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PUBLIC REALM MASTERPLAN

for the

NORTH LOTTS & GRAND CANAL DOCK SDZ PLANNING SCHEME 2014



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



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Cover image: Perspective of the Liffey, North Lotts and Grand Canal Dock.
(1864) Source: London illustration, National Gallery of Ireland.

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Document name: Public Realm Masterplan for the North Lotts and Grand Canal Dock SDZ Planning Scheme 2014
Date: August 2016
Dublin City Council
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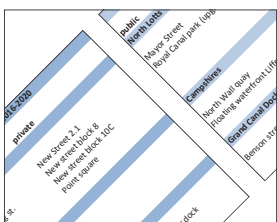
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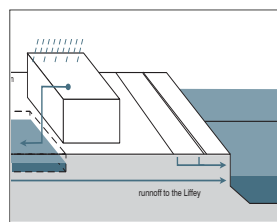
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Lying a short distance east of Dublin city centre, the former Docklands area was originally planned and developed in the 18th century to create a modern port to service the city. Having undergone a period of demise in the latter half of the 20th century, by the 1990's significant redevelopment began to transform the area into an exciting and innovative mixed use, contemporary urban quarter.

While development works stalled after 2008, the publication of the North Lotts and Grand Canal Planning Scheme 2014 Sets the ambition for the redevelopment of the Docklands Strategic Development Zone (SDZ) as “a model of sustainable inner city regeneration incorporating socially inclusive urban neighbourhoods, a diverse, green innovation economy contributing to the prosperity of the locality, the city and country, all supported by exemplary social and physical infrastructure and a quality public realm integrated with the wider city.”

The publication of this Public Realm Masterplan for the Docklands SDZ is designed to accompany and support the North Lotts and Grand Canal Dock Planning Scheme in achieving this ambition. It will guide the design of socially inclusive and universally accessible urban spaces and streets, recommend specifications for high-quality materials and street furniture, encourage pedestrian movement and sustainable transport uses, improve

connectivity between the Docklands and the wider city, develop greening strategies to promote bio-diversity, leverage the area's maritime heritage in promoting the arts, develop strategies to animate the areas' waterbodies and encourage a wide mix of recreational activities and events to attract residents, workers and visitors to the area.

It will inter alia provide guidance to design the urban environment for an exemplary world-class maritime quarter with a distinctive Dublin character.

Together, these publications will guide development in the Docklands, just as the area is poised once again to undergo intensive redevelopment and regeneration in the near future. They will progress the sustainable economic, social and cultural development of this part of Dublin which is of key strategic economic importance to the city and to the country as a whole.

1. AMBITION – DESIGNING AN INCLUSIVE CITY TOGETHER

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Historic photo 1874 Dublin view from Customs House, National Gallery of Ireland



Ambition

An ambition of the North Lotts and Grand Canal Dock Planning Scheme 2014 for the Docklands SDZ (Strategic Development Zone) is to create ‘a quality public realm integrated with the wider city’. The publication of this Public Realm Masterplan is designed to assist in achieving this ambition, and to improve the accessibility of the area through prioritising the design of a pedestrian led quarter.

This ambition is further acknowledged by the Dublin City Development Plan 2011-2017 which acknowledged the earlier Legible Dublin Study, and highlighted the need to improve accessibility and legibility within the city centre by recasting the public domain in favour of the needs of pedestrians, the mobility impaired and cyclists. The Department of Transport’s Design Manual for Urban Roads and Streets also affirms this approach in the design of the public realm. The National Disability Strategy 2004 referred to in the public realm strategy, Your City Your Space Dublin City Public Realm 2014, shares a vision of the public realm which supports universal access for people with disabilities to live a full life, to the greatest extent possible with their families as part of the local community free from discrimination. The Dublin City Centre Public Realm Masterplan also shares this approach. This stated commitment to transforming the city from a place dominated by traffic to a legible and world class walking city with universal access supported by a high quality public domain is reflected in the policies and objectives of the Dublin City Development Plan.

Methodology - A Collaborative Approach

Dublin City Council began formal consultation on the development of the Public Realm Masterplan in September 2015.

The process of consultation and communication undertaken was participative, aiming to reach all local residents (or resident representatives) and relevant stakeholders such as infrastructure providers, sectoral groups and statutory agencies. Key stakeholders represented at the first phase of consultation were local traders, NAMA, Waterways Ireland, resident groups, Dublin Port, local TDs and business owners. Several workshops and presentations, individual meetings, and a series of collaborative workshops for key areas were held. Internally Dublin City Council organised its own communication process: the public realm

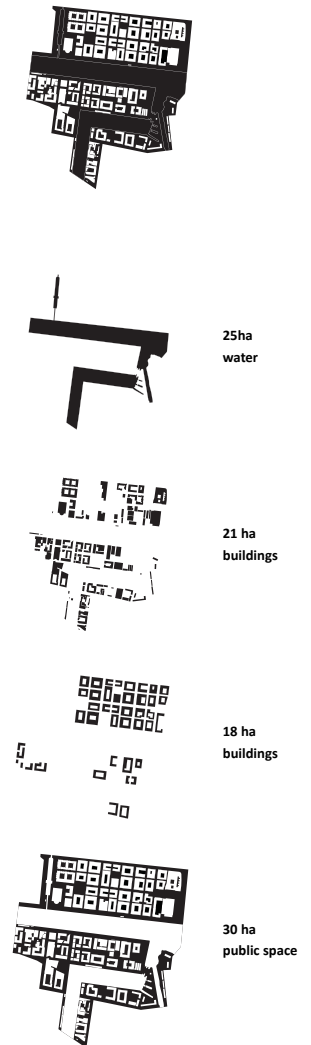
proposals were presented at managerial and committee (public realm group) level as well as to relevant departments involved with its future delivery. These included departments with responsibility for traffic and transport, roads maintenance, water management, culture, recreation and amenity, arts and heritage, parks and others. Ongoing consultations with state and semi-state organisations were also held.

The second phase of public consultation, involving public display of the draft masterplan has now commenced. Submissions made by the public and others are now invited on the draft, and these submissions may lead to amendments to the document prior to its finalisation.

Facts and figures

Demographics

The Strategic Development Zone (SDZ) has a mix of long term local residents and residents that are relatively new to the area. About 55% are Irish, over 80% are employed and at 31%, the area has a high professional population relative to the rest of Dublin city at just 11%. The population is relatively young, with 65% between the ages of 24 and 44. The areas surrounding the SDZ feature a wider diversity of residents, with a greater mix of ages and education, with some areas having high rates of deprivation. The diverse mix of communities residing throughout the Docklands area will inform how the Public Realm Masterplan is to be designed and managed.



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Programme

The total area of the Strategic Development Zone SDZ consists of 96ha including 27ha of open water, 1600m of open quayside, 21ha of existing buildings, 18 ha of new buildings and 30 ha of public realm. The built programme will consist of up to 2400 new apartments and 30ha of office space when completed. Three new bridges are projected for the area.

Parks and Squares

Although there are a range of high quality public parks and spaces in close proximity to the SDZ, including Ringsend Park, Sandymount Strand, Fairview Park and Merrion Square there is a relatively low provision within the Scheme area itself compared to other similar urban developments. At 5.7% (approximately 5.4ha in total), the SDZ has the lowest percentage of parks and squares relative to other European dockland developments, such as Hafen City, Hamburg (17.8%), the Eastern Docklands, Amsterdam (7.7%), and Canary Wharf, London (16.6%).

This presents the Public Realm Masterplan with a clear challenge from the outset, both in how space is managed within the Scheme area and how to improve linkages from the SDZ to nearby public amenities.

Waterways and Quaysides

Waterways account for 28% of the whole SDZ area, making it the greatest feature of this new Maritime Quarter. Of the 27ha of water, the canals (10ha) are owned by Waterways Ireland and the River Liffey (15ha) is managed by Dublin Port. There is approximately 4400m of quayside, owned and managed by Dublin City Council.

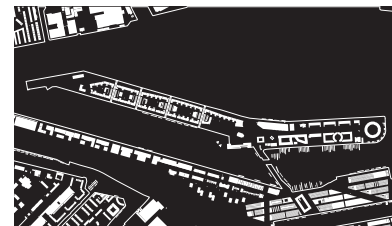
127 ha land

6,000 homes
45,000 jobs

28 ha
public parks and
squares



Hafencity, Hamburg
157 ha



Oostelijke haveneilanden, Amsterdam
180 ha

92 ha land

8500 homes
8800 jobs to be
created

14 ha
public parks and
squares

69 ha land

5360 homes (2600
new units)
23,000 jobs to be
created

5.5 ha
public parks and
squares



North Lotts & Grand Canal Dock SDZ, Dublin
96 ha



Canary Wharf, London
60 ha

40 ha land

5000 homes
90,000 jobs

10 ha
public parks and
squares

Comparison of Dockland city developments in Europe
Source: REDscape

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Background and development

The North Lotts and South Lotts where the Grand Canal Docks are situated were largely developed during the eighteenth century. New land was reclaimed in stages from the Liffey estuary as the city's expansion moved eastward beyond the Royal and Grand canals. Dublin's modernising economy demanded a new port for the import and export of goods as well as space for industrial development. The vibrant transport hub, the most important on the island, was formed when the canal and road system was later extended to include rail and road networks to create a fully operational docklands for the city. Gasometers, chemical and cotton factories sprung up to respond to the needs of a quickly expanding population, as well as for trade with Britain and worldwide. The wide streets of the North Lotts were used to shuttle cargo back and forth from the factories to the docks. The Campshires were wide undesignated open spaces along the quays, populated with cranes and the bustle of dock workers moving goods to and from the ships. During this time the East Wall formed the boundary of the city and the sea; Ringsend remained a fishing village at the mouth of the estuary until the tidal flats were filled to form the South Lotts.

The geographical trend in port cities has been a progressive, in Dublin's case easterly, development of the docks over time, which results in the creation of a zone of transport and industry between the city and the sea. A 1693 map shows a broad sweep of the Liffey and Dublin Bay beginning just east of what is now O'Connell Bridge, with mud-flats and sand-banks making the maritime approach to the city difficult. The absence of a natural harbour in Dublin by the late seventeenth century had become a preoccupation of both merchants and the city fathers, and artificial quays such as 'Wood Quay', 'Blind Key' and 'Customs House Key' were constructed during this period. The idea of re-engineering and straightening the Liffey's braided banks so that it would scour a deep but narrow navigation channel took hold at the beginning of the eighteenth century.

Work began in 1716 on the construction of the South Bull Wall from Ringsend to Poolbeg, and on the North Wall and the East Wall to the north of the Liffey at about the same time. Where the latter walls met became known as 'the Point', the location of today's Point Village. The construction of these sea walls led to the reclamation of lands east of the early-modern city centre, to form the North Lotts, with streets laid out in a regular grid pattern.

The construction of Sir John Rogerson's Quay in 1728 created the same opportunity on the south-side of the Liffey, and began the reclamation of the area still known as the South Lotts, and a proper bridge over the Dodder River to the village of Ringsend. The construction of the Grand Canal Docks marked the further progression of the port eastwards on the south side of the river, where purpose-built facilities were provided for sea-going vessels, joined by a lock and open to the Liffey at the mouth of the Dodder.

The construction of the North Bull Wall was completed in the 1830's resulting in the river channel becoming much deeper and consequently allowing the further modernization of the port. The completion of more docks such as George's Dock (1821), Custom House Docks and Alexandra Basin (1885) intensified port activity further and involved the reclamation of new land to the east of the East Wall, further enclosing the estuary.

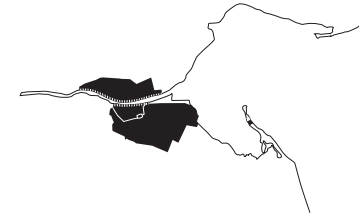
Coke works, gas works, timber yards, slaughter houses and chemical works were attracted to the area because of its strategic location and the presence of large quantities of water. The policy of Dublin Port and the Docks Board was to continue expanding the north quays into the bay, thus making available a great deal of reclaimed land between the city and the sea.

Mechanisation, changing energy technologies, downstream port expansion, developments in unloading cargo ships and containerisation, along with the rise in passenger air travel during the 1960's all contributed to a dramatic drop in employment numbers, land-use and port activity in Dublin's docklands. This led to widespread degradation of the buildings and communities along the quays. Buildings became derelict and vacant sites proliferated. The port moved east of Alexandra Basin to modern facilities, leaving the historic quays empty of commercial shipping by the final decades of the twentieth century. While the building of Matt Talbot bridge in 1978 removed berths from the front of the Custom House; the East Link toll bridge at least allowed the quays to the west to remain accessible to taller ships, but not on a commercial basis.

In the late 1980s, the Irish Financial Services Centre (IFSC) was built around the Custom House Docks. This was to play a vital part in regenerating this part of the city as well as boosting the Irish economy. Within ten years and building on the success of the IFSC, the Dublin Docklands Development Authority (DDDA) was formed to oversee the regeneration of the north and south quays. It took over the functions of Dublin City Council in relation to planning in the area, with the main projects being developments around Spencer Dock, Grand Canal Docks and the Point.

The global financial downturn in 2008 had a very detrimental impact on the Irish economy, and many projects were stalled or abandoned. The North Lotts and Grand Canal Dock Planning Scheme was published in 2014 by Dublin City Council to guide development in the Strategic Development Zone (SDZ). In March 2016, the DDDA was dissolved and the area reverted back under DCC control. In recent years, the improvement in the economy has made development viable again prompting investors to return and re-establish Dublin Docklands as one of the most important development zones in the country.

1685



1884



1930

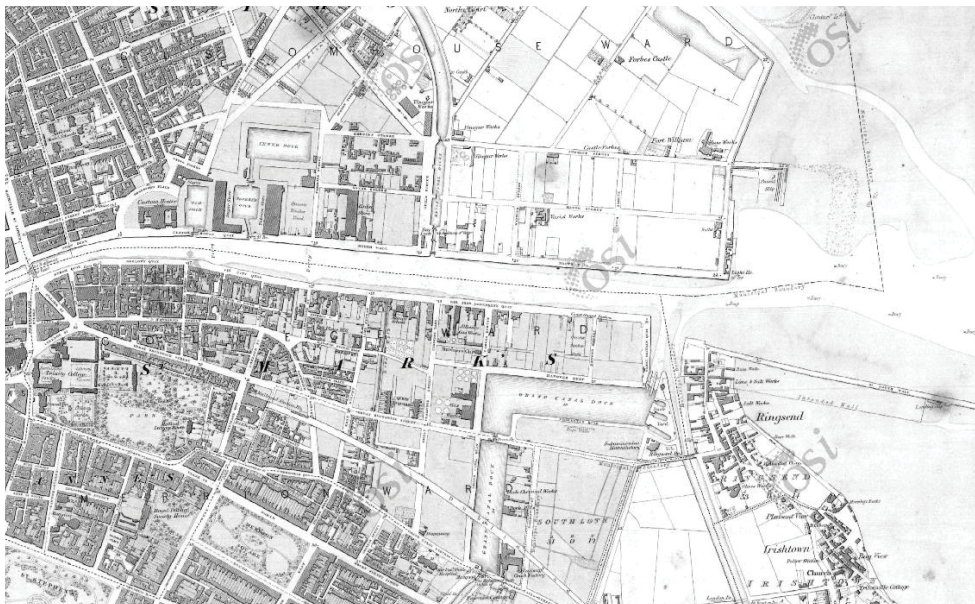


2016



Development of the Docklands (1685-2016), source REDscape

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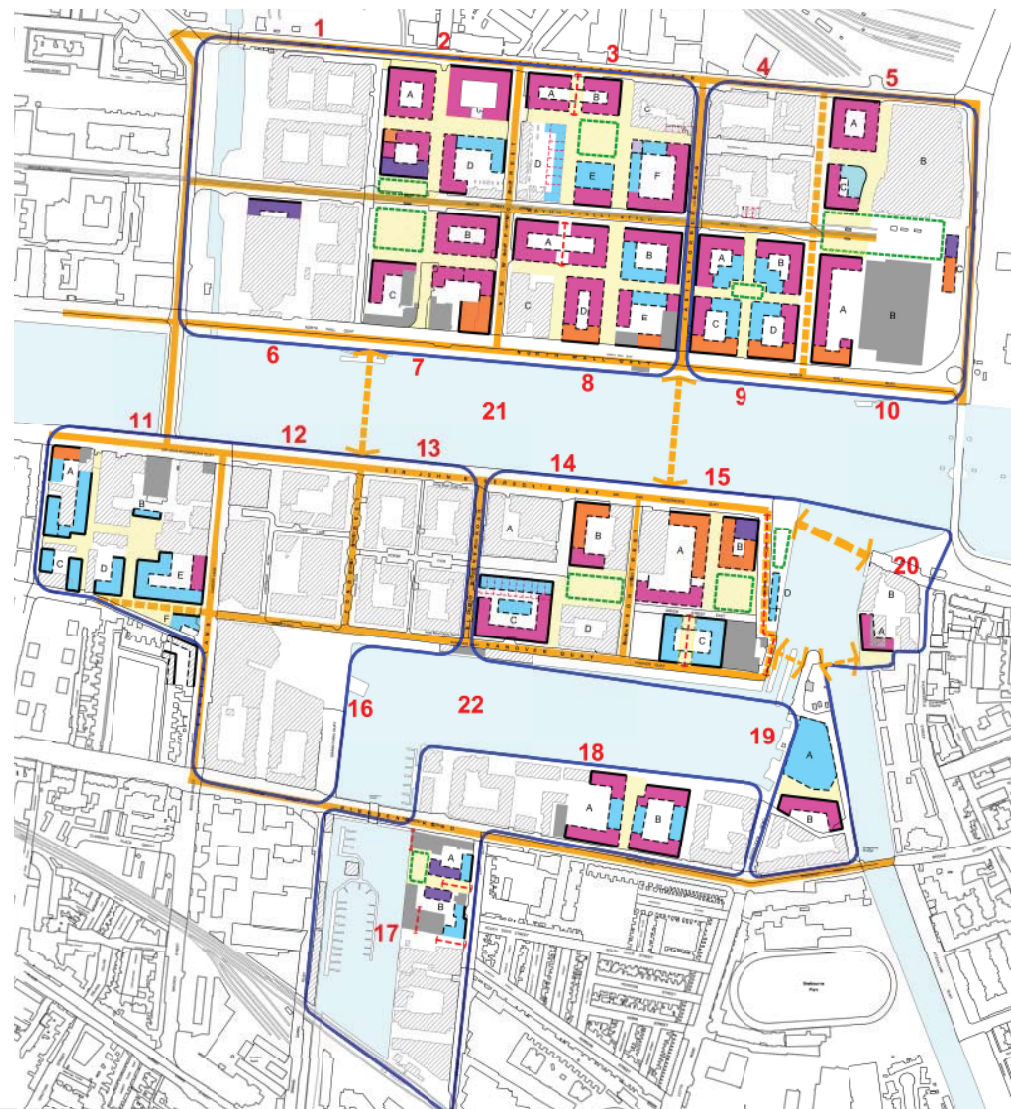
Historic 6 inch Black & White (1837-1842)



Indicative 3d model, SDZ planning report 2014.

KEY		EXISTING PROTECTED STRUCTURE	
SDZ BOUNDARY	---	CITY BLOCK BUILDING LINE	—
EXISTING MAJOR STREETS	—	FLEXIBLE BUILDING LINE	- - - - -
NEW MAJOR STREETS	- - - - -	INDICATIVE FINE URBAN GRAIN	
PROPOSED PEDESTRIAN BRIDGE	—	BUILDING HEIGHT CODE:	
PROPOSED PUBLIC TRANSPORT BRIDGE	—	5 STOREY COMMERCIAL / 8 STOREY RESIDENTIAL	
NEW LOCAL STREETS & SPACES	—	6 STOREY COMMERCIAL / 7 STOREY RESIDENTIAL	
PEDESTRIAN CONNECTION	—	8 STOREY COMMERCIAL / 10 STOREY RESIDENTIAL	
CIVIC / PUBLIC SPACES	—	LANDMARK BUILDINGS	
HUBS	—		
EXISTING BUILDING	—		
EXISTING PROTECTED STRUCTURE	—		

Fig. 35
City Block Development Code
INDICATIVE LAYOUT TO ACHIEVE
OBJECTIVES OF SCHEME



Development code for city blocks, North Lotts and Grand Canal Dock Planning Scheme 2014

In order to realise the ambition of creating “A world class maritime urban quarter with a distinctive Dublin character” this Public Realm Masterplan has been prepared for the Docklands SDZ (Strategic Development Zone), to accompany and support the delivery of the North Lotts and Grand Canal Dock Planning Scheme 2014.

The masterplan includes a number of sustainable strategies such as the creation of neighbourhood and pocket-parks, play routes, storm-water management, ‘green street’ designs and proposals to activate the waterfront together with cycling and pedestrian provisions and connections.

It will also provide guidance on the application of a quality materials specification and palette, guidance on the design of new streets and parks together with more specific and detailed guidelines on the design of the Campshires and a Maritime Animation Strategy.

- Objective
- Masterplan

2. VISION - DESIGNING THE FUTURE

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Visualisation: Aerial perspective of the proposed Public Realm Masterplan.
The massing is a creative representation of the development code for the city
blocks, as described in the North Lotts & Grand Canal Planning Scheme 2014.



Objective - the Point of the Plan

The fundamental objective of this Public Realm Masterplan is to take stock of the existing landscape character and built environment of the North Lotts and Grand Canal Docks, and propose a clear, consistent and legible public realm strategy for its future development, particularly in relation to the waterfront.

The SDZ extends approximately 1 km along both sides of the Liffey from the Samuel Becket Bridge to the East link Bridge directly beside the city's financial district. Home to many of the world's leading IT companies, it is Dublin's new strategic economic urban district.

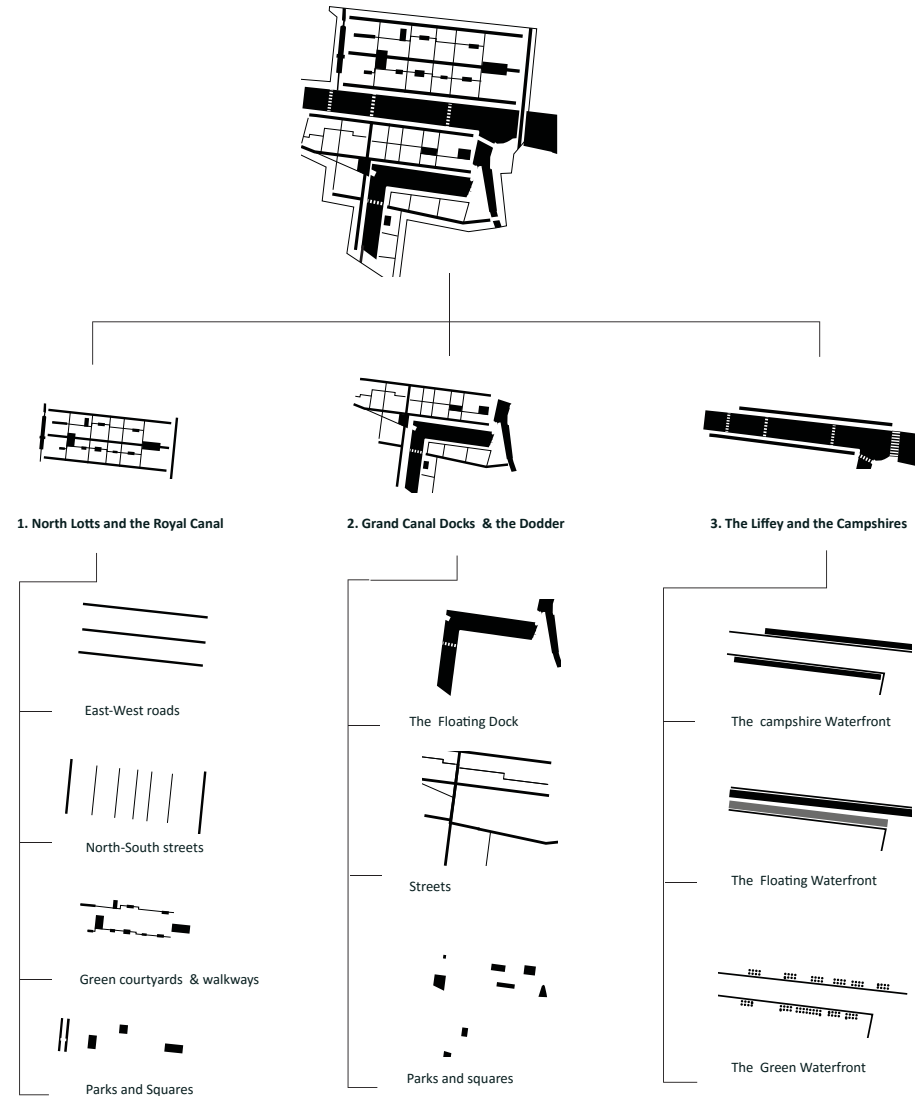
The SDZ contains a number of areas with a distinct character. The Masterplan will respect the individual characteristics of each of these areas and build upon them through the design of the public realm to create an overarching vision that unifies the entire Docklands SDZ area.

