacts in other areas. The term is often used to describe the beneficial impacts of an investment which, by generated jobs in the local area, retains people in the area and in turn injects more disposable money into local circulation to support other businesses and community services.

National cultural institutions: These are National Archives, National Concert Hall, the Abbey Theatre, National Museum of Ireland, National Library of Ireland, National Gallery of Ireland, Chester Beatty Library, Irish Museum of Modern Art and the Crawford Gallery

Neighbourhood centres: Important locations in the city where a smaller range of mixed services and facilities are co-located to benefit a local residential catchment. They usually consist of a row of commercial units providing local shops,

services like a post office, the local pub and other professional and commercial services.

North Georgian mile: The North Georgian Mile follows the route from the Custom House up to Gardiner Street to Mountjoy Square

Objectives: See “Policies and Objectives”

Open source governance: A political philosophy that promotes the citizen’s role and participation in governance and in particular on using the wisdom and knowledge of citizens collectively to inform policy.

Outer city (see also inner suburbs): Those areas generally between the 19th Century urban areas/villages and the city boundary.

Over-arching sustainable framework: An overall, city wide guiding structure to co-ordinate and provide effective guidance across all policies and decisions in the achievement of a sustainable city. The Framework for Sustainable Dublin (FSD) is a specific framework established to achieve this.

Policies and Objectives: Policies emanate from the core strategy and set out the general direction to be adopted and pursued by the City Council to achieve the proper planning and sustainable development of its area.

Objectives, on the other hand, are more specific and refer to actual programmes which will go towards achieving a policy or strategy. Objectives should be achievable within the lifetime of the development plan.

Polycentric Cities: A spatial organisation of a region around several important cities and towns, which are geographically close

to each other with excellent connections and each possess a particular importance as a political, cultural, social or financial centre. The model harnesses the individual strengths of each centre for the collective strength of the region.

Post carbon economy: An economy where renewable energy sources will ultimately replace fossil fuels as the primary energy source in economic activities. Improved technology, greater efficiency, lower costs and use of renewable energy sources will help in the reduction of carbon fuel usage to achieve a post carbon economy.

Public art: A wide range of artistic expressions including the commissioning of permanent work as well as temporary work such as performance art forms (music, drama, dance) and other art forms such as film, literature, etc.

Public realm: Areas accessible to the public in their movement through an urban place. It is most often used when commenting on the quality of footpaths, civic spaces such as parks and road space and it's associated components including the condition of surface treatments, quality of street furniture, lighting and planting.

Retail catchment area: The area surrounding the location of a retail premises from where most of the custom for the premises is generated.

Retail core: The central area for higher order retail activity in the city. The retail core of Dublin would include important locations such as Henry Street and Grafton

Street and the other category 1 and 2 designated shopping streets (see [category 1 and 2 in glossary](#)).

Retail hierarchy: The different levels or rank of importance of retail locations in either national, regional or city terms. Higher ranking centres have a far greater role in providing services for a very wide or specialist catchment (for example high street fashion stores in the city centre attract people nationwide and across the city) and lower ranking centres have a more localised and neighbourhood role (corner shops for the convenience of local residents). Understanding the hierarchy can help to guide proper policies that protect the role and quality of varying different centres.

Retail leakage: Potential revenue and custom lost to a certain retail location because customers either pass through it or are attracted to another location for reasons such as ease of connection, better branding, quality and choice elsewhere etc.

Rejuvenation zones: Locations identified for re-invention and future investment and are mostly identified for parts of the

city with a long association of dereliction, socio-economic difficulties, high levels of vacancy and continuous cycles of decline.

River Basin Management Plan: As required by the EU Water Framework Directive (2000/60/EC), these plans will establish a strategic plan for the long-term management of the River Basin District.

Schematic masterplans: A framework to provide area-specific and more detailed design guidance for large-scale mixed-use development, for example, to indicate an overall structure for a new neighbourhood.

Sequential test: A means of checking that the most suitable and best available location has been chosen for a new retail operation. In order to protect the role, performance and a strong character to established retail locations, it is important that new retail investment is guided to locate close to existing locations for shared access, shared custom base and to consolidate the existing town /district or neighbourhood centre.

Six Themes: Key pillars identified as essential elements in the promotion of a high quality high-density city. The themes include a sustainable, economic, cultural, social, urban character and movement vision and are woven into important policies for future development in the city. This approach aims to promote a more sustainable urban model with residents and workers having wealth of choices for living, working, socializing, enjoying the city's culture and amenities etc all within walking distance or accessible by public transport.

Smart economy: A smart economy refers to the combination of innovative and creative enterprise (research and development companies, advanced technologies, etc.) that promotes a high

quality environment, promotes a first class sustainable infrastructure (renewable energies and materials) and encourages green technologies and innovations, and often includes collaboration with third level educational centres.

Social capital: The attitude, spirit and willingness of people to network, engage, and co-operate with each other in achieving collective activities such as community improvement and civic engagement. In this way social capital represents the value and power of the social bonds and social networks created between individuals and their communities.

Social infrastructure: The physical infrastructure necessary for successful communities i.e. shops, schools, libraries, community centres, cultural spaces, health centres, facilities for the elderly and persons with disabilities, childcare facilities, parks, and other facilities and spaces for play and recreational activity.

Spatial clusters of economic specialisms: A spread of different centres throughout the urban area where particular types of economic activity are concentrated and co-located for synergies.