The Masterplan will also build on the area's history and maritime heritage as a former industrial port and seeks to create improved connectivity between the built environment and the waterfront, by designing a pedestrian led environment.

It provides a clear but flexible path to developing and transforming the public realm and is divided into three areas - the North Lotts and Royal Canal, the Grand Canal Docks and the Dodder, and the Liffey and its Campshires.

It achieves this in three stages:

- Firstly a toolbox of materials is assigned to each area.
- Secondly the areas are divided into clearly defined spatial components e.g. 'North South Streets' and 'Parks and Squares,' which form the basis of the newly proposed public realm.
- Thirdly, guidelines for the delivery of these spatial components are illustrated using drawings, illustrations and diagrams to outline the transformations which need to take place in order to realise the new vision.



Schematic showing the three areas and the building blocks for the new public realm

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Visualisation: Aerial perspective of the proposed Public Realm Masterplan. The massing is a creative representation of the development code for the city blocks, as described in the North Lotts & Grand Canal Planning Scheme 2014.

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The Masterplan in brief: connecting a green city to the water

The Masterplan seeks to develop a sustainable new vision for the SDZ that connects the city with the waterfront. It proposes to improve the environmental quality of the SDZ area through new water management proposals, improving bio-diversity through the design of new parks and green streets, and seeks in particular to improve the connectivity of the city streets with a new green and animated waterfront.

This is to be created by three main recommendations;

1. **The Liffey Campshires** – enhancement of the Campshires both north and south of the Liffey, to provide a new urban promenade serving pedestrians and cyclists, avenues of trees to line the Liffey, and pocket public spaces along the waterfront at appropriate nodal points within the urban fabric.
2. **The Floating Waterfront** – activation of the waterfront with a series of floating landscapes on pontoons and boardwalks that improve walkability and connections, provide new public spaces, urban greening, recreation and cultural activities on the Liffey and other waterways.
3. **The Green Waterfront** - improvement of the Docklands streetscapes by creating comfortable green connections from surrounding neighbourhoods to allow easy movement of pedestrians and cyclists towards the waterfront.



The Masterplan builds on the objectives of providing a continuous promenade along the water edge through developing links to the city centre along the Campshires, and links across the Liffey along the bridges.

It sets out guidelines to redesign some of the major thoroughfares in the area to provide for more sustainable forms of transport, including Sheriff Street, East Wall Road, Ringsend Road and the Campshires. It recommends measures to improve biodiversity, retain and strengthen aspects of heritage and integrate opportunities for new arts and culture developments into the city fabric.

It develops a palette of materials for the different characteristic areas and sets out a toolbox for greening the new city quarter.



The public realm Masterplan for the Strategic Development Zone (SDZ) is built up and described around a series of different themes. These different themes are described individually, but when combined collectively, will produce a holistic and integrated approach and vision for the design of the SDZ public realm.

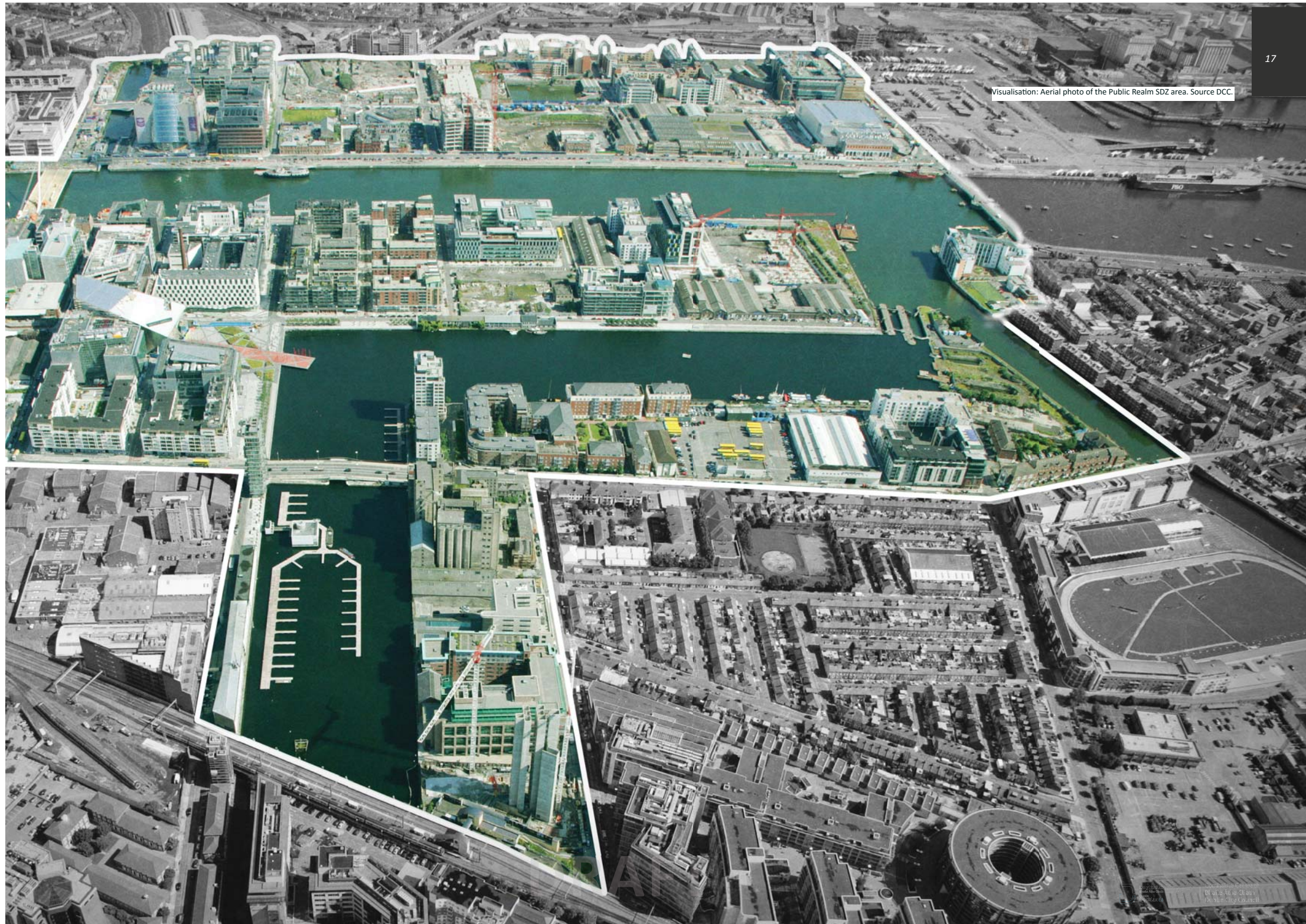
- Green structure
- Water management
- Biodiversity
- Connections
- Materials and Furniture
- Trees and planting
- Underground infrastructure & utilities
- Recreation and play
- Heritage
- Arts and culture

3. STRATEGY THEMES

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Visualisation: Aerial photo of the Public Realm SDZ area. Source DCC.



Green structure

A challenge within the SDZ area is how to introduce more trees, greenery and parkland to soften what can at times be a very bare, urban, hostile and windswept environment. The SDZ strategy addresses this issue by proposing new public parks, green routes and greenways throughout the area. The development of new tree layers in the streets and on the Campshires is key to achieving this objective.

Another important objective is to promote the provision of greenways to connect the SDZ area with green areas contained in the hinterland and to larger regional parks. A number of existing and proposed Green Corridors exist in the Docklands Area: an existing Grand Canal Green Corridor; the proposed River Dodder Greenway; the new Sutton to Sandycove Coastal Greenway; and a new Liffey Greenway along the Campshires. The Dodder and Royal Grand Canal greenways are major corridors that require further development and need to be fully connected to the SDZ area for cyclists and pedestrians.

The Dublin City Development Plan supports the 'creation of a compact city with mixed-use environments, sustainable neighbourhoods and green infrastructure to reduce the city's reliance on fossil fuels and provide for carbon soakage, sustainable neighbourhoods, and successful communities, timely social infrastructure provision and a city wide green network with links to the city region'. Zoning standards and guidance have been devised under the Development Plan to support these policies. 'Greening the City' is a key policy 'to reflect an integrated approach to the city's open space, recreational, landscape and biodiversity asSetts', and is intended to be delivered by supporting a Green Infrastructure Network and implementing a Green Infrastructure Strategy.

Recommendations

1. To provide a new green network of multifunctional parks and squares. Key to this approach is to design for daylight and shadowing and to locate greenery and seating accordingly to make the most of these areas.
2. To develop proposed parks to a high level of specification in recognition of the dense urban environment they are situated within.
3. To improve connections with the wider green structure of the city, along the water corridors of the city, rivers Liffey & Dodder and the Royal & Grand Canals.
4. To work with other departments in Dublin City Council to improve the routes and linkages to major DCC public parks proximate to the SDZ to encourage and promote their use by residents, workers and visitors.
5. To differentiate the use of each park so that a wide variety of amenity and experience may be provided.
6. To encourage alternative methods of greening in the public realm, for example in the form of flowering grasses in streets, micro parks, greening of quaysides, floating vegetation on water etc.
7. To strengthen and improve existing and proposed tree layer and use best practice planting guidelines for the planting of all new trees.
8. To encourage and stimulate greenery in private developments, particularly through the provision of green roofs and green walls for water retention.



Proposed new amenities at Grand Canal Dock, Chocolate Park (South docks) and for Poolbeg Park next to Dublin Port.



Green structure strategic map

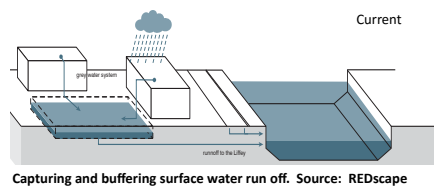
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Water management

Water management addresses several issues to include the management of surface water, water quality and flood protection. The Dublin City Development Plan identifies climate change as a key challenge to the Dublin region. Accordingly, 'flood-resilient' design and construction should be applied in all site developments.

Green Infrastructure is a 'resilient cities' approach which may contribute to managing wet weather events while also providing many community benefits. Traditional 'grey' infrastructure such as piped drainage and water treatment systems move urban storm water quickly away from the built environment via gullies, pipes and sewers. However they may also carry pollutants and litter into our rivers and waterways. The Dublin Docklands area contains two of Dublin's three main rivers, the Liffey and the Dodder, which both flow into a Natura 2000 site, and have wild salmon stocks present.

The principle of Green Infrastructure is to retain and treat storm water on the street in patchworks of planted areas. This principle can also deliver other benefits in tandem such as recreational spaces for amenity, biodiversity and mitigate against climate change. Green Infrastructure systems are spatially made of core areas, hubs and corridors. 'Core areas' are the nucleus of the green network and provide essential habitat; 'hubs' buffer these core areas and form continuous areas of wetland, forest or stream; and 'corridors' maintain connectivity in the landscape or built environment, providing for animal movement, seed and pollen dispersal and plant migration.



Recommendations

A. Surface water management:

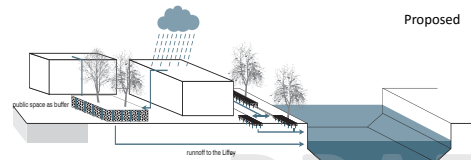
1. To actively implement design measures in streets and parks for the capture, storage and retention of surface water in the public realm including, where possible, the provision of tree pits, street gardens, green tram lines and permeable paving.
2. To require all developments and privately maintained public areas to incorporate SUDS (Sustainable Urban Drainage systems)/water attenuation /storage for re-use.
3. To pilot SUDS in public streets as part of the new street greening project.

B. Water quality

4. To improve the water quality of the rivers and docks as a long term aim. To continue investment in developing separate sewer and storm water pipe systems.
5. To examine the feasibility of introducing water cleansing measures such as floating vegetation to oxygenate water.

C. Flood protection

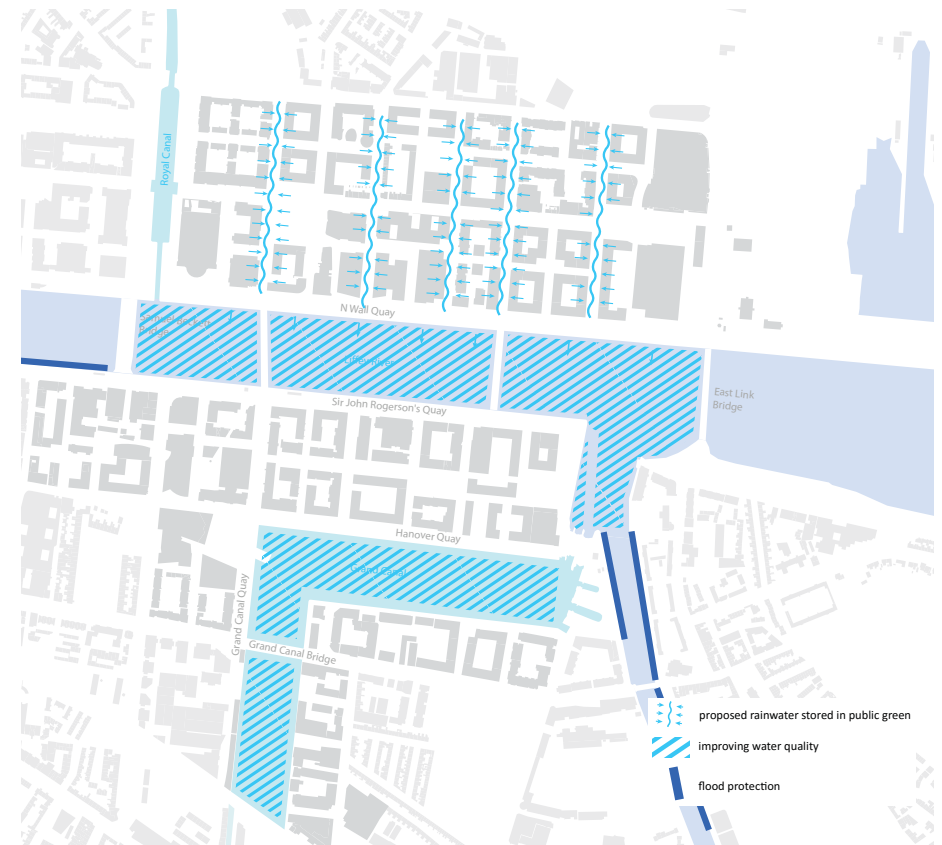
6. To include flood protection measures as part of an integrated design (as opposed to stand alone projects) for the public realm.
7. To introduce integrated flood protection measures which do not detract from the amenity and recreational value of the public realm or reduce the visibility of the water from key areas such as the Campshires and the graving docks.



Urban park and water storage area, Rotterdam (Urbanisten)



Green roof for water storage area.



Water management strategy

Biodiversity

The SDZ area is the location where two of the capital's important rivers meet - the Liffey and the Dodder. Both of these rivers are key ribbons of green infrastructure that meander through the heart of Dublin's suburbs and provide safe shelter for a variety of Dublin's fauna. The Public Realm Masterplan facilitates the opportunity to develop public areas whilst protecting and expanding space for bat roosts, bird nest sites and other biodiversity opportunities. The location of the SDZ close to the UNESCO Dublin Bay Biosphere Reserve presents an opportunity for this area to become a transition zone to the core Biosphere area.

To encourage biodiversity, the Masterplan must allow for the enhancement of habitats and the provision of new feeding, roosting and breeding sites. The biodiversity strategy for the docklands sets out a hierarchy of ecological potentials that can be independently developed over time to reinstate connections and develop habitats. These include the primary ecological corridors of the Liffey and Dodder rivers; the secondary ecological corridors of the Royal and Grand Canals; as well as potential biodiversity hotspots for a tern colony, and opportunities for an urban layer of localised ecologies for wildflower planting, green walls and terraces.

These corridors and hotspots may also encourage the general public to appreciate the biodiversity and unique natural environment of the Docklands which is often under-appreciated.

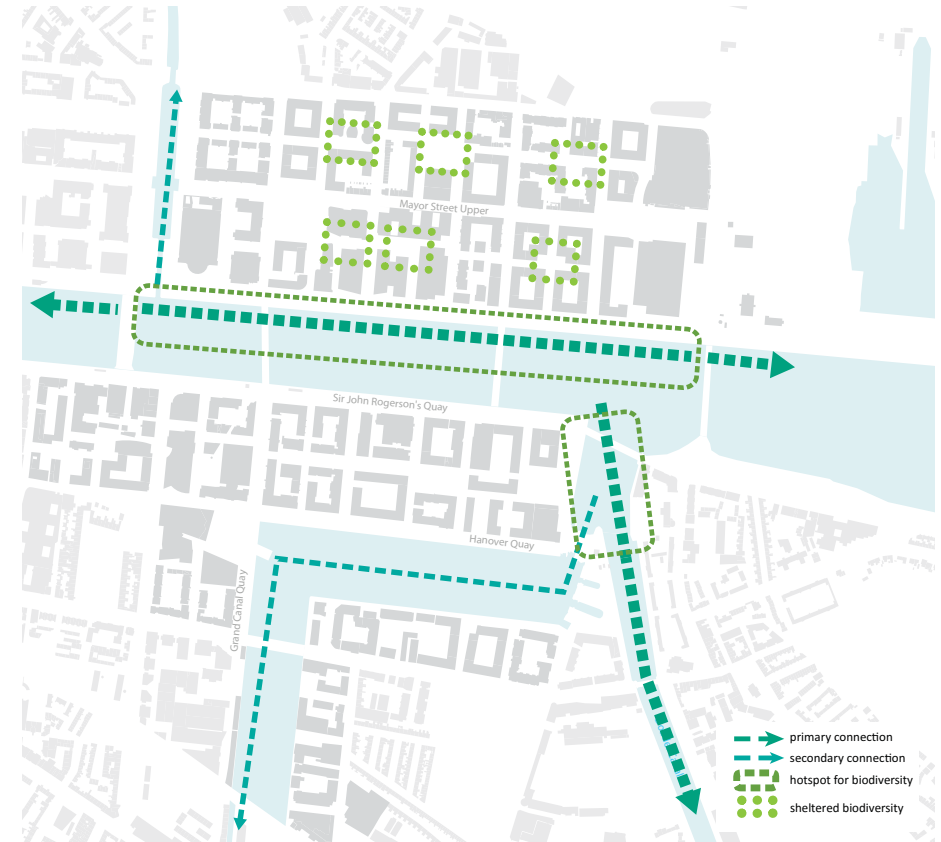
Recommendations

1. To identify, locate and promote suitable opportunities to develop semi-natural habitats and refuges for fauna and flora throughout the SDZ area, particularly through encouraging the inclusion of such spaces within residential courtyards in apartment developments. The planting of species that support biodiversity such as "bee-friendly" plants or berry rich trees species that provide food for birds is encouraged. The Strategy has identified locations along median strips, grass verges and within courtyards in the North Lotts residential developments that can support wildflower planting and boost pollinator biodiversity. Other proposals have included green walls and terraces in Grand Canal Dock and 17 locations for nectar-producing potable planters that can be installed in Spring to support local invertebrate populations.
2. To develop an eco-trail within the public realm, linking up key ecological features and places within the wider Docklands area.
3. To protect and strengthen the existing biodiversity features in the SDZ and connectivity to Dublin Bay, by providing pontoons for breeding and roosting birds such as the internationally-important tern populations in Dublin Bay, and breeding boxes for Black Guillemots. Habitats for swifts and bats may be provided by the provision of artificial nest boxes. Other proposals such as artificial otter holts and insect "hotels" will address loss of natural habitats for these species.



Reference of an insect hotel by Arup

Water improves biodiversity in the city



Biodiversity strategy

DRAFT

Connections

The public realm for the SDZ area is primarily formed by the open spaces, streets, roads, quays and Campshires which collectively provide the space for residents, workers and visitors to circulate by foot, bicycle, taxi, bus, car, coach, HGV and ferry. There are many competing demands from the many modes of transport and from the diverse user population comprising a mix of ages and mobility ability. As a pedestrian led quarter, the SDZ promotes increased use of sustainable modes of transport, but will also cater for necessary car and HGV movements.

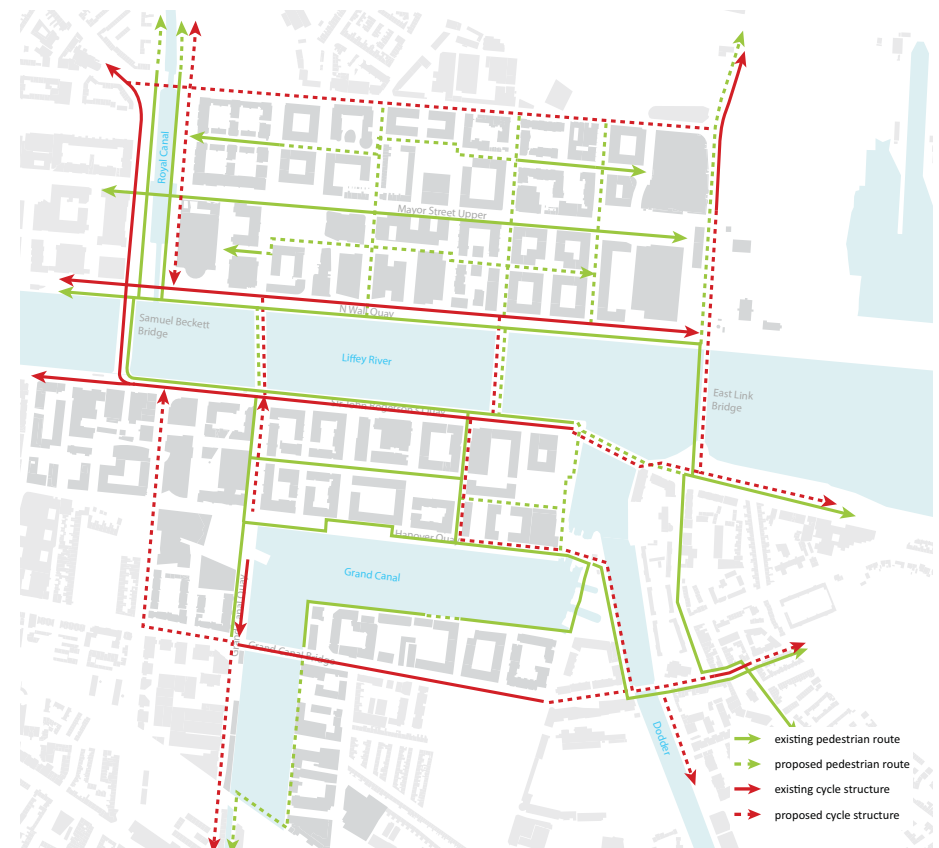
The co-ordination of all these forms of movement within the SDZ area help to define the design, roles and character of various streets. Some, such as North Wall Quay have important functions regarding bus and cycle movement but also provide a public amenity area adjoining the water. Others serve local access traffic to various residential and commercial buildings, while also catering for cyclists and cars and may provide quieter routes for pedestrians to walk along. Mayor St is primarily dedicated to public transport. Other transport measures to consider and which may impact on the design of streets and spaces are a number of Dublin City Council and National Transport Authority initiatives for new cycle routes, all of which lead into and meet up in the SDZ area –e.g. the Royal Canal Cycle route, the Dodder Greenway, the Liffey Cycle route and the Sutton to Sandycove (S2S) cycle route.

Whilst all new commercial developments must incorporate extensive bicycle parking for employees, there is a need for expanding the provision of on street bicycle parking to cater for visitors to offices, residences, restaurants, shops etc. The different character and role of each of the streets will inform the design choices made regarding layout (carriageway and footpath widths), amenity (trees, planters, seating etc.), street furniture (lighting, bins, signage etc.) and the materials to be used.

The challenge for the public realm strategy in responding to the movement / connectivity needs of the SDZ area is met through a number of proposed interventions.

Recommendations

1. To provide a clear cycle framework to service the SDZ area.
2. To provide improved connections along green corridors to the greater region including large regional parks, agricultural hinterland, mountains and the bay.
3. To provide continuous public (pedestrian and cyclist) access along all waterways, rivers, docks and canals where possible. To protect these areas against encroachment by developments which provide little or no public amenity value.
4. To provide segregated off-road cycle lanes along the Campshires and other areas where appropriate, and to link to other off road cycle corridors proposed along the Coast, the Canals and Rivers.
5. To provide wider more pleasant footpaths for comfortable walking and to create possibilities for informal amenities such as seating, outdoor café areas etc.
6. To pursue increased permeability through new blocks (in private maintenance and ownership) in partnership with stakeholders.
7. To retain baseline requirements for vehicular traffic.
8. To promote public transport use through the incorporation of dedicated bus corridors, bus set downs, the preservation of a future red LUAS line extension into Dublin Port, and the provision of wider public spaces at key public transport nodes where higher volumes of commuters are anticipated (e.g. the Docklands Irish Rail station and LUAS stops).
9. To provide continuous connectivity along and around water bodies, specifically the Liffey, the Harbours and Canals, the Dodder, Docks, between the Campshires and the proposed new bridges for pedestrians, cyclists and public transport.
10. To include additional on street bicycle parking on streets and in public spaces.



Connection strategy

DRAFT

Materials and furniture

Hard landscape design in the public realm includes paving and street furniture, and is an important element in helping to define the character of the built environment.

The SDZ is rich in industrial heritage fragments in both materials, street furniture and fixtures, most evident in the cobbles and setts, and the metal remnants of old tram lines and swing moorings that recall the previous industrial use of the area.

As the Docklands area develops, it is important to re-use and highlight these historic materials in a sensitive manner in order to retain the distinctive built heritage character of the district. This will make a positive contribution to 'the character, appearance and quality of local streetscapes and the sustainable development of the city', according to the city's Development Plan, as well as reinforcing the character, cultural significance and tourism potential of the area, (with reference to 'Historic Street Surfaces in Dublin Conservation Study and Guidance Document' (2008), 'Design Manual for Urban Roads and Streets' (DoTTS/DoECLG, 2013) and 'Paving - the Conservation of Historic Ground Surfaces' (DoAHG, 2015)).

Building on this distinctive local character will help new developments harmonise with the existing built environment and neighbourhoods, and will enhance the unique character of the Docklands area. Materials and street furniture should be appropriate to the existing historic character. Historic details and fabric of the city's spaces tell stories about our urban history. The Liffey Corridor and the Civic Spine are identified in the 'PRPS' as the most important series of streets and spaces in the city. The materiality of these spaces should be exemplary, of the highest international design and constructed using the highest quality materials.

The Public Realm Masterplan also integrates materiality with street and open space design, identifying Primary Streets, Secondary Streets, Link Routes and Historic Approaches as areas where design of the public realm should be exemplary, coherent and consistent in design with the highest quality of materials.

Dublin City Council is carrying out a review of existing street furniture and signage with an objective of removing any superfluous or redundant elements in order to reduce street clutter: the use of unnecessary poles or stands in the streetscape may be avoided by utilising buildings for catenary lighting and street names, and by sharing poles for mounting traffic lights, street lights and signage.

Recommendations

1. To develop palettes for high quality street furniture and to develop a materials, fixtures and fittings palette for the SDZ area.
2. To specify materials that are appropriate to the needs of different transport and user groups, i.e. pedestrians, cyclists, cars, HGVs, buses etc.
3. To identify, locate and promote suitable opportunities to develop and expand the urban tree canopy and greening throughout the city core where opportunities arise.
4. The use of manhole covers, service covers etc. should be minimised where possible, and ideally should be recessed to allow paving or other ground surface material to be inserted for aesthetic purposes.
5. To cater for increased numbers of pedestrians including persons using wheelchairs and buggies, and persons with visually impairments or mobility constraints.
6. To provide upgraded pedestrian crossing points, incorporating wide dishing of pavement and textured coloured pavement to aid identification of crossing points for those with visual impairments.
7. To incorporate traffic signage as appropriate into street designs.
8. To consider options to declutter the urban environment of unnecessary poles, stands etc.
9. To develop a lighting strategy for new built areas within the SDZ as part of large development permissions.



Granite setts with split edges for pedestrianised street



Wooden seating areas



Materials and furniture

DRAFT

Trees and planting

According to Dublin City's Development Plan, 'Trees should be incorporated into the design of streets wherever possible', with species selection appropriate to the scale and character of the street. In providing amenity, trees may offer other benefits: their roots may absorb water from the ground, reduce flood surges into basements and planting the right combination of trees can strengthen and enhance biodiversity systems.

Tree planting and greenery can create more attractive districts for residents, workers and visitors. Shopping districts that are planted with trees may experience considerably more retail sales than those without. Trees can provide environmental benefits, health benefits and some trees such as willow can clean waste water and phytoremediate soils. Planted areas and trees can also help reduce Heat Island Effects and provide shade under their crowns. The SDZ area in particular has microclimate issues to do with wind exposure, created by its long straight streets. Along the Liffey Campshires in particular these winds can be extremely strong for pedestrians and cyclists. Introducing trees into these spaces will create shelter, whereby they softly break the wind and dampen turbulence.

To achieve the green infrastructure objectives in providing parks and greenway connections for the SDZ area, a toolbox (chapter 4) for trees and planting has been developed to illustrate the possibilities for greening the docklands. This includes guidance for the following typologies; park planting, street trees (single or double row), micro parks (street gardens, green quays), aquatic planting (floating parks), vertical greenery, green roofs, etc.

A key objective is to increase the numbers of new trees in the docklands. The greatest challenge to this objective is the extensive network of underground utility and water services infrastructure that has to be provided within the Docklands area. The implementation of a city wide best practice policy for underground infrastructure is recommended for the long term.

Recommendations

1. To work with all stakeholders so that the design of underground infrastructure, traffic and transport requirements promote excellence in public realm design.
2. To take the various upgrade works into account when setting out a programme of works for the public realm, as part of the implementation plan.
3. To work where possible with a range of stakeholders to ensure a joined up approach in the delivery of projects between DCC and other agencies, in order to reduce costs, disruption and speed of construction.
4. To require, where practical, as part of any street upgrade works, that ICT services are located in footpaths and water and district heating are located within the carriageway.
5. To provide discrete locations for substations, meter boxes and other utility infrastructure to reduce on-street clutter and improve visual amenity. Antennae, satellite dishes, transmission masts etc. should all be concealed from view..
6. To introduce marine plants into Grand Canal Dock, the Inner Dock and the Liffey.
7. To provide greening and access along the River Dodder area as part of the 'Dodder Greenway' and as part of the redevelopment of block 19.



Floating green, canals, Amsterdam, NL



Urban trees, Apeldoorn, NL



Tree and planting strategy

DRAFT

Underground infrastructure

The public realm of cities has an important role in providing the space above and below ground for key public services and utilities. Electricity connections, water supply, gas supply, surface and foul drainage networks as well as other key modern services such as ICT, LUAS infrastructure and in the future, district heating, all need space in the public realm to meet the needs of a living, busy city. As a central city location, the Strategic Development Zone (SDZ) has heavily congested streets which must cater for these essential services, many of which are being upgraded to serve the new developments of the area and beyond.

This level of service congestion has an impact on how the public realm is planned, designed, managed and maintained. The selection of areas to plant new trees has to take into account where it is practical to do so, and where the trees will have the best chance of maximising their growth potential. Also new planting needs to be located away from services which could result in them being dug up and removed when accessing underground utilities, resulting in a reduction in the quality of the local environment.

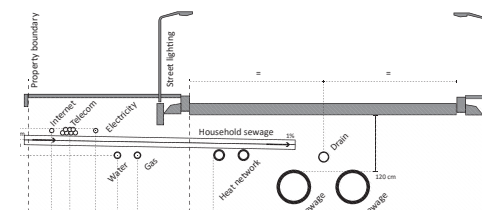
Alongside this challenge, Dublin City Council sees the investment in upgrading the SDZ public realm as an opportunity to bring new ideas and best practice principles into how to use and design public streets and services. Where new public lighting is to be installed, it will be highly energy efficient and where streets are to be planted with greenery, more extensive tree pits will be introduced together and Sustainable Urban Drainage systems (SUDS) will be employed where appropriate. New ICT ducting can be used to promote the area for 'Smart Cities' and to inform sustainable investment by DCC. The decision by DCC to support and seek the delivery of new infrastructure in integrated ICT ducting and district heating will play a key role in making this area of Docklands a successful sustainable urban quarter.

Recommendations

1. To work with all stakeholders so that the design of underground infrastructure, traffic and transport requirements promote excellence in public realm design.
2. To take the various upgrade works into account when setting out a programme of works for the public realm, as part of the implementation plan.
3. To work where possible with a range of stakeholders to ensure a joined up approach in the delivery of projects between DCC and other agencies, in order to reduce costs, disruption and speed of construction.
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Cable tunnels, Zuidas Amsterdam, Netherlands



Best practice systems for the coordination of underground infrastructure.

DRAFT

Heritage

The setting of the North Lotts and Grand Canal Dock SDZ is unique. The rich maritime heritage of this area defines its character and sense of place and is key to making the public realm Masterplan and the redevelopment of the SDZ area successful. The regeneration of the Docklands is set within the context of great historic engineering achievements which should be celebrated and used to inform designs for buildings, streets and open spaces in the future. The strict orthogonal pattern of the existing streets is particularly characteristic of the North Lotts and Grand Canal Dock, and is an integral part of the history and heritage of this 19th century urban development. These historic development patterns have been integrated into the form of the SDZ and they need to be respected and reflected in any proposed new masterplanning developments in the area, including the design of the public realm.

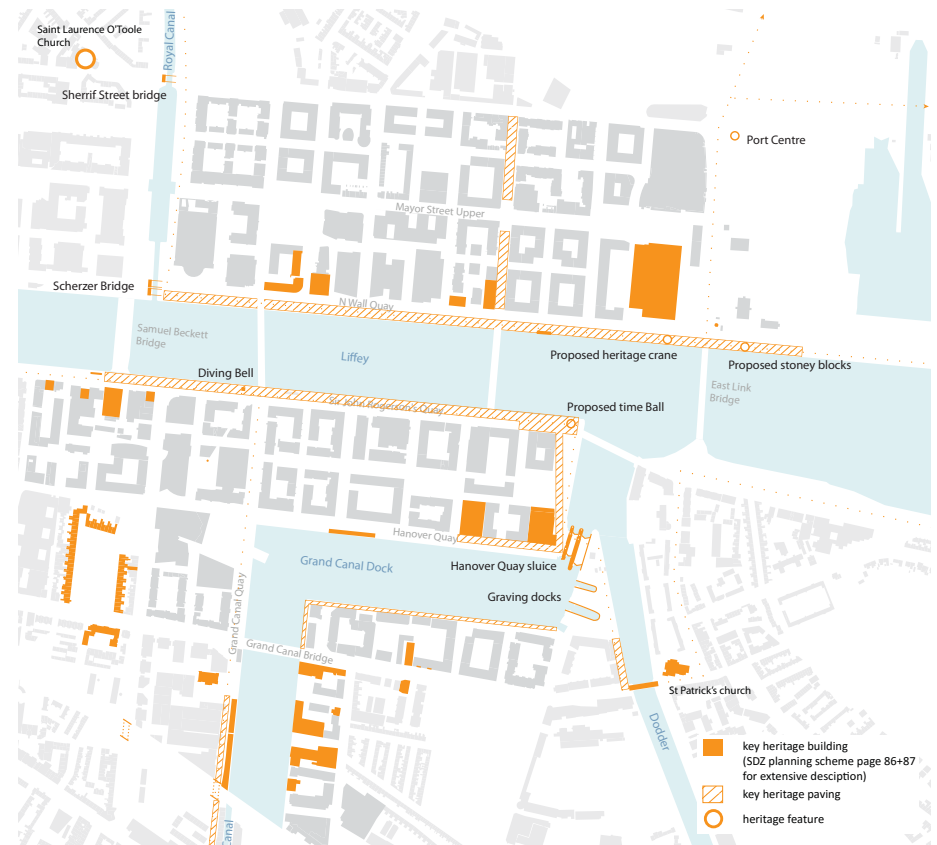
Dublin City Council as the owner of large parts of the public realm is entrusted with the protection of key historic structures and elements such as the historic bridges, quay walls, paving materials and historic tracks. The public realm can also frame space to allow people appreciate a large number of protected structures and protected views in the SDZ and surrounding area. In the SDZ the public realm is identified as having a key role in preserving and enhancing the identity and physical integrity of the existing urban landscape, and promoting minimal intervention to protect the area's original maritime and transport heritage. Respecting and protecting the area's heritage and maritime legacy is central to the design process for each street, quayside, the Campshires and open spaces.

Recommendations

1. To develop and protect the heritage of the area's original urban design and fabric in particular the Campshires, the outer docks.
2. To protect and develop the use of waterways and quaysides for public related amenity and cultural functions.
3. To restore historic cobbles in situ in streets where cobbles exist.
4. To design public realm works that are sensitive to and provide an appropriate environment to enhance historic structures and fixtures on the Campshires and quays such as mooring rings, tracks and sea-locks.
5. To specify street furniture and materials for paving and kerbs that are sympathetic to the existing character and historic materials employed in the area.
6. To provide new spaces within the public realm to feature key historic maritime features and structures, e.g. historic cranes kindly donated by Dublin Port.
7. To promote the restoration of the canal locks to allow continued use and animation of the canals and docks by the movement of canal barges and boats through the SDZ.
8. To develop a historical trail within the public realm, linking up key historic features and places within the wider Docklands area and include space for key historic features within the Campshires strategy.
9. To promote greater understanding of the archaeology of the area by its incorporation into the proposed heritage trail. Opportunities for dissemination of findings from archaeological investigations to be included into the overall heritage strategy for Docklands.
10. To establish an approval process for the naming of new parks, streets, bridges etc. that incorporates the historical legacy of the area. See place naming strategy in appendix.



Diving bell Sir John Rogersons Quay.



Locations of key heritage paving, buildings and artefacts.

DRAFT

Arts and culture

The public realm presents an opportunity to implement some of the arts and culture goals of the SDZ and also to put in place some of the physical infrastructure necessary to allow the Docklands to grow as a prime location for hosting events of a cultural, sporting and other nature. The Docklands has developed a strong tradition of inclusion, and promoting the arts and culture, most notably in the performing arts as evident in the development of world class venues such as Grand Canal Theatre and the Point Theatre.

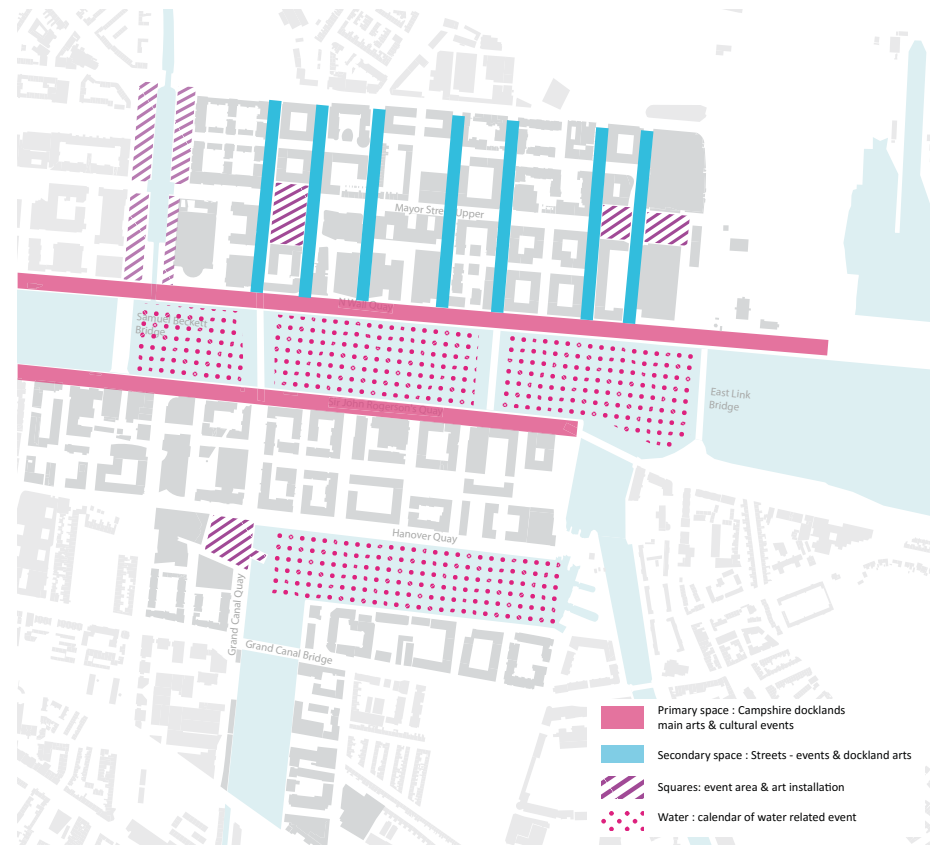
Not all cultural experiences are fixed, permanent or physical and for many visitors, their decision to visit the Docklands may be centred around events and festivals, both public and privately organised, such as concerts, theatre, dance events, tall ships festivals, river festivals, sporting events, displays etc to name but a few. The SDZ highlights the importance of arts and culture in attracting entertainment and vibrancy and in creating an environment that is stimulating, attractive, diverse and rich in cultural and social options. Dublin City Council as the agency responsible for a large part of the public realm can bring much to support this vision.

Recommendations

1. To ensure that new artworks and installations proposed for the SDZ area should ideally be cognisant of the mari-time character, history and heritage of the area e.g. the Gas Kiosks, Diving Bell etc.
2. To explore the possibility of commissioning artworks that are targeted at attracting the interest of children and can function as both art and as play/interactive installations.
3. To avoid the insertion of art works unrelated to place or history.
4. To make space to feature public artworks and art installations both of a permanent and temporary nature in all major public spaces where possible, including the Campshires.
5. To locate artworks in some of the streets off the Campshires to encourage visitors to other areas of the SDZ, e.g. Sheriff St., East Wall Road etc. In addition to works in the visual arts, space could be proposed for works in other media such as sound and light installations. Dublin City Council Arts Office will have a key role regarding the cu-ration and implementation of an Arts Strategy for the area.
6. To ensure that public parks and squares be designed to host events and/or festivals.
7. To ensure that the Campshires and maritime strategy protects and incorporates spaces for hosting events on and beside the water.



"Dublin Ships", Public Art Project, Scherzer Bridge, North Wall Quay Dublin Feb 2015



DRAFT Arts and culture strategy

The historic street pattern of the North Lotts is based on a formal grid structure of orthogonal streets, which is unique for the city of Dublin and creates a defining quality for the area. Its no nonsense, functional character is part of the industrial heritage of the former dockland and forms an important component in developing a language for the public realm.

- Spatial concept and design principles
- Materials & green toolbox (for all areas)
- North-south streets
- East West city boulevards
- Laneways and courtyards
- Public squares and parks

4. NORTH LOTTS AND ROYAL CANAL

DRAFT





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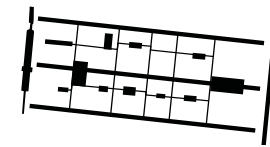
Spatial concept

The majority of new developments in the Strategic Development Zone (SDZ) area will be delivered in the North Lotts. To deliver the ambition of a pedestrian led Maritime Quarter and underpin the principles of sustainable movement, the North Lotts has been divided into four components.

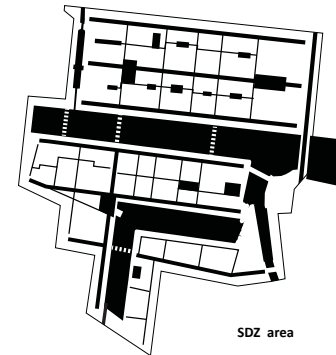
Firstly, a series of small parks and squares interspersed throughout the quarter will offer a series of exciting public oriented amenity spaces.

Secondly a system of north-south streets will offer space to include a green footprint in the form of micro gardens to the public realm.

Thirdly a fine network of informal green courtyards and walkways with soft surfaces, will weave through the middle of the urban blocks to link with the north-south streets and offer walking circuits throughout the North Lotts. Finally the major east-west city axes will be redesigned to be more accessible to the public, with cycling and pedestrian routes and to encourage public transport or sustainable traffic.



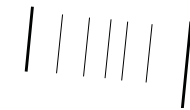
1. North Lotts and the Royal Canal



SDZ area



1. Parks and squares



2. North-South streets



3. East-West roads



4. Green courtyards and walkways

Recommendations

1. To implement, strengthen and coordinate the public realm components as set out, for all public and privately owned and/or privately maintained areas in the North Lotts.
2. To implement the design principle of rectilinear streets within the orthogonal grid of the North Lotts as set out in the North Lotts and Grand Canal Dock Planning Scheme.
3. To implement design guidelines for north-south streets which build on the industrial character of the area and address the

principles of pedestrian led traffic requirements, water management, micro parks, tree planting and materials.

4. To implement design guidelines for parks and squares and to inform the public realm interface with adjoining streets and other areas.
5. To implement design guidelines and promote universal access for the internal courtyards and walkways for all new developments.
6. To implement a materials toolbox for the North Lotts that adheres to DCC design guidelines for road construction, street materials, furniture etc.

7. To implement design guidelines for a green toolbox for the North Lotts for all planting components.
8. To deliver all parks to a high specification and create high performance multifunctional green areas.

DRAFT



- existing trees
- new trees
- boardwalk
- floating swimming pool
- street green
- park and other public green
- road
- walkway - grey natural stone
- walkway - light color natural stone
- square
- courtyard
- floating green
- key heritage / art installations

Public realm plan for area 1, North Lotts and Royal Canal.

DRAFT

Toolbox North Lotts

A suite of materials for the North Lotts is proposed in coordination with the different departments of Dublin City Council. As each block of the SDZ will be delivered within its own phasing plan, the delivery of each street will take place in stages, and the pace of implementation will vary from street to street. To anticipate this uncertainty it is proposed to develop a flexible set of guidelines in the form of a toolbox of materials and furniture. This toolbox is to be applied to private and public developments to feed into a cohesive design for the public realm. For each street, the detail design of each material (sizing, pattern, colour, mix etc.) will be agreed by Dublin City Council in partnership with all developers along the street to ensure an integrated approach. While all streets will be unified by the continuity of granite kerbs and the colour of the natural stone used, different streets may take different approaches with the layout of the materials in order to create variety and interest.

Only the highest standards of materials, workmanship and construction are acceptable to match the expectations of future residents and to meet the city's objectives for the new city quarter. Street materials will follow sustainable principles. Paving areas and pedestrian streets are to be laid in natural stone, ideally from locally sourced quarries. The paving proposed for the North Lotts draws inspiration from the existing historic granite paving and quay walls and from the traditional Dublin cobble with its mix of colours including blues, greys and greens.

Where traditional materials are limited in availability, an alternative mix of granite setts with different colours and split edges will be used. Flexible formats of stone that can be easily lifted and reinstated for the maintenance of underground supplies is recommended. Where lighting standards are to be used, the rationalisation of other required signage should be incorporated and on certain streets it is proposed to trial suspended energy efficient lighting systems to de-clutter streets and reduce light spillage.