Spatial hubs: A central location and convergence point, typically along key public transport routes, for the surrounding residential area which has the capacity to absorb and provide for an enhanced threshold of mixed uses and services. It is used when talking about clusters or key urban centres.

Spatial framework: An overarching plan to co-ordinate and promote orderly forms for the location of development, to ensure an integrated approach in the pattern

of development (for example integrating landuse and public transportation) and ensures an efficient use of land.

Spatial delivery mechanism: A co-ordinated approach to guide the proper planning and sustainable development of important zones within the city and guide the preparation and implementation of local area plans and masterplans.

Special Areas of Planning Control: A special scheme that accompanies areas designated as Architectural Conservation Areas (ACA's). It aims to complement the ACA primarily by controlling certain uses which would undermine the quality and vitality of the area.

Strategic Environment Assessment (SEA): An EU-based statutory process of assessment to examine the likely significant environmental effects of a plan or programme, prior to their adoption. It identifies consequences of actions prior to implementation and requires appropriate mitigation measures to remove identified impacts as part of the plan or programme.

Strategic green routes: Important routes and corridors connecting different areas where a high environmental quality and sustainable mode of travel is promoted. Linear areas of important natural habitat and natural amenity complimented by walking and cycling routes are a good example of what is referenced by this term.

Sustainable development: The definition of Sustainable Development comes from the Brundtland Commission (1983) which states it as development "that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Brundtland Commission was convened as a world commission on the environment amid

growing concern for the deterioration of the natural environment, the depletion of natural resources and consequences for social and economic development.

Sustainable neighbourhoods: A neighbourhood where a broad range of facilities and services are integrated with the residential areas. The distances people travel for different activities as part of their quality of life (access to work, home, community facilities, cultural and leisure, retail facilities) are short and conducive to the use of public transport, walking, cycling etc. The needs of the community are provided in short distances.

Sustainable Urban Drainage Systems (SUDS): A form of drainage that aims to control run-off as close to its source as possible using a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

Synergies: Strong connections between different locations, a complementary character in terms of activities and types of uses and correspondingly strong interactions, and here the sum is greater than the mere addition of the parts.

Taking in Charge: The taking over of the running/maintenance/ownership by a local authority, of lands that were developed privately but which have public access and a wider public benefit in their provision. The local authority thereafter looks after these areas for the public. Examples are residential estate roads and public parks.

Traffic Impact Assessment: A detailed assessment of the nature and extent of the impact of any substantial development

on the immediate and surrounding road network and, if deemed necessary, on the wider transportation system.

Transport Assessment: Transport assessments, while incorporating Traffic Impact Assessments, are wider in scope. They set the development in the context of the existing and proposed public transport network with the intention of optimising the benefits of public transport infrastructure. They also seek to promote walking and cycling and may as a result identify where improvements could be made in the pedestrian and cycling networks.’

Transcendent: A word used to highlight that in addition to architectural design responding well to the person (human scale) and the communal, there is a role for inspiring and inspirational ideas.

Travel Plans: A Travel Plan consists of a package of measures, initiatives and incentives aimed at encouraging a target group of people to shift from travelling individually by private car to walking, cycling, public transport and car-sharing.

Universal design: The design and composition of indoor and outdoor physical environments so that they can be accessed and used to the greatest extent possible by all people regardless of their age, size or disability.

Urban design principles: Set of guiding design rules to be incorporated in the design process for plans or developments. They can help to ensure that provision is made for important elements which promote high quality design and positive integration of the proposal with the surrounding area. Examples would include adherence to building lines, provision of

a park, provision of a landmark feature at an important focal point, provision of new streets to link adjoining areas etc.

Urban Design Statement: A supporting document required for new development proposals that set out the rationale and justification as to how the best design solution for the site has been arrived at.

Urban form: A collective reference for the various separate important elements that create an urban area. These elements include at a broad level the relationship between streets, blocks, individual buildings, open space etc. Understanding the urban form of a particular area can identify strengths and weaknesses of the existing area’s character and can inform positive ideas for new proposals to respect or restore the urban form.

Urban fabric: This term is related to the expression urban form but is used most often when explaining more subtle features of the area’s character like the proportion of buildings, the width of buildings along a street, architectural details, etc. Collectively, such details define the particular character of an urban area.

Urban grain: A measure of the pattern of building plots, building widths and streets in urban areas. Older parts of the city tend to have a fine grain with many streets/lanes and smaller plots.

Urban sprawl: Unco-ordinated or haphazard expansion of urban type development into undeveloped and rural areas that adjoin the boundary of a town or city. Urban sprawl is an unsustainable form of development.

Vitality and viability of centres: Vitality relates to the quality of the built environment, extent of activity and positive impressions generated by a centre. Viability

relates to the commercial strength, access to markets and customers, and the health of businesses in centres. The term is used in retail policies to promote good quality and successful commercial locations.

Walkability: The extent to which a place is attractive for people to walk to, from, and within. A mix of uses, well connected streets, good architecture, and a safe, quality public domain are all conducive to 'walkability'.

Water Framework Directive: A European Community Directive (2000/60/EC) designed to integrate the way we manage water bodies across Europe. It requires all inland and coastal waters to reach "good status" or "good ecological potential" in the case of heavily modified water bodies by 2015.

Whole systems perspective: A complete and over viewing understanding of all the various separate requirements, targets, goals etc across all interests groups, organisations, legislation, policies etc connected to achieving sustainability and sustainable targets. It infers joined up thinking and co-ordination on the issue.



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