Existing Dublin cobble (dark limestone)

Recommendations

1. To apply the North Lotts toolbox as a basis for all new public realm developments.
2. To use natural stone for all footpaths, pedestrian areas and pedestrian streets.
3. To promote the use of locally sourced stone and European materials where possible, and to introduce colour in the public realm through the specification of natural blue, grey and green materials where appropriate.
4. To use natural Wicklow or Leinster granite wide format kerbs with a high degree of texture at key locations.
5. To use stainless steel finishes for bins, bollards, bike parking areas and other incidental fittings such as service and utility boxes.
6. To integrate and recess utility boxes into walls as far as possible and explore the possibility of using recessed lids with paving inserts where access is required for underground infrastructure .
7. To apply natural stone dishing to pedestrian crossing areas and textured and coloured surfaces where appropriate to guide the visually impaired.
8. To reinstate Dublin cobble on historic cobbled streets, e.g. Castleforbes St., and Green St..
9. To engrave the street names into new granite kerbing at corner locations

surface materials



Newly proposed



Granite setts (sawn top with split sides)

size: 20 x 10 x 7/15 cm
colour: mix (black-blue-grey)
description: t.b.d. test-area used for determination



Newly proposed



Parking indication Granite cornerstone

size: 20 x 10 x 15 cm
colour: White
description: White granite indicator



Asphalt carriage way + cycle paths

size: -
colour: dark grey
description: Hot Rolled Asphalt as used through the entire area



Granite flagstones

size: 60 x 30 x 5 cm
colour: Silvergrey
description: Wicklow granite (similar to Mayor Street Lower)

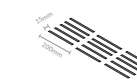


Tree grill

size: 120 x 120 cm
colour: stainless steel
description: stainless steel, top-surface light grey gravel, 40 cm plant hole (similar to Park Lane)



Newly proposed



Blind guiding strip

size: 20 x 0,5 x 1 cm
colour: stainless steel
description: stainless steel strip milled in cobblestone



Kerbstone

size: 60 x 40 x 20 cm
colour: light grey
description: Natural Stone, Wicklow granite rounded edge r=2cm (similar to Mayor Street Lower)



Granite blind guiding stones

size: 40 x 40 x 6,5 cm
colour: Buff coloured
description: Granite tactile paving To comply with Construction Standards for Road & Street Works DCC 2015 p.27



Kerbstone narrow

size: 60 x 15 x 20 cm
colour: light grey
description: Natural Stone, Wicklow granite rounded edge r=2cm (similar to Mayor Street Lower)



Indicator pins

size: 10 x 0,5 cm
colour: stainless steel
description: stainless steel for separating pedestrian stream on Mayor street (similar to Grand Canal Quay)



Kerb cornerstone

size: 60 x 60 x 20 cm
colour: light grey
description: Granite kerb cornerstone rounded edge r=2cm (similar to Mayor Street)



Recessed service lids

size: varying
colour: stainless steel
description: stainless steel with stone inlay

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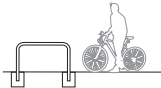
furniture



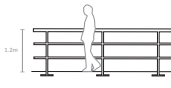
Bollard
size: 130 x 22 cm
colour: coated silver-grey
description: Torpedo style bollard
To comply with Construction Standards for Road & Street Works DCC 2015.



Litter bins
size: 120 x 43 cm
colour: coated silver-grey
description: (p. 106 Construction Standards for Road & Street Works DCC 2015)



Bicycle stand
size: 185 x 75 x 5 cm
colour: stainless steel
description: standard bicycle stand
(p. 104 Construction Standards for Road & Street Works DCC 2015)



Stainless steel railing
size: 110 cm high
colour: stainless steel
description: type t.b.d.
To comply with Construction Standards for Road & Street Works DCC 2015.



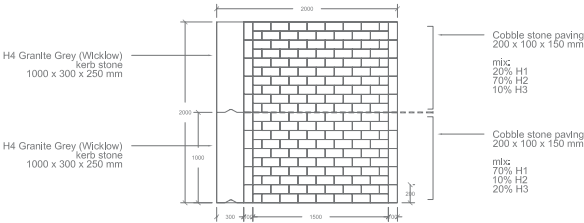
Cylindrical bollard
size: 30 x 30 cm
colour: light grey
description: To comply with Construction Standards for Road & Street Works DCC 2015.



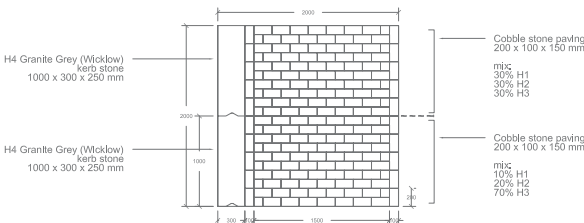
Curved granite bollard
size: 60 x 20 x 30 cm
colour: light grey
description: To comply with Construction Standards for Road & Street Works DCC 2015.



Benches
size: 40 x 60 x 300 cm
colour: mix
description: stainless steel frame with wooden seating
To comply with Construction Standards for Road & Street Works DCC 2015.



Paving mix samples (to be tested in situ)



lighting



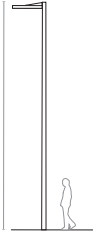
Suspended lights

size: 8 x 5 x 8 cm
colour: silver grey
description: stainless steel frame integrated into paving for lighting treesw and objects from the pavement level up.
To comply with Construction Standards for Road & Street Works DCC 2015.



Pedestrian lighting (4m)

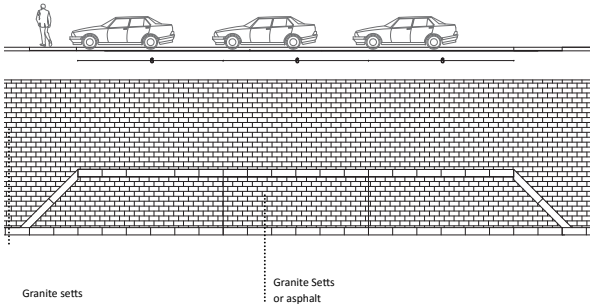
size: 400 x 30 x 5 cm
colour: silver grey
description: stainless steel pole with LED lighting similar to Hanover quay. To comply with Construction Standards for Road & Street Works DCC 2015.



Street lighting (8m)

size: 800 x 50 x 8 cm
colour: Silver grey
description: stainless steel pole similar to Hanover quay. To comply with Construction Standards for Road & Street Works DCC 2015.

Parking detail



DRAFT

Green Toolbox (for all areas)

A major objective for the public realm is to deliver a green city quarter. This is to be realised by the provision of five categories of greenery in the plan area: trees, micro parks, floating vegetation, vertical vegetation and roof vegetation.

Greening the city provides multiple benefits in aesthetic, environmental and functional terms; it may enhance amenity, add beauty to the city, extend biodiversity, buffer and store rainwater (important for flood protection), and improve water and air quality. Greening the urban environment also has proven economic benefits, e.g. by attracting footfall.

Due to the dense urban character of this inner city location there is a strong emphasis on developing a high quality tree layer and alternative forms of greenery in the form of micro parks in the streets, along the quays and on the water. As well as softening the public realm, micro parks can be used to capture and store surface water. Aquatic or floating vegetation may be used to clean and improve water quality as well as providing new habitats for wildlife. Tree layers may provide architectural and urban design qualities, but may also function to store water (tree pits) as well as improving air quality, buffering traffic and developing micro habitats in cities. The green toolbox builds on the planting strategy set out in chapter 3 and clarifies where and how these types of plantings can be realised.

1. The Tree layer

A new tree layer is to be introduced into the public realm, primarily in the North Lotts and along the Campshires. Although several categories of tree plantings are proposed, the majority will be single or double row plantings. Single row plantings should be planted with 1st order trees, with a spreading crown such as Lindens. Depending on the location, double row trees should have staggered planting schemes, with large 1st order trees, such as Platanus. A number of streets will be planted with high stem trees to provide an architectural quality and character to the area.

2. Micro parks

Depending on their function, two different types of planting are proposed for new micro parks in the public realm:

- For water management: Colourful grasses and flowers that can cope with periods of wetness.
- For sitting areas: Colourful perennial planting in the form of grasses.

3. Vertical vegetation

The high density urban environment of the SDZ area creates opportunities to provide vertical greenery in addition to horizontal greenery. A rough estimate indicates that several hectares of vertical wall space may be available for planting. This attractive form of urban greenery can have a buffering effect on rainwater, can create micro habitats, and can act as an insulation for buildings. There are two main types of greenery:

- Ground based systems: these are planted directly into the ground (with ameliorated soil and water – often rainwater), and often located along the perimeter or boundary of a building, i.e. adjacent to footpaths to create a green vertical threshold.
- Vertical based systems with supported irrigation systems. These systems are not ground based systems, but instead have self-watering systems in which plants and soil are mounted on the wall.

4. Floating or aquatic green

The provision of floating or aquatic greenery may have a positive effect on water quality and provide much needed habitats for water bird life e.g. nesting sites. This form of greenery is created using floating structures that are essentially moored in waterways. They may be effective in adding variety and improving the ecological footprint of the waterways.

5. Green roofs

The promotion of green roofs will act as a positive water management buffering and storage tool in the SDZ area.

Recommendations

1. To deliver the five categories of additional greenery as described, in addition to the provision of parks and squares as a key requirement for the public realm.
2. To deliver a sustainable tree layer of the highest quality using trees of the 1st order.
3. To adhere to best practice planting principles regarding tree pit sizes, minimum distances from carriageways etc.
4. To investigate if some micro green areas could develop into community gardens that area managed and maintained by residents.

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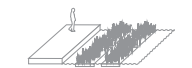
Double row



Single row planting in the middle berm



Tree groups on square



Floating or aquatic vegetation



Lawn



Bulbs and lawn



Roof vegetation



Vertical planting

Tree layer



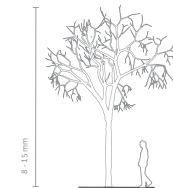
Trees in Planters

species: Diverse (eg Photinia sp)
size: 1,5-3m
growth: 15 years
place: Courtyards, streets



Multistem trees 3rd order

species: Amelanchier sp.
size: first order, 15-20m
type: evergreen
growth: 15 years
place: Courtyards



Tree 2nd order

species: Acer sp.
size: first order, 15-20m
type: evergreen
growth: 15 years
place: Streets



Tree 1st order

species: Plantanus sp.
size: first order, 15-20m
type: robust city tree
growth: 15 years
place: Campshires



High stem tree

species: Pinus sp.
size: first order, 15-20m
type: evergreen
growth: 15 years
place: Major streets eg Mayor street

Low planting for micro parks



Ornamental raised planter

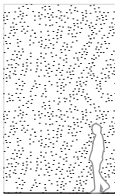


Perennial planting for suds

height: 20 to 60 cm
maintenance: medium
location: north south streets

height: 50 to 100 cm
maintenance: low-medium
location: courtyards, micro parks

Vertical Green



Moss and lichen green wall

species: Sheet Moss, Cushion Moss, Haircap Moss, Rockcap moss
insolation: shade, semi-shade
maintenance: low-medium
place: Courtyards



Climbing plants

species: Hedera, Jasminum, Pileostegia, Hydrangea anomala
insolation: shade, sun
maintenance: low-medium
place: Courtyards



Vertical garden

species: annuals, perennials, tropicals or succulent plants
insolation: semi-shade, sun
maintenance: medium-high
place: Courtyards

DRAFT

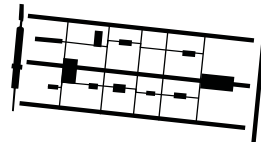
North- South streets /design principles

The north-south streets in the North Lotts were originally designed and laid out to service the various functions of the docklands. These utilitarian streets were originally cobbled and were characterised by expansive areas, devoid of any trees or amenity, reflecting the industrial functional character of a former era.

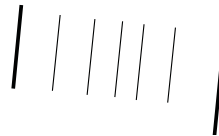
The public realm Masterplan creates opportunities to redesign and improve the aesthetic and environmental quality of these streets and upgrade them to the needs of today. Daylight analysis reveals that these streets receive more sun on their west side particularly during lunch time hours. This would suggest that commercial activities with outdoor uses be located on the sunnier side, e.g. cafes, restaurants etc, while parking etc may be located on the shadowed side of the street.

Open views to the Liffey and the Dublin mountains may be retained by avoiding tree planting at the end of streets where they intersect with the Campshires. The rigorous delineation of the streets is reinforced with tree planting. Some streets, such as Castleforbes Street have extensive areas of Dublin cobble stones, which are to be reused in situ.

The north-south streets have a differentiated traffic usage; some being pedestrian-orientated with minor single directional traffic flows while others are more vehicular traffic orientated with two way traffic flows. Consideration could be given to paving the carriageways of the pedestrian orientated streets with the same materials as the footpaths or with cobble.



North Lotts and the Royal Canal

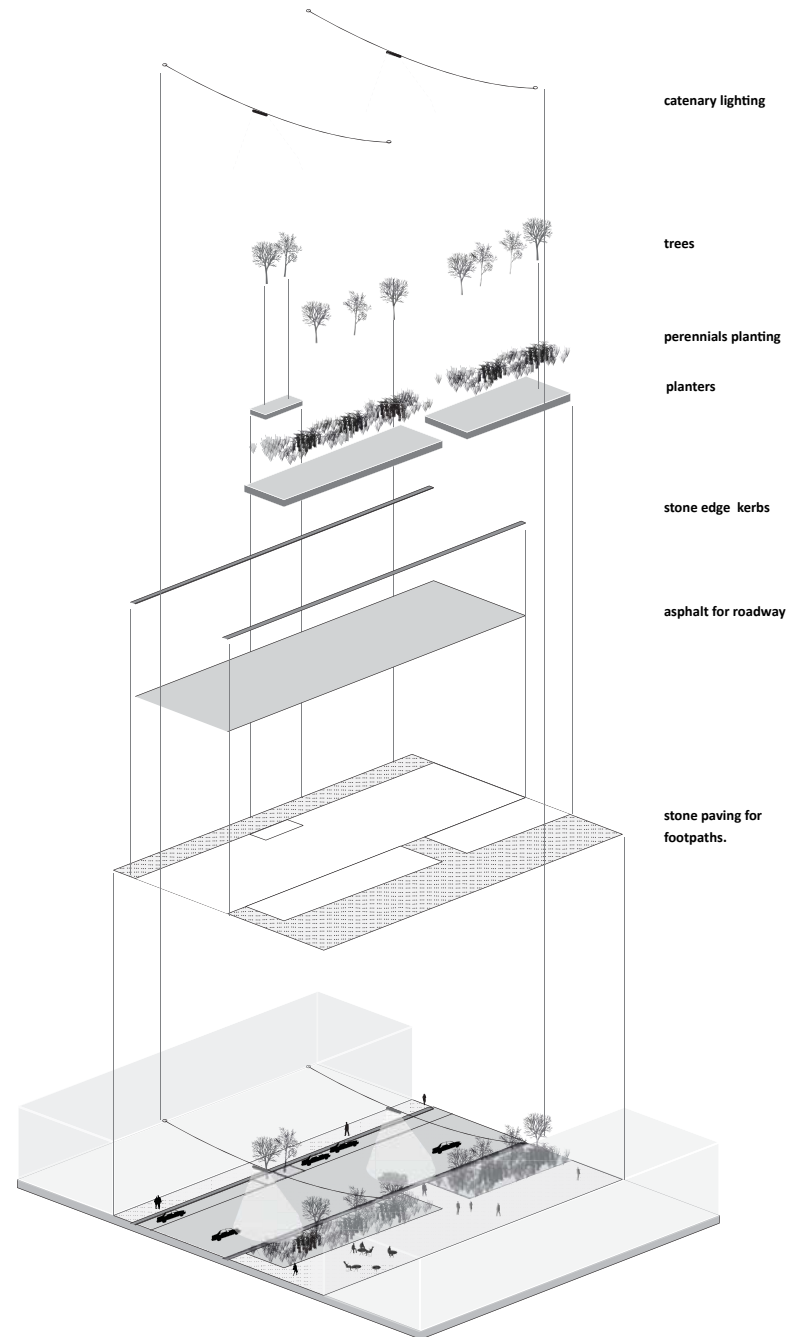


1. North-South streets

Recommendations

1. To implement a generally asymmetric profile to the streets with parking located on the east side, with greenery and amenity uses located on the west side (to include some exceptions).
2. To provide wide paved areas for terraces on the west side.
3. To explore the provision of a hanging public lighting system between buildings to reduce street clutter.
4. To plant trees in collective planting areas.
5. To specify tall trees with narrow conical crowns.

6. To plant low green perennial planting to soften the streets' landscape.
7. To use high quality materials i.e. natural stone.
8. To select a homogeneous palette of materials for the entire area.
9. To capture and retain surface water drainage into the planting areas with connection to the Liffey.
10. To design street sections as emergency surface water storage zones during peak rain falls periods.
11. To plant occasional trees on the east side of the streets at the crossing to parking areas.



Axonometric composition scheme of the North South streets



North Lotts public realm masterplan (north south streets)

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New Wapping Street

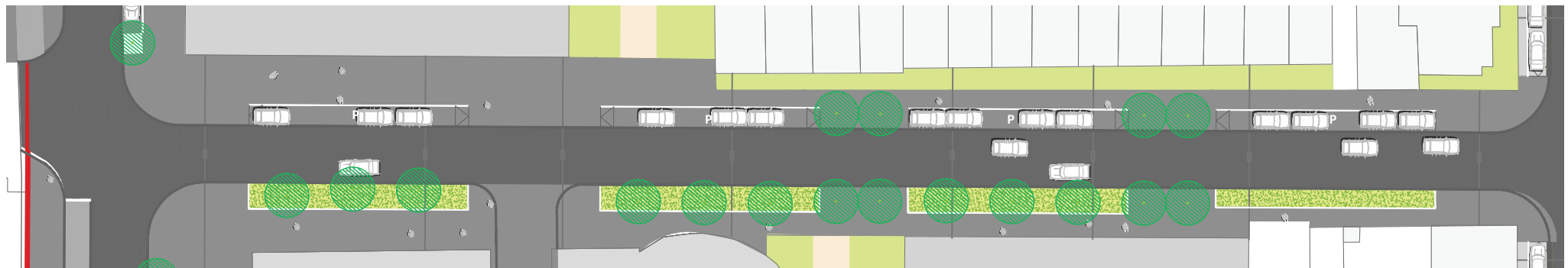
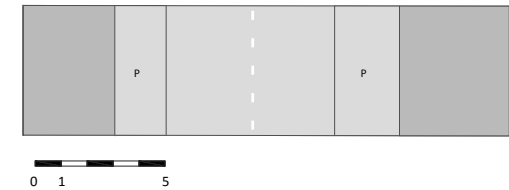
New Wapping Street is a major traffic street connecting Sheriff Street with the northern Campshires. It has a wide profile with views to the Liffey.

Recommendations

1. To use the toolbox of the North Lotts for the design and specification of street materials and furniture.



Existing

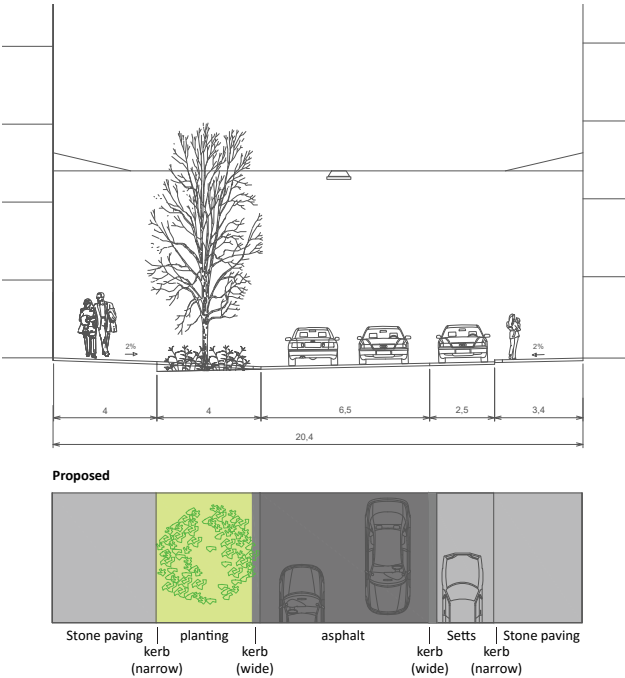


- | | | |
|------------|---------------------|-------------------------------|
| Setts | Catenary lighting | Natural stone for park/square |
| Wide kerbs | Planting area | Bicycle path |
| Thin kerb | Trees | Seating |
| Asphalt | Reset cobble stones | Private garden/planting area |

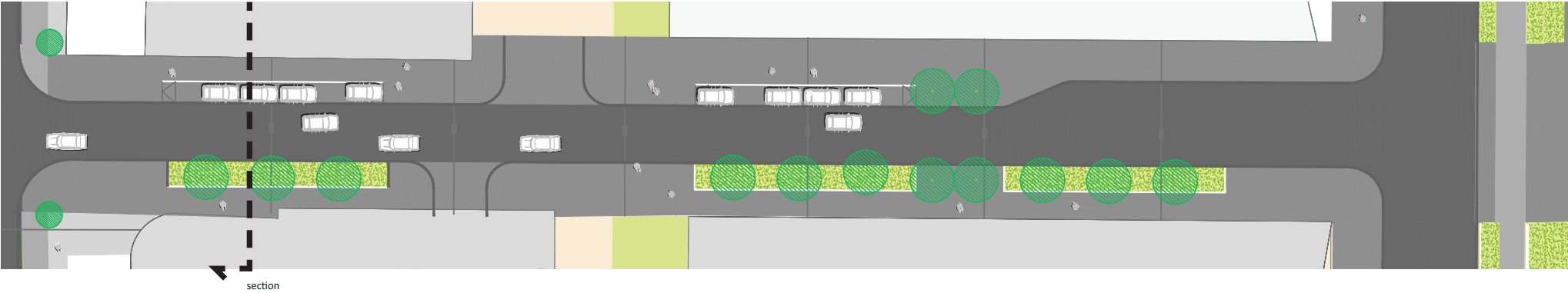
- sewage
- electricity
- gas
- telecoms
- water

Parking places : 25

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Perspective of New Wapping Street at the crossing with Mayor Street (source : REDscape)



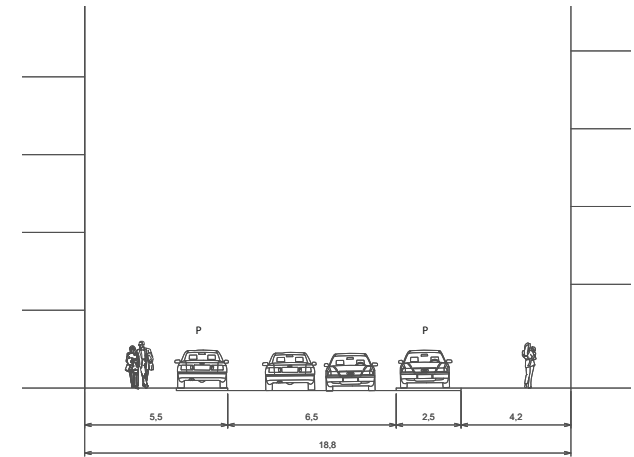
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Castleforbes Street

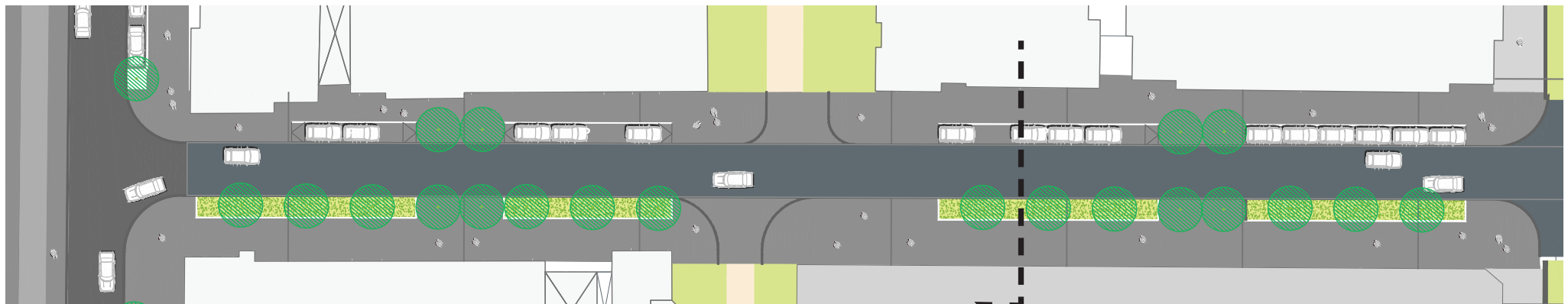
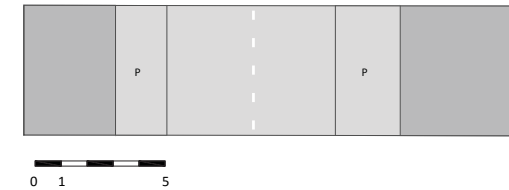
Castleforbes Street is a major traffic street connecting Sheriff Street with the northern Campshires. It has a wide profile with views to the Liffey and existing Dublin cobble on the street.

Recommendations

1. To use the toolbox of the North Lotts for the design and specification of street materials and furniture.
2. To replace and reuse the cobbles in situ for carriageways.



Existing



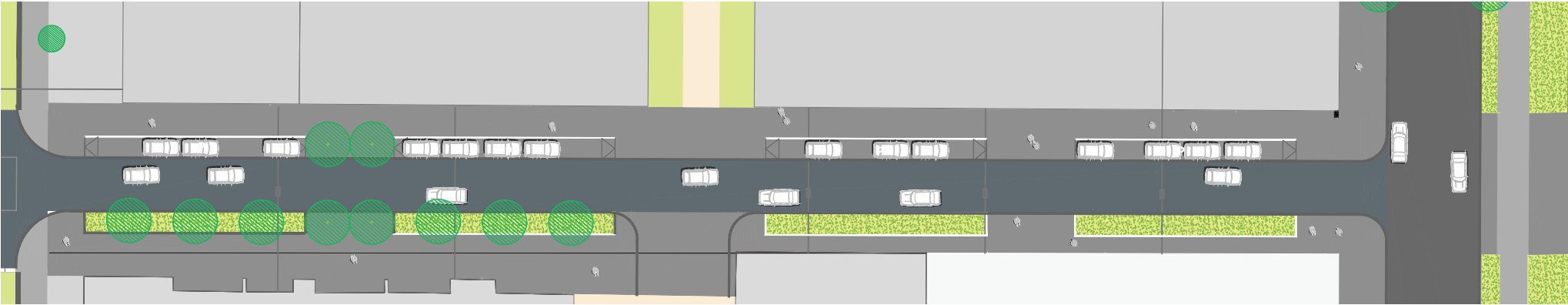
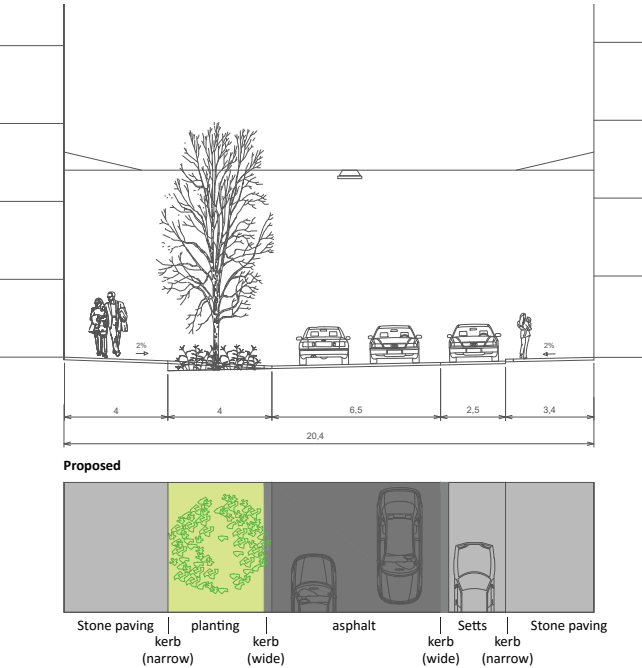
- | | | |
|------------|---------------------|-------------------------------|
| Setts | Catenary lighting | Natural stone for park/square |
| Wide kerbs | Planting area | Bicycle path |
| Thin kerb | Trees | Seating |
| Asphalt | Reset cobble stones | Private garden/planting area |

- sewage
- electricity
- gas
- telecoms
- water

Parking : 26

section

DRAFT



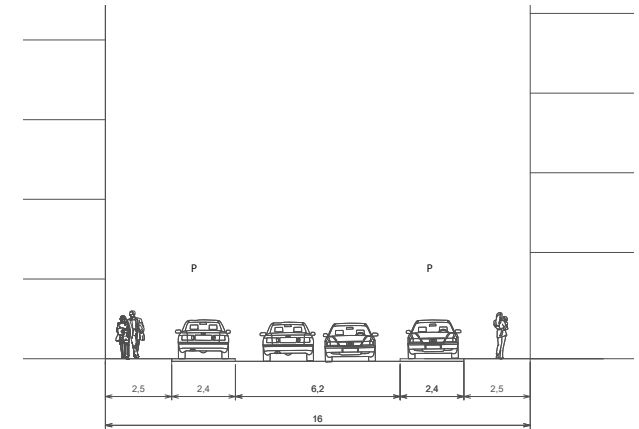
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Street 2.1

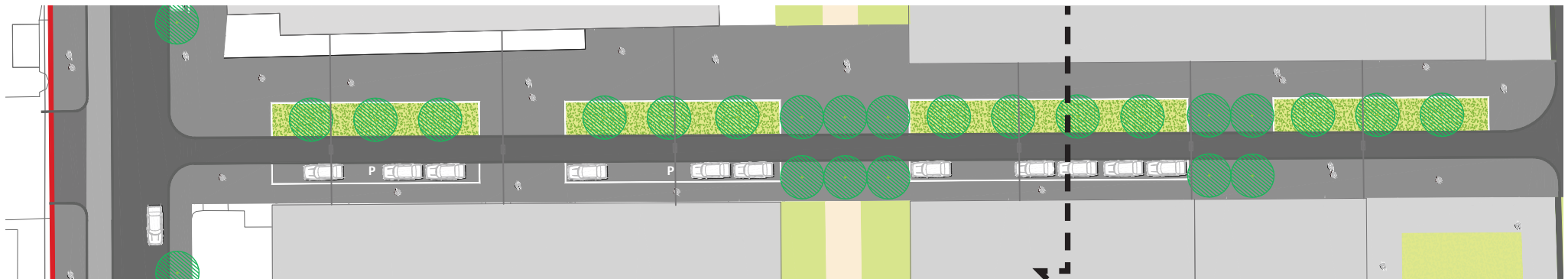
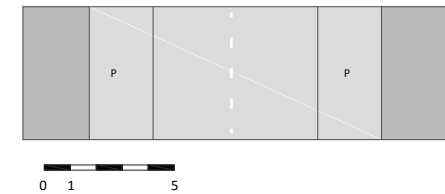
Street 2.1 is a pedestrian orientated street with single flow traffic connecting Sheriff Street with the northern Campshires. It has a narrow profile with views to the Liffey and adjoins Station Square, one of the most important parks in the North Lotts.

Recommendations

1. To extend Station Park over the street in the form of a pedestrian prioritised space
2. To use the toolbox of the North Lotts for the design and specification of street materials and furniture.



Existing (small section of roadway)



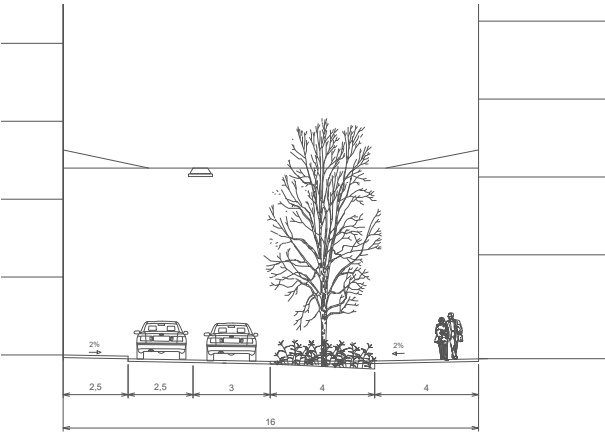
- | | | |
|------------|---------------------|-------------------------------|
| Setts | Catenary lighting | Natural stone for park/square |
| Wide kerbs | Planting area | Bicycle path |
| Thin kerb | Trees | Seating |
| Asphalt | Reset cobble stones | Private garden/planting area |

- sewage
- electricity
- gas
- telecoms
- water

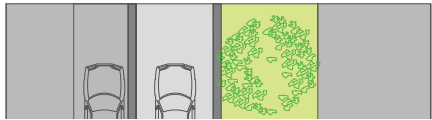
Parking : 14
Taxis : 6
Loading / Set-Down : 5

section

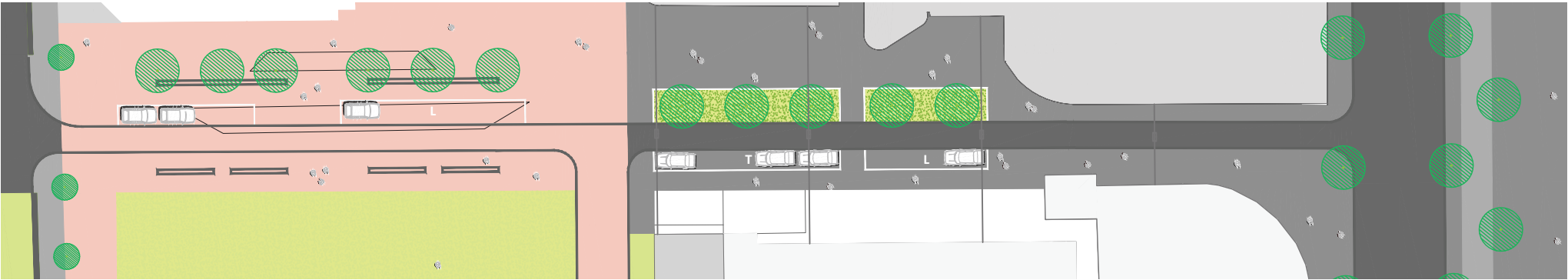
DRAFT



Proposed



Stone paving | kerb (narrow) | Setts (wide) | kerb (wide) | planting | kerb (narrow) | Stone paving



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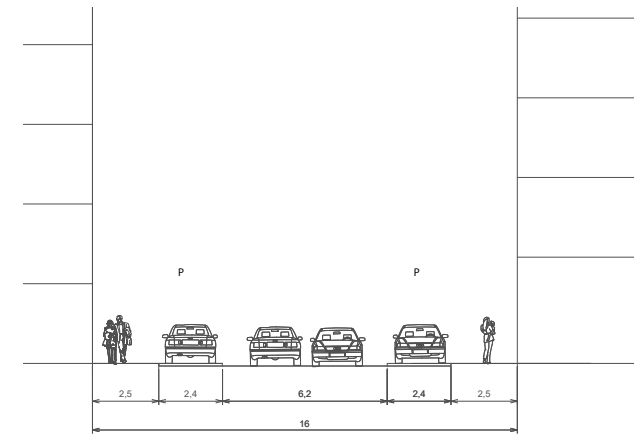


New Street

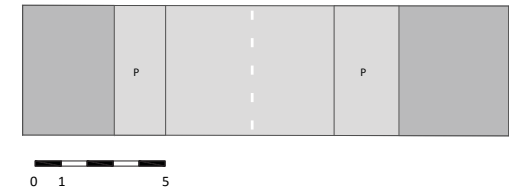
New Street is a wide street with views to the Liffey. It is a traffic orientated street connecting Sheriff Street with the northern Campshires. It performs a specific role to comply with the specialised vehicular requirements for the Point Theatre.

Recommendations

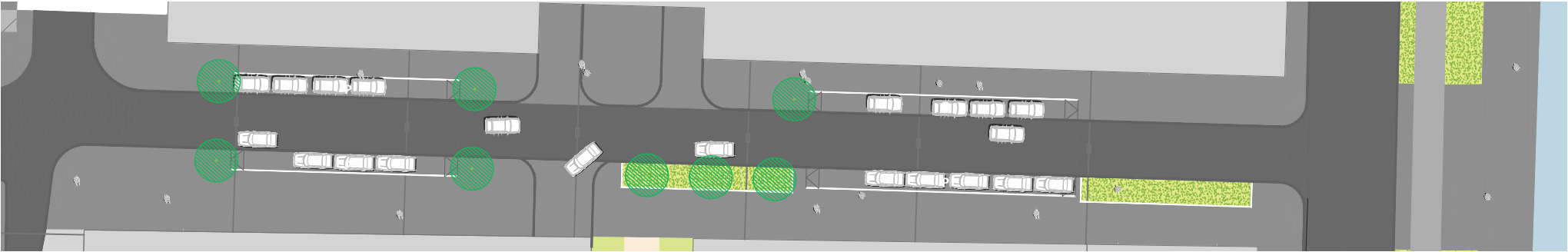
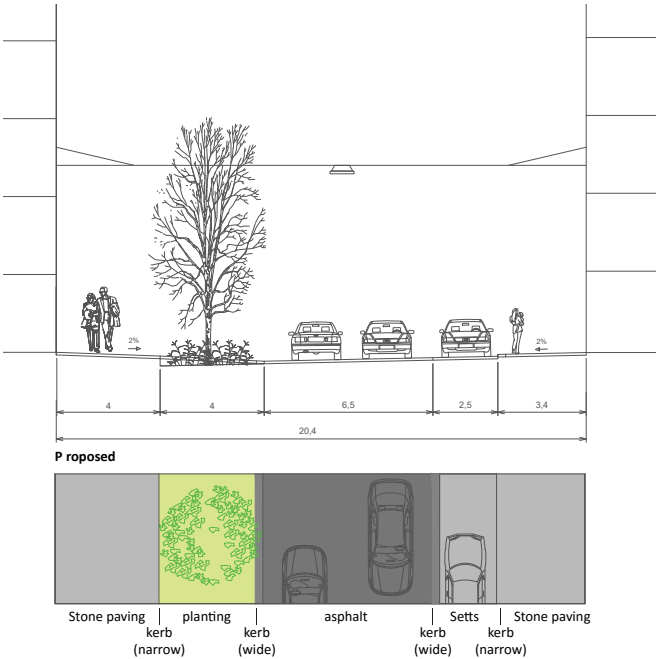
1. To use the toolbox of the North Lotts for the design and specification of street materials and furniture.



Existing



DRAFT



DRAFT

East Wall Road

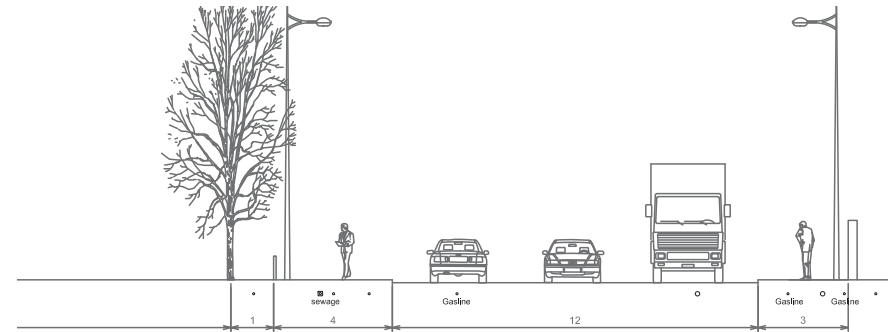
East Wall Road is the former boundary to the coast and forms a barrier between Dublin Port and the rest of the city. It is a major arterial road and is a substitute for an eastern bypass, forming the east side of Dublin's ring road (M50). The old quay walls have important heritage value.

An adopted permission (Part 8) is in place which will remove the existing roundabout and enable trucks leaving the port to travel directly north to the Port Tunnel, reducing HGV traffic on the section of the road within the SDZ area. This will allow for new cycle lanes, improved bus set downs and pedestrian crossings onto the East Link Bridge, Campshires and into Dublin Port. Dublin City Council intend to implement this project within the next 5 years, in tandem with matching works by Dublin Port. The permissions granted to Dublin Port for their precinct improvement, port expansion and cruise terminal will improve the built environment around East Wall Road in the coming years. It is intended to continue to work with Dublin Port to improve the connectivity and visual context of this important road where the City and the Port intersect.

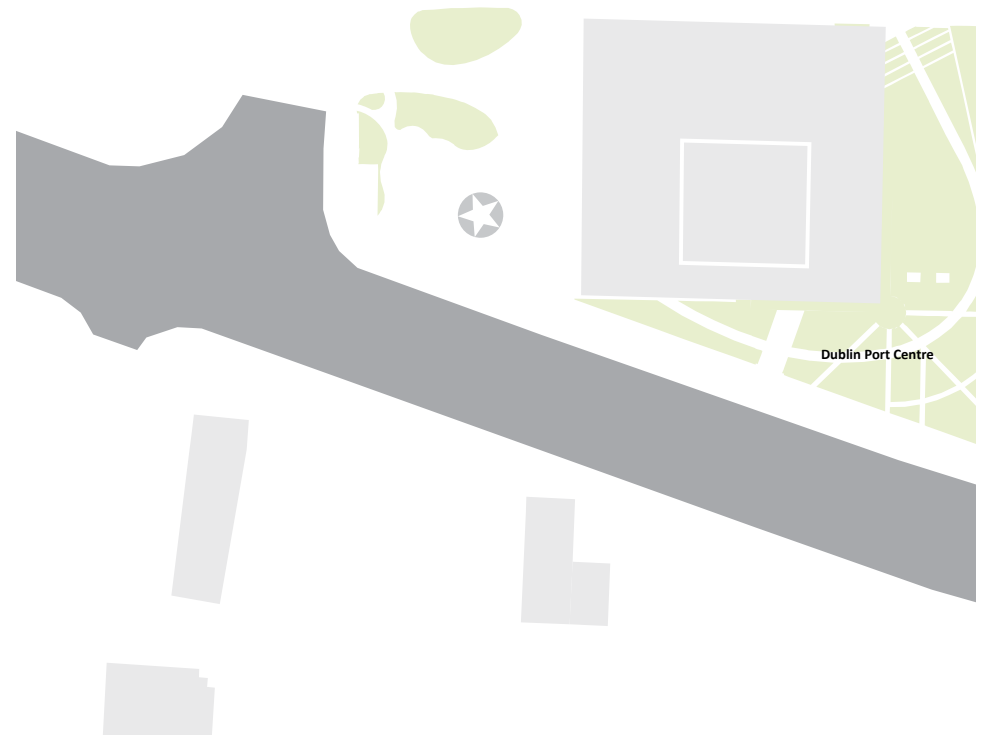
In the long term, when other future projects permit, East Wall Road could be reconfigured in consultation with Dublin Port to introduce additional tree planting and cycle routes. An indicative design has been included for reference to illustrate the components of a possible reconfiguration.

Recommendations

1. To implement the Part 8 proposal and work with the developers of Point Square and Dublin Port to create an attractive new urban environment for East Wall Road.
2. To explore the possibility of improving the cycling connections between the Campshires Cycle Way and the proposed Port Greenway.
3. To explore possibilities with Dublin Port to further improve this street in the future by expanding the pedestrian and cycle space on the eastern side of the road, to link with the green network proposed in the Dublin Port Masterplan, and to improve connections with East Point Business Park. Further greening of the road could be considered including the provision of a tree lined median and the planting of trees on both sides of the road where space permits.
4. To apply the North Lotts materials toolbox, with the exception of surface materials which can be simplified to include concrete paving.

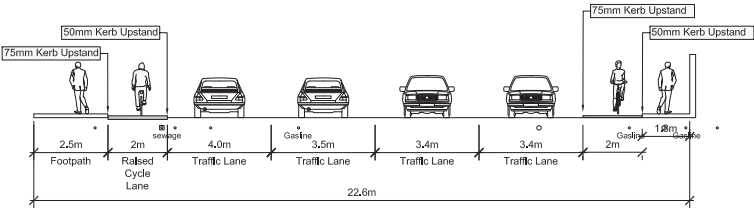


Existing situation.



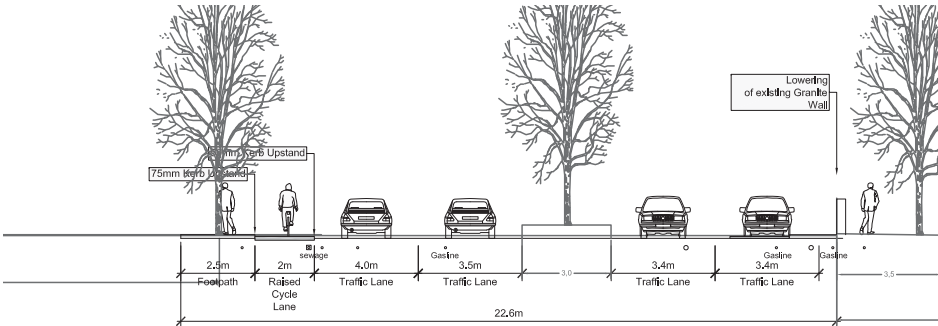
Existing design for East Wall Road, part 8

DRAFT

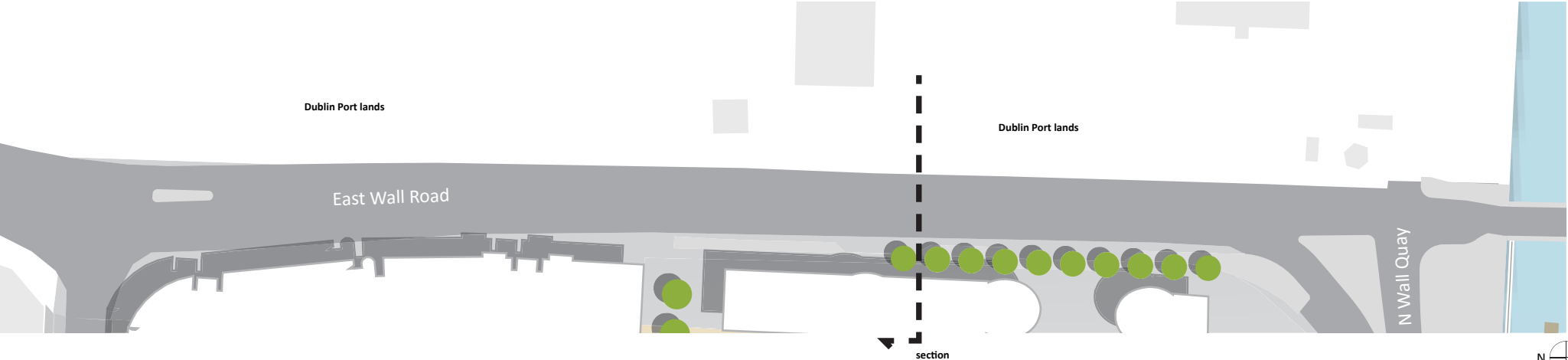


Cross Section A-A
Scale: 1:100

Existing Part 8 approved



Aspirational reference design with possible reconfigured port boundary, subject to agreement. See section and sketch.



DRAFT

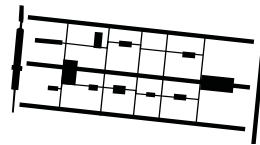
East-West City Boulevards

The North Lotts are dissected by three east-west city axes: Sheriff Street, Mayor Street, and North Wall Quay /the northern Campshires (see chapter 6). The axes form important city boulevards for movement of traffic and public transport as well as pedestrians and cyclists. The boulevards require a design that reflects their civic role and achieves a balance between the requirements of traffic movement and a pedestrian led public realm. Their design must also ensure that underground infrastructure requirements are anticipated for future developments. The Masterplan identifies how the balance between these different requirements may be achieved and how they may be incorporated into future planning processes.



East West roads (from north to south)

Sheriff Street
Mayor Street
Northern Campshire



North Lotts and the Royal Canal

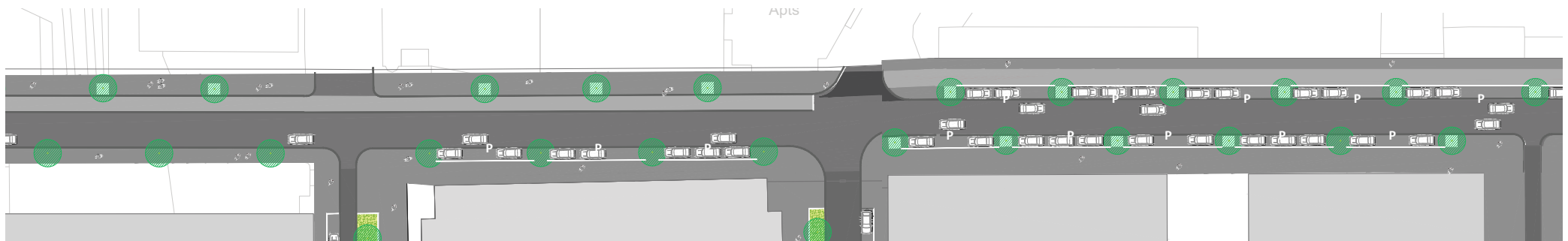
Sheriff Street Upper

Sheriff Street Upper is a major traffic artery connecting with the north side of the city. It is an important city axis for the development of the North Lotts as well as for the future development of the lands immediately north of the SDZ project area.

The design approach taken for the public realm for Sheriff Street anticipates and takes into account that the lands to the north of the SDZ area may come forward for redevelopment in the future.

Recommendations

1. To develop the street as an important tree lined city axis or boulevard with sufficient capacity for vehicular traffic, designated cycleways, and attractive pedestrian areas.
2. To redesign and upgrade the street from a minor access road serving industrial uses to a major street designed for residential, recreational and commercial use.
3. To ensure that any redevelopment proposals for lands north of the street consider the additional space required to
4. develop a quality public realm for the street. (Proposals here extend outside the SDZ area)
4. To develop a phased approach to the delivery of the public realm where investment is made firstly on the south side of the street (on footpaths, tree planting, greenery etc), and secondly on the north side of the street as part of any future redevelopments proposed.

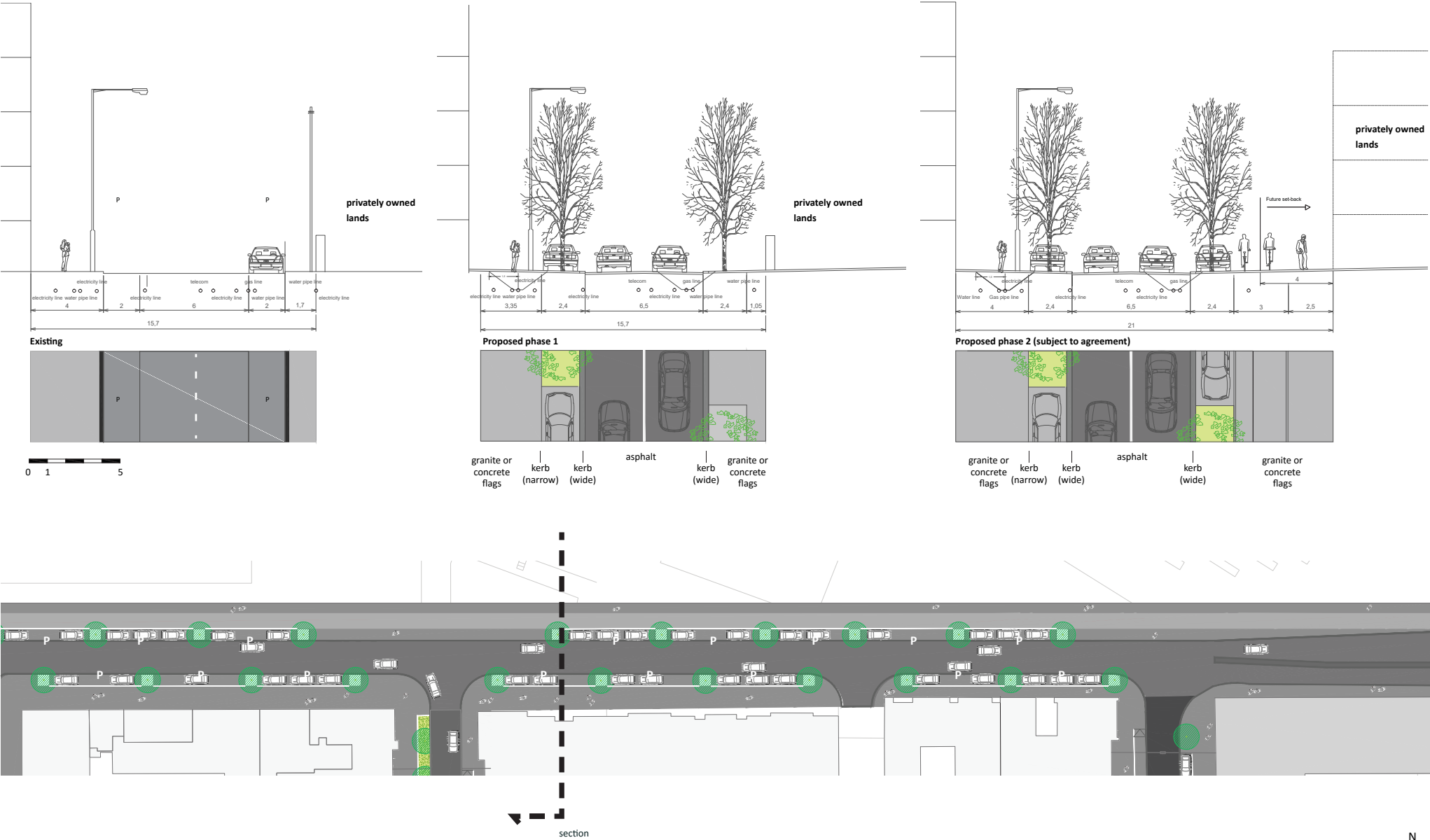


Setts	Catenary lighting	Natural stone for park/square
Wide kerbs	Planting area	Bicycle path
Thin kerb	Trees	Seating
Asphalt	Reset cobble stones	Private garden/planting area

sewage
electricity
gas
telecoms
water

Parking : 87

DRAFT



Reference design for Sheriff Street (phase 2)

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Mayor Street

Mayor Street forms the back bone of the North Lotts. It provides a vital public infrastructure connection with the light rail (LUAS) running along its entire axis. Street level access to buildings on the south side is limited in areas due to a raised access plinth (1 – 1.5 m height difference) while street level access to the north side is unimpeded. The street itself is somewhat hard in appearance though some tree planting exists. To soften the image of the street it is proposed to add a single row of trees on both sides of the street (where feasible) and some punctuation of the building line on the north may be proposed to create small landscaped plazas planted with trees to create some visual relief.

Long Term Possibilities

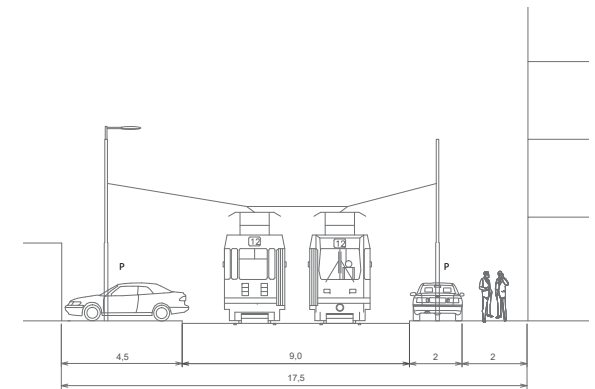
A long term aspiration is to reduce traffic along Mayor Street. A reference design has been included as a possible phase 2 and provides the following suggestions:

Recommendations

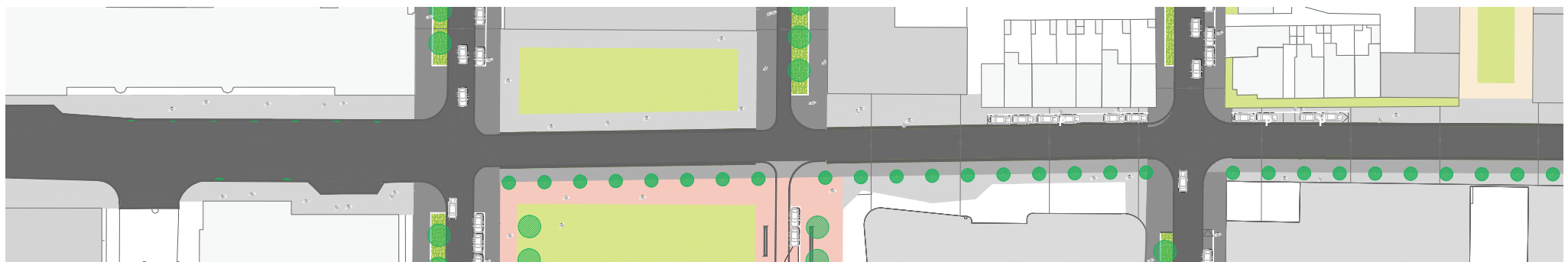
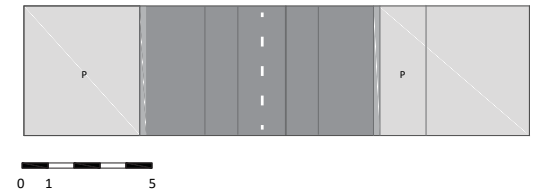
1. To provide tree planting along the street where possible.
2. To widen the pavements on the north side of the street.
3. To use the toolbox of the North Lotts for the design and specification of street materials and furniture
4. To encourage setbacks in buildings along the north side of the street for place making and create areas in the sun.
5. To encourage the planting of vertical greenery on the south side along building plinths.
6. To open up urban blocks where possible to parks and courtyards, allowing sun and exposure.

Suggestions

1. To reduce vehicular traffic along this street and eliminate all east west vehicular traffic as a long term aspiration.
2. To green the light rail part of the street with grass where possible.

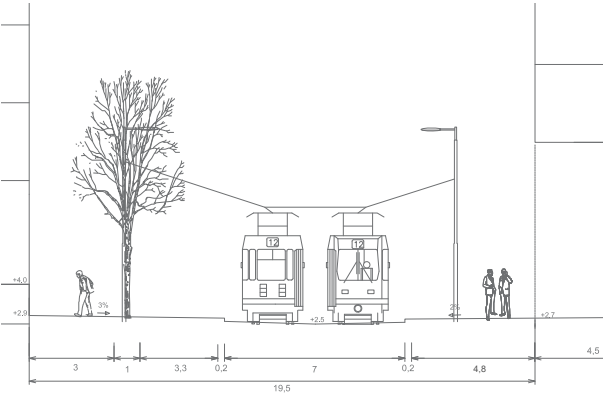


existing

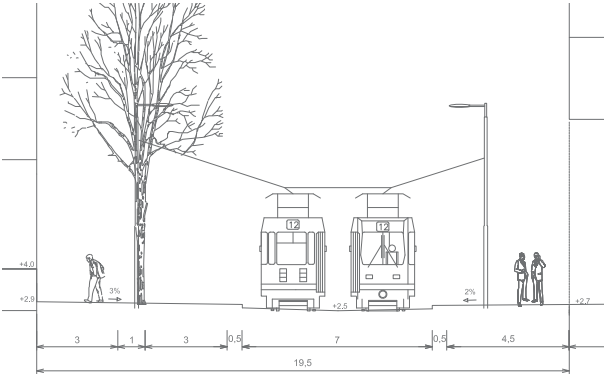
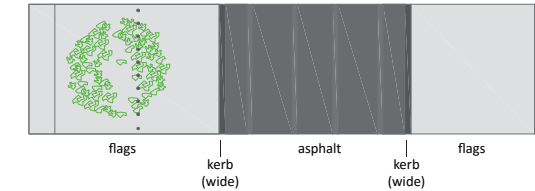


- | | | | | |
|------------|---------------------|-------------------------------|-------------|--------------|
| Setts | Catenary lighting | Natural stone for park/square | sewage | Parking : 10 |
| Wide kerbs | Planting area | Bicycle path | electricity | |
| Thin kerb | Trees | Seating | gas | |
| Asphalt | Reset cobble stones | Private garden/planting area | telecoms | |
| | | | water | |

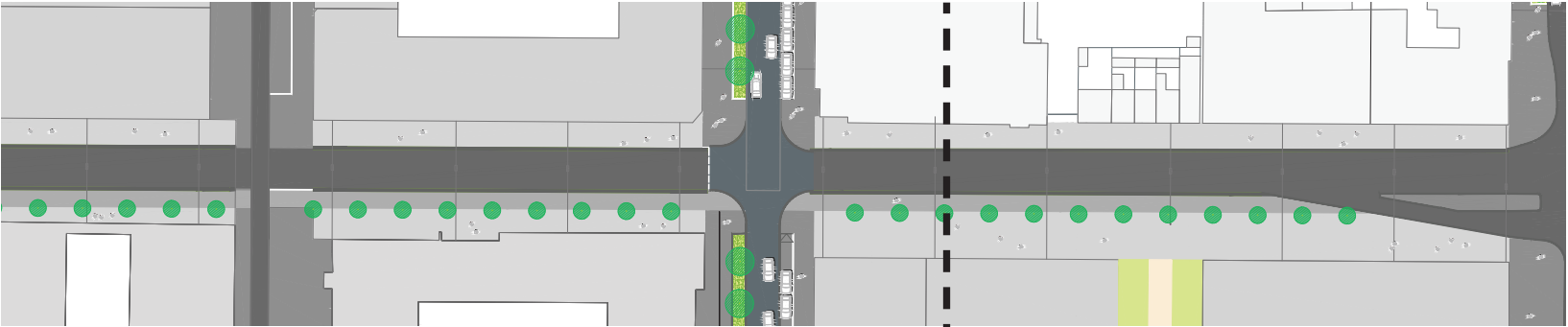
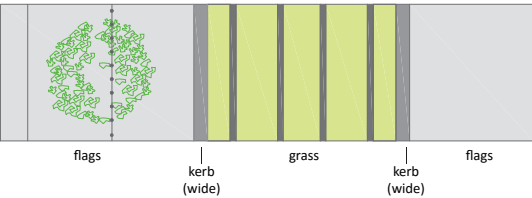
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Proposed design phase I. Note: Building line is extended on the south side of street.



Proposed design phase II



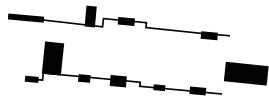
Reference design for Mayor Street (phase 1)

section

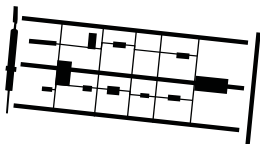
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Laneways and courtyards

- To create a soft green interior in contrast to the surrounding hardness of the streetscape.
- To create cohesion and connectivity in the network of courtyards between the different blocks while allowing flexibility for creativity for individual designs.
- To develop an informal route of courtyards, squares and walkways for pedestrians.
- To optimise exposure and sun for seating areas.
- To encourage sight lines through blocks to other urban areas, and along critical axes.
- To provide potential microhabitats suitable for insects and birds.



Green courtyards and walkways



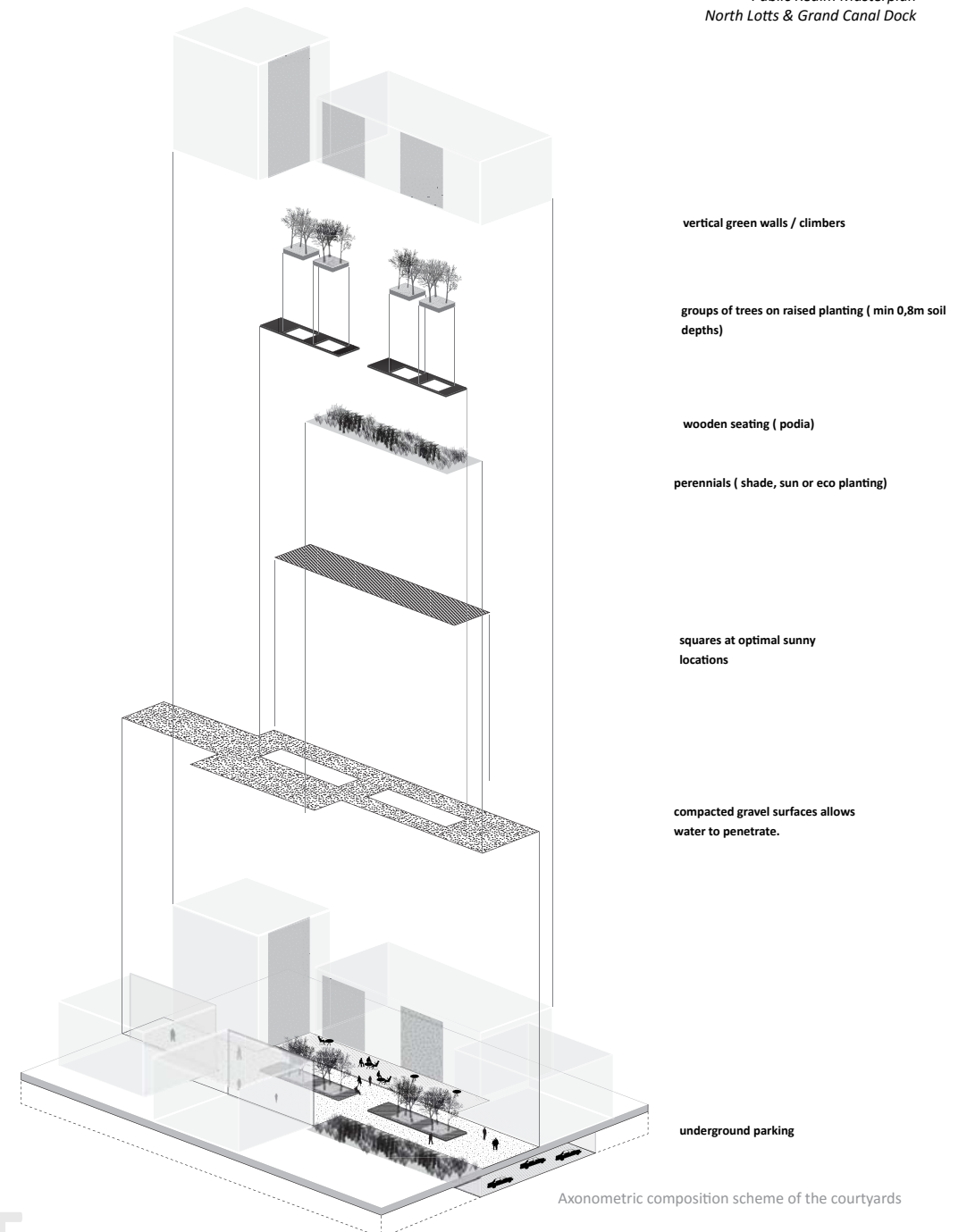
North Lotts and the Royal Canal

Recommendations

1. To use light coloured surface materials including gravel aggregates to contrast with the granite greys of the north south streets.
2. To provide high levels of greenery through three types of low planting namely; shade planting, colourful planting in the sun, and eco planting for micro habitats.
3. To realise plantations of small trees; with depths of soil 1m to 0,80m.
4. To provide vertical green walls (ground based) where tree planting is limited and to soften otherwise hard urban settings. Vertical greenery is to be achieved using climbers and green wall systems.
5. To achieve accents in the form of squares with seating areas.
6. To use planting conducive to providing insect habitats.
7. To encourage the provision of nesting boxes in walls and trees.
8. To develop sheltered internal microhabitats suitable for insect habitats.
9. To develop docklands inspired art installations.
10. To use low level lighting in seats and trees where possible.
11. To provide extensive seating using large raised platforms of wood (typically in combination with tree planting.)
12. To capture and delay storm water before discharge to the Liffey and to use roof material as a sponge for storm water run- off in courtyards.
13. To create connections across streets using shared surfaces.
14. To provide areas of natural stone (light coloured) to cross (pedestrian) streets and form plazas.

Recommended Materials

1. Light coloured natural stone (with or without patterns) for squares.
2. Compacted gravel surface
3. Groups of small trees (min 0,8m of soil depth)
4. Wooden podium seating
5. Insect hotels, nest boxes
6. Perennials (sorts; shade, flowering or eco)
7. Vertical green walls



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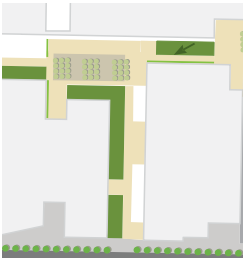


Visual impression of the courtyards in Block 8 from city street (source: REDscape)

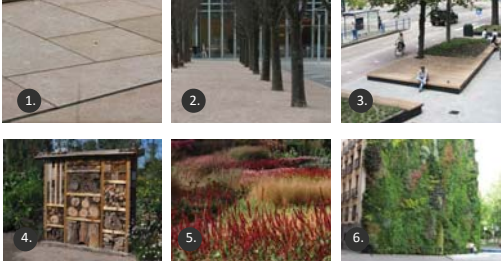


Pedestrian circulation principle

The courtyards are enclosed areas protected from wind, providing ideal biotypes for insects.



Example layout for the courtyards: a soft green interior in contrast to the grey blue city streets.



1. granite slabs, 2. clay bonded gravel (permeable), 3. combi raised benches & planters
4. insect hotel, 5. colourful ornamental grasses, 6. green walls.

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Public Parks and Squares

The provision of new parks and squares within the SDZ presents challenges due to the area's high density and the various demands of a diverse population. These challenges may be overcome using an innovative approach that will deliver multifunctional, flexible spaces and respond to the future needs of people living and working in the SDZ area.

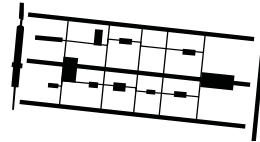
Recommendations

1. To prioritise squares and parks as key public realm projects.
2. To develop high quality parks and squares to the highest specifications.
3. To develop distinctive, clearly delineated and identifiable squares with boundaries that are highly differentiated in terms of materiality from the surrounding streets.
4. To design parks and squares that will inform the design of adjoining streets and public realm interfaces
5. To use high quality natural stone materials for parks and squares.
6. To ensure parks have ground based planting that is not hindered by underground parking or other impediments.
7. To encourage the design of parks and squares with multifunctional uses.
8. To adapt green areas where possible to capture and store water for the park area only.
9. To limit and if possible exclude the placement of utility boxes in parks and adjoining pedestrian prioritised areas.
10. To encourage an experimental and innovative design approach to all parks and squares.



Parks and squares (from left to right)

1. Royal Canal Park.
2. Station Park
3. Middle Park
4. Pocket Park
5. Point Square



North Lotts and the Royal Canal

Middle Park

Middle Park is a proposed new park located within Block 3 of the SDZ which will have a large proportion of new housing. It is adjacent to a number of existing apartment developments in the North Lotts area. Middle Park is required by the SDZ to include sports facilities such as a MUGA (Multi Use Games Area) or similar type equipment, and to include play equipment aimed at both younger and older children. Play equipment should, if possible, incorporate maritime or heritage-type themes to give local character and identity to the park. This Park will have an important local role in providing family friendly spaces and a strong visual and physical break in the urban environment.

Recommendations

1. To develop an overtly green space with a multifunctional character.
2. To ensure natural planting and irrigation systems for ease of future maintenance.
3. To develop a high quality MUGA play area.
4. To designate adjoining streets and spaces as pedestrian prioritised areas where possible, designed with high quality natural stone that are differentiated from the surrounding North Lotts streets.
5. To develop and maintain colourful planting and provide sunny areas for seating.

Station Park

Station Park is a reserved site for the future realisation of an underground rail station. It is located beside the future Docklands rail station and will become an important urban and transport hub.

Recommendations

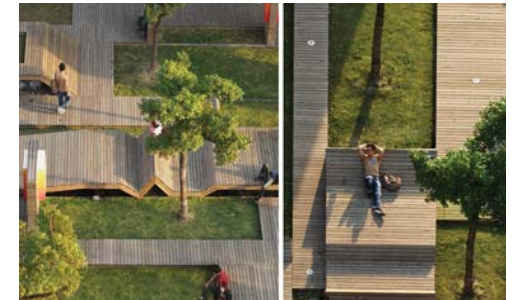
1. To designate the park as a priority green space for the North Lotts district.
2. To extend the eastern side of the park across the street in the form of a square, through the planting of trees.
3. To treat the extended square as a prioritised pedestrian area.
4. To develop these extended areas for potential temporary activities such as weekend markets.
5. To extend the northern boundary of the park north of Mayor Street.
6. To extend the edges of the park across streets in the form of a single high quality material, e.g. natural stone.
7. To design open grassed areas for flexible use, to include space for gatherings and events.
8. To ensure the grassed green area is reinforced (example Westerpark events areas, Amsterdam) for intensive use.
9. To include designated pedestrianised zones for terraces and commercial activities within the park's surrounding streets.

Pocket Park

The small park needs to be designed as an attractive place for local residents and visitors to meet and relax.

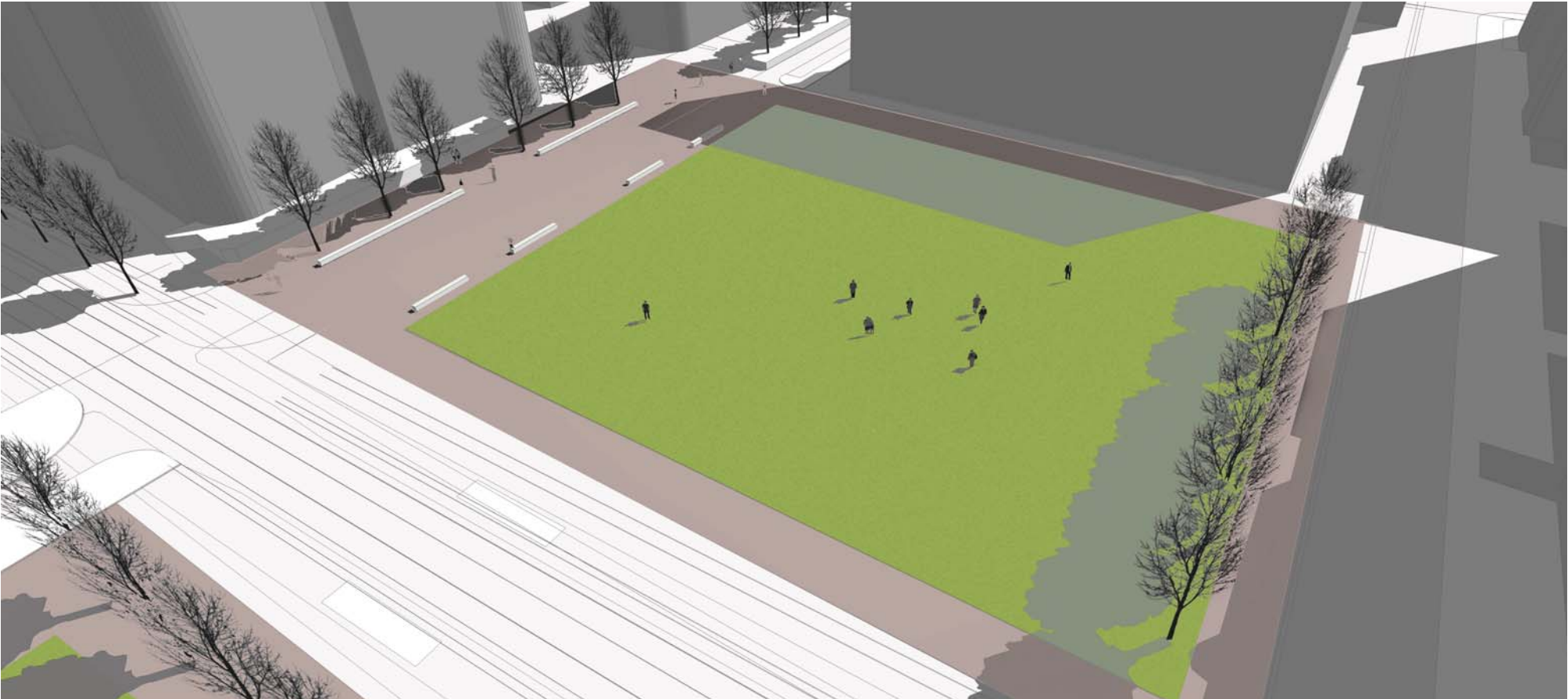
Recommendations

1. To provide seating, activities and facilities to encourage residents and visitors of all ages to meet and socialise.
2. To design the park with a high impact, experimental approach.
3. To establish a predominantly green quality with ground based planting and a particular focus on vertical greenery.
4. To use high grade, sustainable materials.
5. To provide attractive lighting.



Reference, Kik pocket park, US.

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Visual impression of the Station Park (source: REDscape)



Pedestrian area (natural stone)

Multifunctional green space

Traffic

Seating and trees

DRAFT



Pedestrian-prioritised area near Station Park, extends the realm of the park , while allowing traffic to move along Street 2.1.

Royal Canal Park and Greenway

The Royal Canal forms a vital green corridor to connect the city centre with Dublin's hinterland. Much of the Royal Canal has been successfully developed as a waterway and as a cycle & pedestrian route. Several critical gaps still remain however, most notably from Sheriff Street to the North Strand.

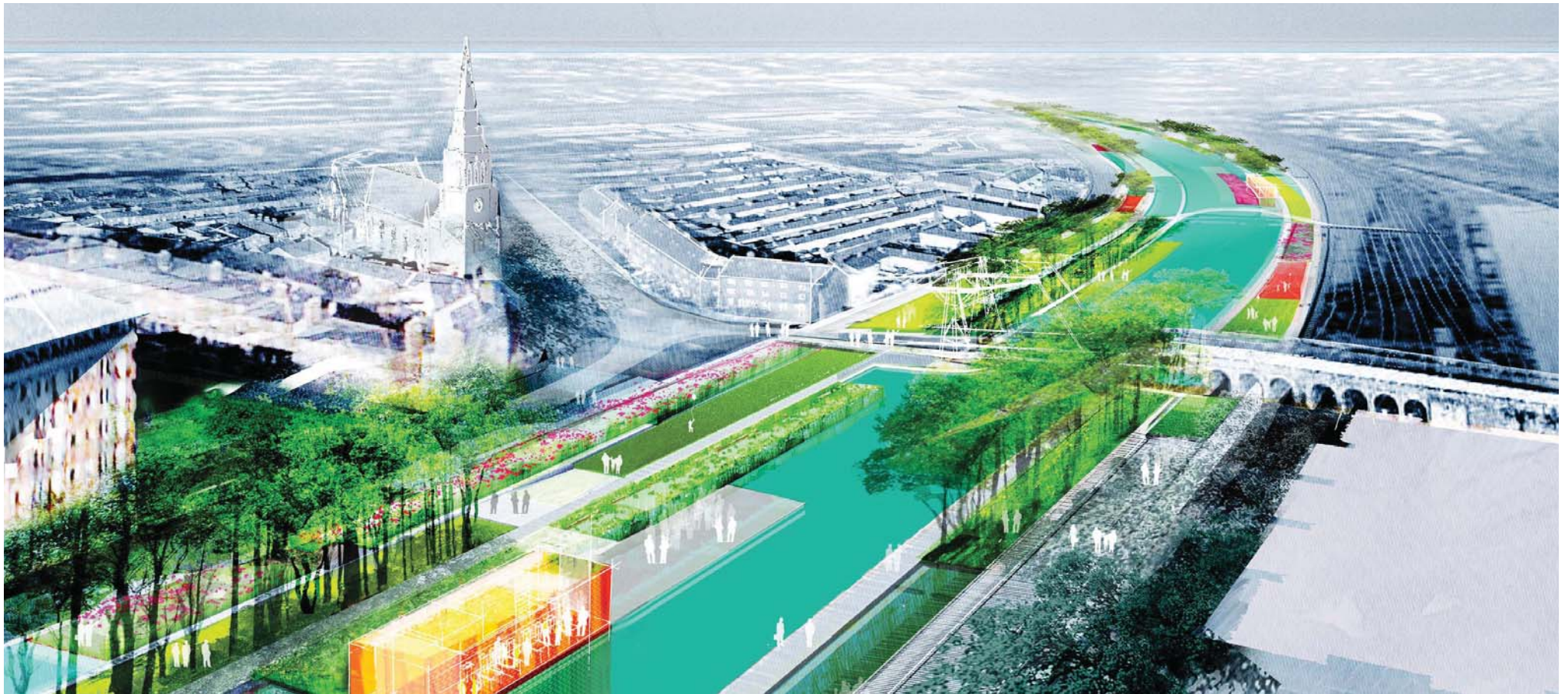
A Part 8 application was prepared for the construction of the Royal Canal Greenway Scheme which proposes the construction of a Premium Cycle & Pedestrian Route along the Royal Canal from Sheriff Street Upper to Ashtown. This will address this critical gap in the green network along the Royal Canal and provide new high quality park areas along the eastern bank of the Canal.

A design for a one kilometre public park on the banks of the Royal Canal was prepared previously on behalf of the former Dublin Docklands Development Authority. The design featured floating gardens, playgrounds, pavilions, new bridges and sporting facilities. The park sought to provide a visually striking public amenity green space in the North Lotts area of the Docklands. While the park has not been realised, there remains an ambition to increase the use of the waterway and revisit proposals for this area.

Recommendations

1. To integrate the Royal Canal Greenway into any proposed redesign of the Royal Canal area to provide an exciting vibrant space at Spencer Dock.
2. To work with Waterways Ireland on implementing their 'Action Plan for Grand Canal Dock and Spencer Dock', and to identify projects that both agencies can deliver in the short term.
3. To work with Waterways Ireland to facilitate the docking of boats along the waterway.
4. To improve the amenity and recreational value of the Royal Canal dock area including the provision of seating, landscaping and space for artistic installations.
5. When resources allow, to repair and refurbish the Sheriff Street Bridge and lock systems on the Liffey.

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Visual impression of the Royal Canal (source: Agence Ter & Henchion Reuter Architects, 2008)

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The Grand Canal Docks were built in the eighteenth century and form the centrepiece of the south SDZ area. The presence of water in the Grand Canal Docks is attributable to its locking system and elevated water basin that once served as a mooring area for boats and barges between the Liffey and the Grand Canal. Formerly used for transport and industrial purposes, the Docks today provide areas of high amenity and are highly valued by residents, workers and stakeholders as an attractive setting in which to live and work.

- **Spatial concept and toolbox**
- **Streets**
- **Public Parks and Squares**
- **The Docks**

5. GRAND CANAL DOCKS AND DODDER

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Spatial concept

A key City Council objective is to provide a pedestrian led public realm design for the area. This objective will be enhanced through the provision of additional greenery, more family orientated spaces, and building upon and respecting the area's unique Docklands heritage. This is consistent with feedback received from resident groups in the area.

In addition, the city council seeks to encourage greater use of the water bodies, improve the connectivity of spaces throughout the area, including increased public access to all quays and water bodies. The provision of two new parks, Chocolate Park and Britain Park, will provide an additional focus for greenery and new play facilities to attract families to the area.

In maximising the potential of Grand Canal Dock, Dublin City Council supports the 'Action Plan for Grand Canal Dock and Spencer Dock' as prepared by Waterways Ireland, which seeks to enliven and improve the experience of visiting and using the Grand Canal Dock.

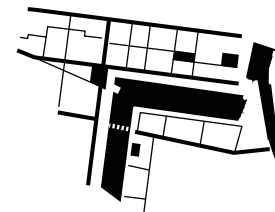
Much of the public realm in the Grand Canal Area is well established and has already been successfully delivered. The proposed Masterplan recommends a threefold approach to the design of the public realm for the south SDZ area.

1. Consistency: Continued use of the same or similar materials for any proposed new developments.
2. Revision: Identifying areas in need of repair and replacing obsolete fixtures as well as minor interventions.
3. Key projects: Implementing strategic interventions to key areas in particular those which address issues of connectivity and activation of the water bodies.

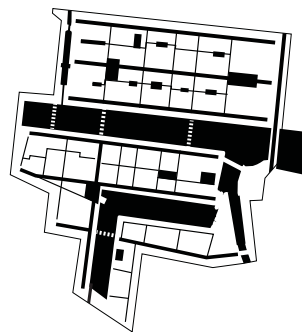
Grand Canal Dock will play a pivotal role in the delivery of a maritime quarter in the Docklands. Waterways Ireland's proposal

to create a loop walk around Grand Canal Dock is welcomed and is consistent with the SDZ'S objective of optimising the amenity value of the area's water bodies, while also promoting walking in the Docklands. Dublin City Council will work with Waterways Ireland and all other relevant stakeholders in facilitating this walkway.

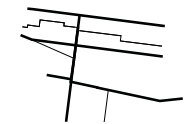
In seeking to establish Grand Canal Dock as a cultural destination in the city, outdoor events will be facilitated in the area, with opportunities to host events on the water through the provision of temporary installations. In order to maximise the cultural and recreational potential of Grand Canal Dock, Dublin City Council will work with Waterways Ireland in developing an annual programme of events in the area.



2. Grand Canal Dock and Dodder area with public realm components



SDZ area



1. Roads and streets



2. Parks and squares



3. The docks (inner and outer)

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Public realm plan for area 2, Grand Canal Docks & Dodder



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Toolbox Grand Canal Docks

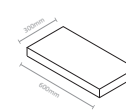
A suite of materials for the Grand Canal Docks is proposed in coordination with the different departments of Dublin City Council and in line with the 'Construction Standards for Road and Street Works in Dublin City Council'.

Recommendations

1. To apply the Grand Canal toolbox as a basis for all new public realm developments.
2. To use natural stone for all pedestrian areas, as well as carriageways for pedestrian crossings where feasible.
3. To use stainless steel finishes for bins, bollards, bike parking areas and other incidental fittings such as service and utility boxes.
4. To conceal, integrate and recess utility boxes into walls as far as possible.
5. To reinstate all Dublin cobble in situ where appropriate.

surface materials

Public Realm Masterplan North Lotts & Grand Canal Dock

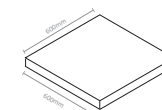


Granite flagstones

size: 60 x 30 x 5 cm

colour: Silvergrey

description: Wicklow mountains
(p. 25 Construction Standards for Road & Street Works DCC 2015)



Concrete flagstones

size: 60 x 60 x 5cm

colour: grey

description: t.b.d.
(p. 24 Construction Standards for Road & Street Works DCC 2015)



Asphalt carriage way + cycle paths

size: -

colour: dark grey

description: Hot Rolled Asphalt as used through the entire area. (p. 20 Construction Standards for Road & Street Works DCC 2015)

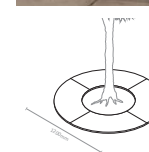


Dublin Cobble setts (sawn)

size: 20 x 10 x 20 cm

colour: mix (blue-brown-grey)

description: salvaged from existing Limestone Setts in the area

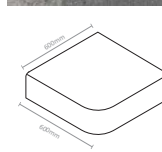


Tree grill

size: 120 cm diameter

colour: dark steel

description: 40 cm diameter plant hole (p. 41 Streetscape Manual docklands)

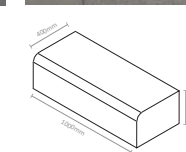


Kerb cornerstone

size: 60 x 60 x 20 cm

colour: light grey

description: Granite kerb cornerstone rounded edge r=2cm (similar to Horse Fair)

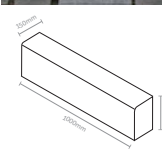


Kerbstone

size: 60 x 30 x 20 cm

colour: light grey

description: Granite kerbstone, rounded edge r=2cm (p. 29 Construction Standards for Road & Street Works DCC 2015)



Kerbstone narrow

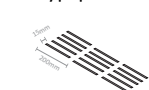
size: 60 x 15 x 20 cm

colour: light grey

description: Granite kerbstone, rounded edge r=2cm (p. 25 Construction Standards for Road & Street Works DCC 2015)



Newly proposed



Blind guiding strip

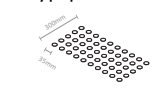
size: 20 x 0,5 x 1 cm

colour: stainless steel

description: stainless steel strip milled in cobblestone



Newly proposed

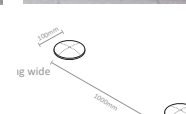


Blind guiding pins

size: 2,5 x 0,5 cm

colour: stainless steel

description: stainless steel pins screwed into flag paving, similar to O'Connell street



Indicator pins

size: 10 x 0,5 cm

colour: stainless steel

description: stainless steel pins screwed into flag paving (similar to Grand Canal quay)

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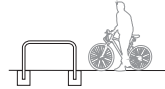
furniture

**Bollard**

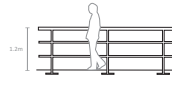
size: 130 x 22 cm
colour: coated silver-grey
description: Torpedo style bollard
 To comply with Construction Standards for Road & Street Works DCC 2015.

**Litter bins**

size: 120 x 43 cm
colour: coated silver-grey
description: (p. 106 Construction Standards for Road & Street Works DCC 2015)

**Bicycle stand**

size: 185 x 75 x 5 cm
colour: stainless steel
description: standard bicycle stand
 (p. 104 Construction Standards for Road & Street Works DCC 2015)

**Stainless steel railing**

size: 110 cm high
colour: stainless steel
description: type t.b.d.
 To comply with Construction Standards for Road & Street Works DCC 2015.

**Cylindrical bollard**

size: 30 x 30 cm
colour: light grey
description: To comply with Construction Standards for Road & Street Works DCC

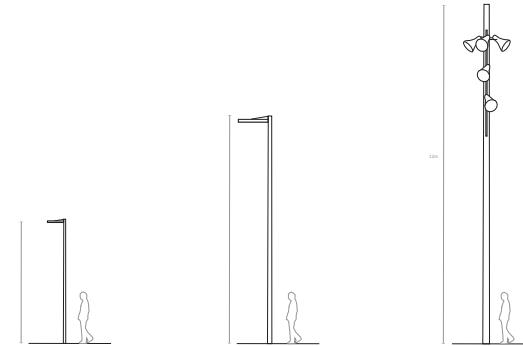
**Curved granite bollard**

size: 60 x 20 x 30 cm
colour: light grey
description: To comply with Construction Standards for Road & Street Works DCC

**Benches**

size: 40 x 60 x 300 cm
colour: mix
description: stainless steel frame with wooden seating.
 To comply with Construction Standards for Road & Street Works DCC 2015.

lighting

**Pedestrian lighting (4m)**

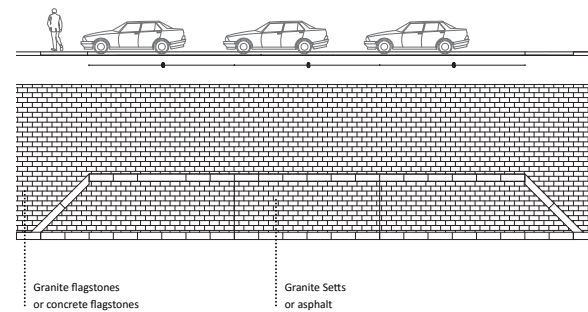
size: 400 x 30 x 5 cm
colour: silver grey
description: stainless steel pole with LED lighting similar to Hanover quay. To comply with Construction Standards for Road & Street Works DCC 2015.

Street lighting (8m)

size: 800 x 50 x 8 cm
colour: Silver grey
description: stainless steel pole similar to Hanover quay. To comply with Construction Standards for Road & Street Works DCC 2015.

Square lighting (12m)

size: 1200 x 50 x 25 cm
colour: silver grey
description: stainless steel pole with LED flood lighting
 To comply with Construction Standards for Road & Street Works DCC 2015.

Parking detail

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Streets- Ringsend Road

Pearse Street and Ringsend Road act as an important Gateway to Dublin's Docklands. Building and land use vary along the length of this artery to include institutional use along Trinity College; residential use along Dublin City Library and Archives/Pearse Square area; and commercial use at the 'Silicon Docks' centred around McMahon Bridge at Grand Canal Dock. McMahon Bridge and the parallel streets east and west of it (Macken Street/Cardiff Lane, Grand Canal Quay and the northern end of Barrow Street) have a particularly high intensity of pedestrian and cyclist use, which will further increase with the development of additional commercial and residential buildings. Pearse Street/Ringsend Road also carry high volumes of vehicular traffic into and out of the city centre, contributing to a vehicle dominated perception of the street.

An aspirational design for Ringsend Road has been developed to illustrate potential public realm improvements, which will require further feasibility study.

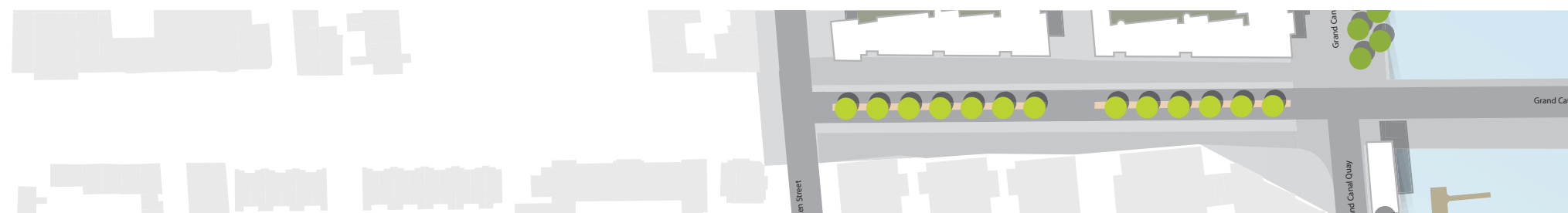
The provision of a central reservation for a boulevard-type avenue planting of new trees would significantly improve the landscape character and built appearance of the street, as well as creating a central reservation to facilitate easier crossings for pedestrians and cyclists.

The removal of certain parking bays (such as those along the south side of Pearse street outside the Trinity Enterprise Centre and along the north side of Ringsend Road) will allow for boulevard planting of new larger-scale trees in the central median such as Limes and London Planes.

A re-organisation of the cycle lanes on the street may improve cyclist movement and encourage greater numbers of cyclists to use the street to commute to work or university.

Recommendations

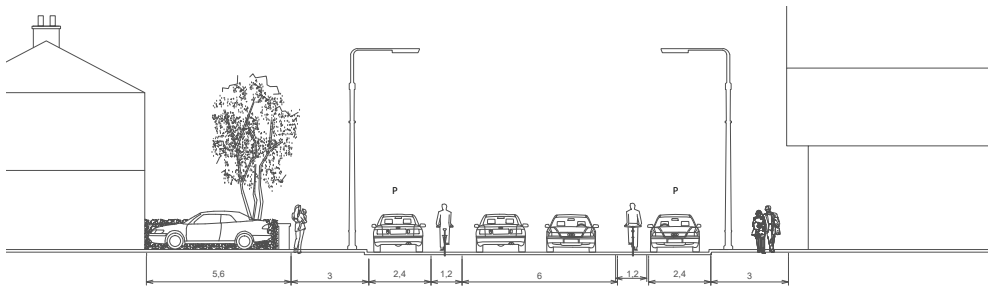
1. To create a central median at certain locations for the planting of new trees.
2. To investigate the possibility of reorganising cycle-lanes to improve cyclist movement.
3. To provide planting on the south side of the street in particular near Boland's mill.
4. To provide double sided planting along Pearse Park.



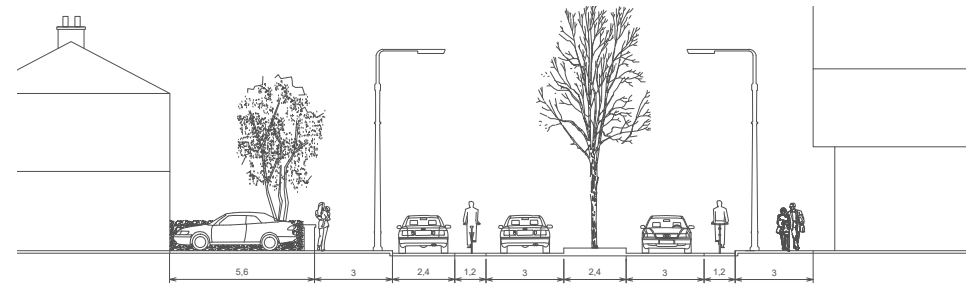
Setts
 Asphalt
 Bicycle path
 Median with trees
 sewage
 electricity
 gas
 telecoms
 water

Parking : 12

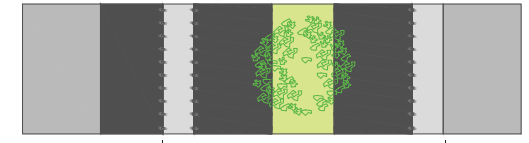
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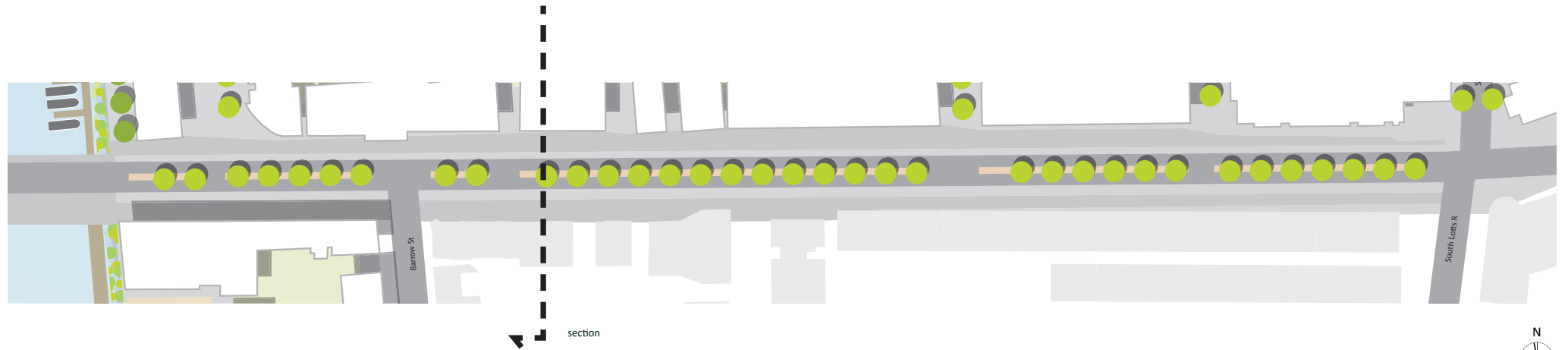
Existing situation



Proposed



kerb (wide) asphalt median asphalt kerb (wide)



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Benson Street

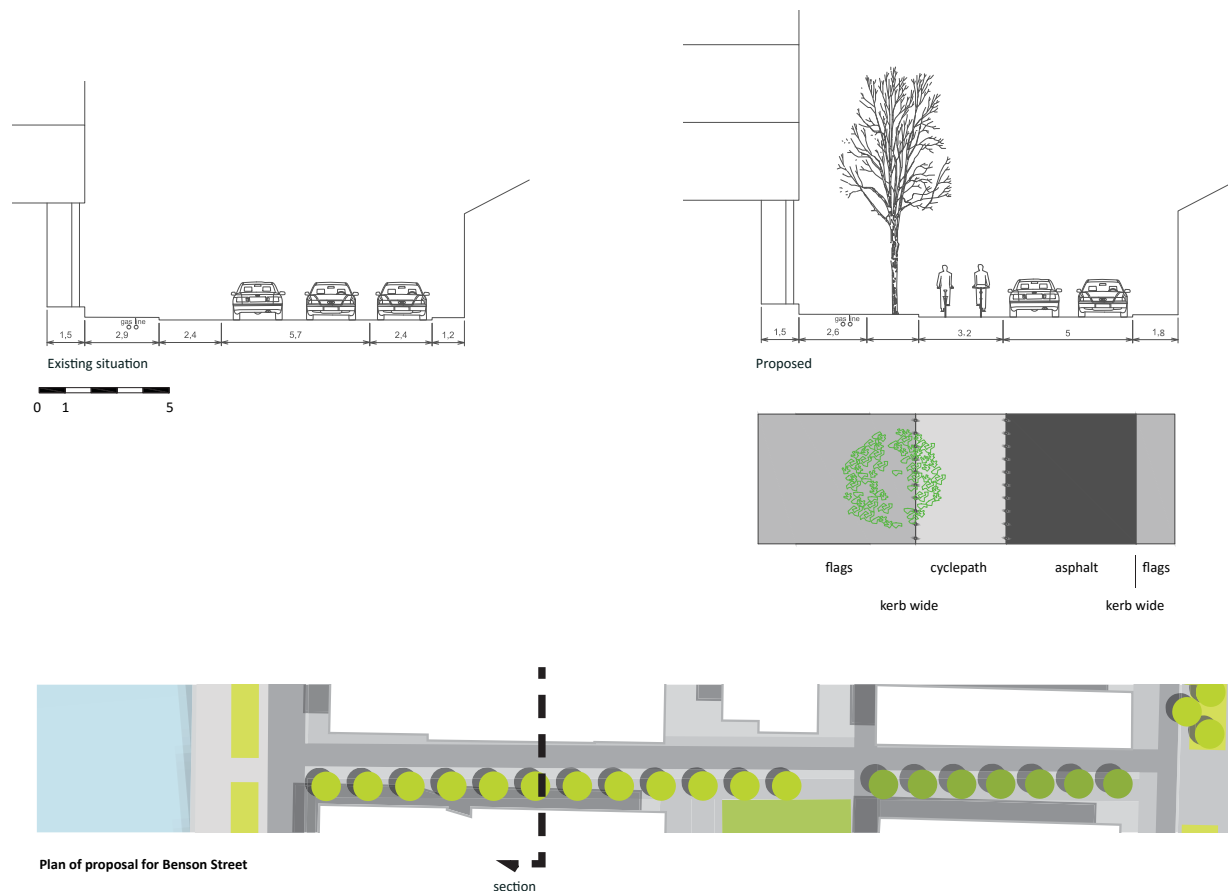
Benson Street is a north-south street linking Grand Canal Basin to the River Liffey and forms part of a distinctive grid pattern laid down following the construction of the Grand Canal Docks.

It currently contains some small street tree planting along the southern portion of the street together with a Dublin Bike station. The existing provision of car-parking along the street's western side between Green Street and the Liffey currently prevents an avenue of trees from being planted in order to create a strong visual connection to the future Chocolate Park.

A reference design for the future of this street has been developed to illustrate potential public realm improvements, which will require further feasibility study.

Recommendations

1. To relocate some of the existing cycle parking stands (Bic Linéa range) to provide min. 1800mm full width of footpaths for pedestrians as per regulations and guidance.
2. To investigate the removal of street car-parking along the eastern side of the future Chocolate Park to allow an improved visual and physical connection between the park and the street.
3. To continue avenue planting of smaller species trees to green the streetscape along the western elevation, especially alongside the future Chocolate Park.
4. To provide avenue tree planting and greenery north to the Liffey in island-planted pockets between carparking spaces.



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Hanover St. East

Hanover Street East bends south off the strict orthogonal grid alignment of the SDZ area, and does not align with Misery Hill adjacent. Key views through to the local landmarks of the Poolbeg Chimneys and Grand Canal Square are hence not achieved. There is also poor visual connection both to the existing Whitaker Square development and the pedestrianised spaces and streets contained within this block. A number of protected structures are located along Sir John Rogerson's Quay.

Recommendations

1. To introduce a new major street through the city block along the SDZ boundary, creating a strong visual and physical link with Hanover Street East/Lime Street and Cardiff Lane/Misery Hill, allowing open views east through Misery Hill to the Poolbeg chimney towers and Grand Canal Square.
2. To provide south-facing landscaped terraces to transition level differences between existing and proposed levels and to improve the quality of the public realm where new developments are proposed along Hanover Street East.
3. To create a new south-oriented pocket park along the original bend in Hanover Street East.
4. To improve permeability and linkages through the Whitaker Square development and any new developments along Lime Street and Hanover Street East by providing open views and interconnecting laneways, and a sequence of open spaces leading to the south and west.
5. To improve way finding and circulation through the provision of focal points, local landmarks and a sequence of open spaces.

Misery Hill

Misery Hill is a street linking Macken Street/Cardiff Lane to Grand Canal Square/Hanover Quay, and incorporates a steep gradient rising from Cardiff Lane up to the Square.

The elevation of the Marker Hotel provides some street activation, as does the intersection with Grand Canal Square itself. No visual cue is provided to the presence of Chimney Park playground and the open space on Hibernian Road.

Recommendations

- 1A. To allow for some sparse tree planting along the northern side of the street to soften some of the eastern winds channelled through the area.



Plan of proposal for Hanover Street East and Misery Hill

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Lime Street

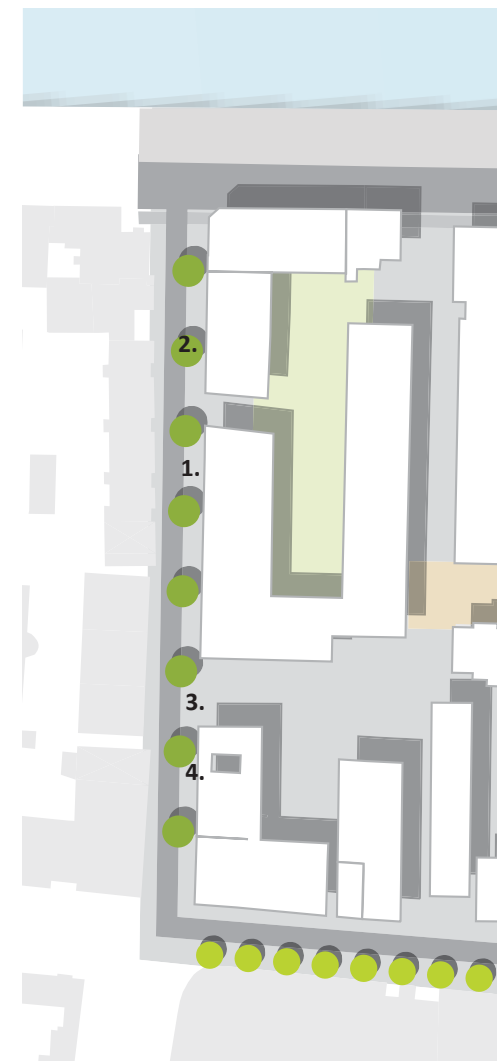
Lime Street defines the western edge of the SDZ area and leads south from the Liffey Campshires towards Hanover Street East. It is a relatively quiet street with a number of ground floor residential uses and little commercial activity on the street. The SDZ envisages new-build development along the eastern side of the street. Much of Lime Street is given over to car-parking spaces, with little additional space available for pedestrians or cyclists. It suffers from a poor windswept microclimate due to the lack of tree planting that would otherwise assist in breaking up the strong winds which characterise these slip streets leading to the Campshires.

Currently, the existing north-south oriented pedestrianised street, Whitaker Lane, which runs parallel to Lime Street, and the related sequence of open spaces leading away from Whitaker Lane are not well-signalled within the urban context. Whitaker Square is 2.5m higher than the Lime Street datum and the proposed local street connection will require carefully detailed hard and soft landscape treatment in order to rise along this substantial height differential, while providing visual connections and glimpses into the heart of the city block.

The planned SDZ developments will improve the visual and physical connection between Hanover Street East/Lime Street and Cardiff Lane/Misery Hill and offer scope to increase the permeability and quantum of public domain within City Block 11, as defined in the SDZ North Lotts and Grand Canal Planning Scheme. A pedestrian connection is envisaged into the Whitaker Lane development under the Planning Scheme to allow pedestrians to wander through the city block and enliven the existing sequence of under-used spaces, and emerge on Sir John Rogerson's Quay, Hanover Street East and Cardiff Lane.

Proposal

1. To remove some street car-parking along the eastern side of Lime Street to allow pockets of street greening in the form of planters and tree planting.
2. To provide cycle-parking along the street.
3. To detail the planting beds to signal the future connecting pedestrian 'local street' leading into City Block 11 as outlined in the SDZ planning scheme and the proposed 'major street' of Whitaker Lane.
4. To increase the width of the eastern footpath along Lime Street where possible, and to encourage pedestrian connectivity through the city block.



Plan of proposal for Lime Street

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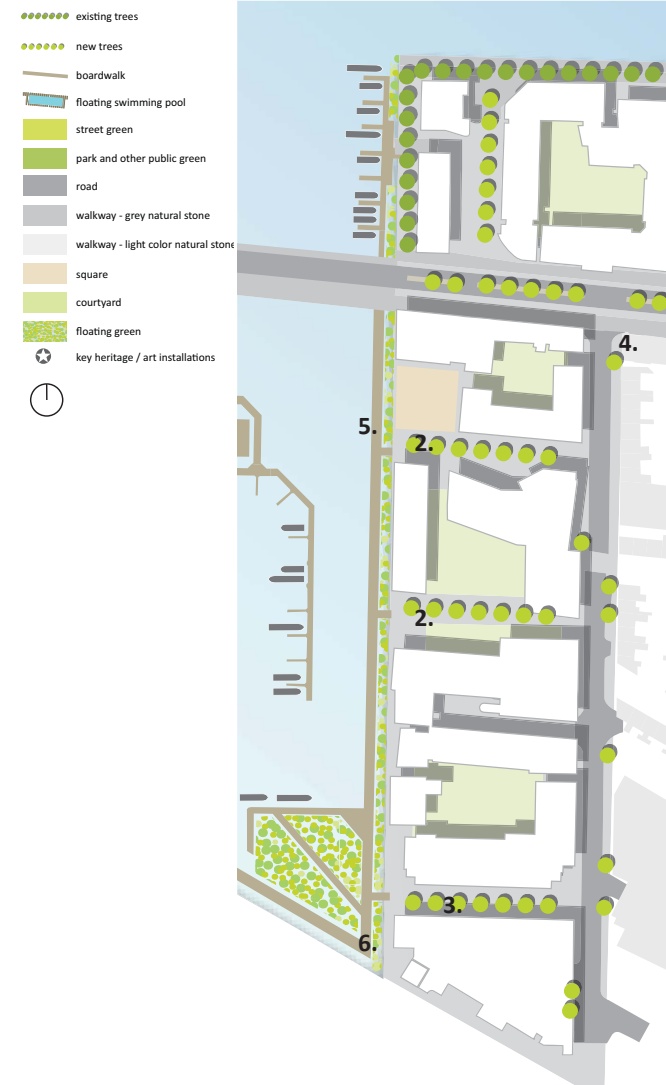
Barrow Street

Barrow Street is a north south oriented street that defines the eastern edge of the SDZ area and leads south from Ringsend Road towards Grand Canal Street Upper. It is a busy street with a number of ground floor residential uses and important commercial hub areas, including the new Boland's Mill and Google headquarters. It is also the location of the Grand Canal DART station. It has a high intensity of footfall and cycle traffic.

The design for the street and plaza areas at Boland's Mill have been carried out by Mitchells and Associates. It is suggested that the materials used for Barrow Street be aligned with the recommended toolbox for the Grand Canal Area.

Proposal

1. To apply the toolbox palette of materials as recommended for the Grand Canal Area.
2. To create and encourage pedestrian linkages from Barrow street to the Grand Canal Dock.
3. To encourage trees in planters to these connections where possible, to make them more attractive to pedestrians.
4. To provide cycle-parking along the eastern side of the street.
5. To link the plazas at Boland's Mill with a floating wooden walkway along the eastern edge of the Grand Canal Inner basin.
6. To examine the feasibility of a possible future link from the Inner dock walkway to the existing DART station.



Plan of proposal for Barrow Street and adjoining lanes.

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Public Parks and Squares

Chocolate Park

This proposed park is located between Marine School Walk and Benson Street in a sheltered location between the two water bodies that define the South Docks.

Leading the process with interactive workshops with the residents and stakeholders, REDscape, were appointed as consultants by DCC to prepare a plan for the park. Stakeholders requested that the park be innovative, flexible and attractive for families, in order to make efficient use of the public realm design. A design for a multifunctional green space with mixed-use of activities was developed. The solution for stacking functions was proposed that sought to make the most of the small footprint of the park.

The proposed design is highly flexible and can be adapted for different future uses to be agreed by stakeholders and the City Council. A crane will be introduced to house play equipment for the park. The large lawn can be freely used for lounging, sitting, picnicking, playing etc.

Dublin City Council is proceeding with the implementation of this park which is currently at Part 8 planning permission stage.

Recommendations

1. To design the park to cater for a range of local events such as family days, open air cinema screenings and outdoor markets.
2. To encourage the provision of a continuous high quality surface along the northern footpath opposite the proposed park from Benson St to the Plaza including the parking entrance area to the Butler's Court development
3. To provide a 'play crane' that offers a selection of play areas and play routes for children ages 3-5, and 6-12. The crane can be closed for access after sunset.
4. To provide a large south facing multifunctional grassed area, to allow for random play, kicking a ball, relaxation etc.
5. To provide a colourful flower garden as a relaxing area for sitting and a visual buffer to adjoining apartments.
6. To provide adequate and secure sealing of all polluted soils.
7. To provide a pedestrian only zone for the west part of the plaza.



Visual impressions of the Chocolate Park with play area. (source: REDscape Landscape & Urbanism)

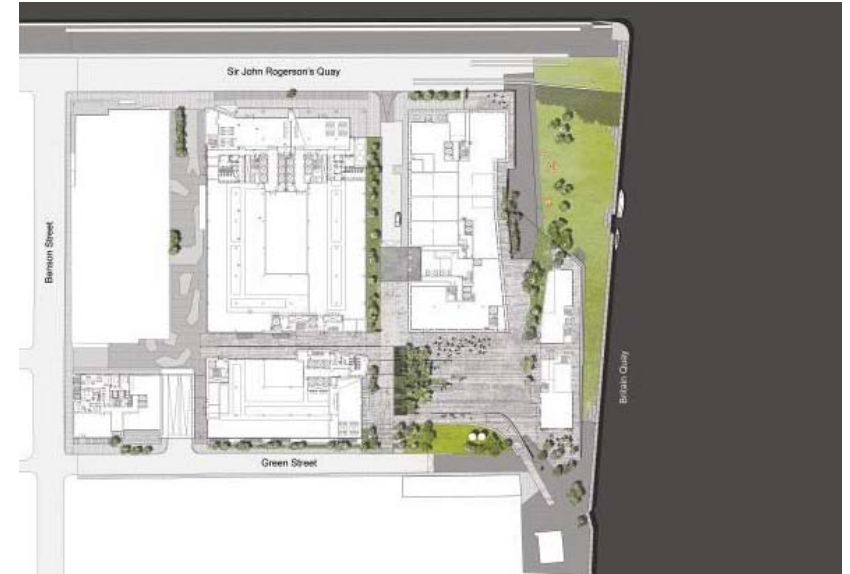
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Britain Quay

Britain Quay forms a peninsula at the confluence of the Liffey, Dodder and Grand Canal. The site has open views of the Liffey, the East-Link Bridge, North and South Quays, Ringsend Village and community centre, and the Graving Docks site. It consequently has great visibility within its context. The site contains riverside and canal basin quay walls and Campshires at Sir John Rogerson's Quay and Britain Quay. The site is not currently permeable to pedestrians or cyclists; historically the 'Horse Road' to Ringsend created a loop around the north-eastern part of the quays (John Rocque map). The site is generally flat but podiums for new developments will be required to be raised to the 4.0m datum for flood protection. The area is south-facing along Grand Canal Basin, but is exposed to wind along the river Liffey. There is a large quantity of historic stone paving setts present within the site and these should be retained for reuse as part of the landscape and public realm treatment of any future development.

Recommendations

1. To allow for a range of events such as concerts, open air cinema screenings and outdoor markets within the public plaza.
2. To enliven and activate the water by providing facilities for boating along Britain Quay.
3. To provide a generous soft-landscaped parkland area to contrast with the general hard-landscaping context of the Dublin Docklands.
4. To create innovative solutions to resolve potential universal access/flood defence conflicts and improve way-finding.
5. To create a Play Route with high quality play equipment to encourage families to use the park on a regular basis.
6. To create heavily planted new linkage streets within the city block to improve permeability from the park north to the Liffey Quays.
7. To provide a pedestrian link to Hanover Quay via Green Street East from the public square.
8. To use planting to enclose the open space and mitigate against winds crossing the site and surrounding link streets such as Green Street.
9. To re-use and recycle existing historic stone setts within the new square, park and streetscapes.



Visual impressions of the Britain Quay (source: OMP architects and Dermot Foley Landscape architect).

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The Docks - Grand Canal (outer) dock

There is currently generous public realm areas with a sunny south-facing aspect to the north of Grand Canal Basin outer dock but is generally under-used at present. There is also the potential to create a continuous loop route around the outer dock, however it is blocked in part by fencing along its southern quay adjacent to the Dublin bus site.

The area has an exposed aspect with high wind chill factor, contributing to wind along north-south streets such as Benson Street, Blood Stoney Road, Asgard Road and Forbes Street.

The relatively shallow depth of water in the basin results in a poor environment for fish life, as acknowledged by Dúchas in its 1998 report. The canal lock bridge at Britain Quay operates as a pedestrian link, but is not well-used as the narrow timber path prevents people of all abilities from using it. There is a lack of permeability between Ringsend Road and Grand Canal Basin and poor visual impact of existing temporary leisure facilities on Charlotte Quay.

Recommendations

1. To work with Waterways Ireland on implementing the 'Action Plan for Grand Canal Dock and Spencer Dock' to develop an animated Water Basin, and identify projects that both agencies can work together to deliver in the short term.
2. To create a continuous Loop Walk around the Basin by addressing the blockages at the rear of the Dublin Bus site.
3. To develop a micro park near the locks at Hanover Quay, and investigate the possibility of providing an extended boardwalk and floating greenery to the water.
4. To explore the possibility of providing a universally accessible pedestrian and cyclist bridge to span the canal waters at Britain Quay while facilitating boat access to the Dock.
5. To improve the public realm in and around the locks to attract visitors to the locks area.
6. To improve pedestrian linkages between Ringsend Road and the Basin to make the area's amenities more accessible to residents.
7. To examine the feasibility of increasing the space available for recreation along the south-facing quays of the Grand Canal Basin by creating a series of boardwalks or pontoons accessed by gently-sloping ramps.
8. To increase the green quotient along the south-facing quays by introducing group plantings of native species trees to create sheltered micro-climates and reduce winds running along some of the north-south streets.
9. To research the possibility of a seasonal clean water outdoor swimming pool in the Dock or Graving Docks.



Floating aquatic green. Paris Berges de Seine Bristol Harbourside



Paddleboarding on canals in Amsterdam



Floating green as new urban habitat, Amsterdam canal

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Public realm plan for Outer Dock, Grand Canal Basin and Dodder

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Grand Canal (inner) dock

There is currently limited accessibility for the public to access Grand Canal Inner Dock with only a small open space located at Grand Canal Quay - the edge of the Basin is formed by buildings rising up directly from the water's edge. The permission granted in Block 19 for the Boland's Mill site will however create two new public spaces adjacent to the water, and provide for a new boardwalk along the dock to link back into Ringsend Road.

Recommendations

1. To strengthen the concept of the 'Passive Basin' - a quieter, more reflective space, which is enclosed by buildings and occupied by barges containing residences and work-spaces.
2. To provide gently-sloped pedestrian ramps down to the level of the quayside walls and linking into the new plaza from McMahon Bridge to allow for improved connectivity with the water.
3. To explore with Waterways Ireland the possibility of providing a 'Pleasure Garden' on pontoons along the sunny eastern side of the Inner Basin.

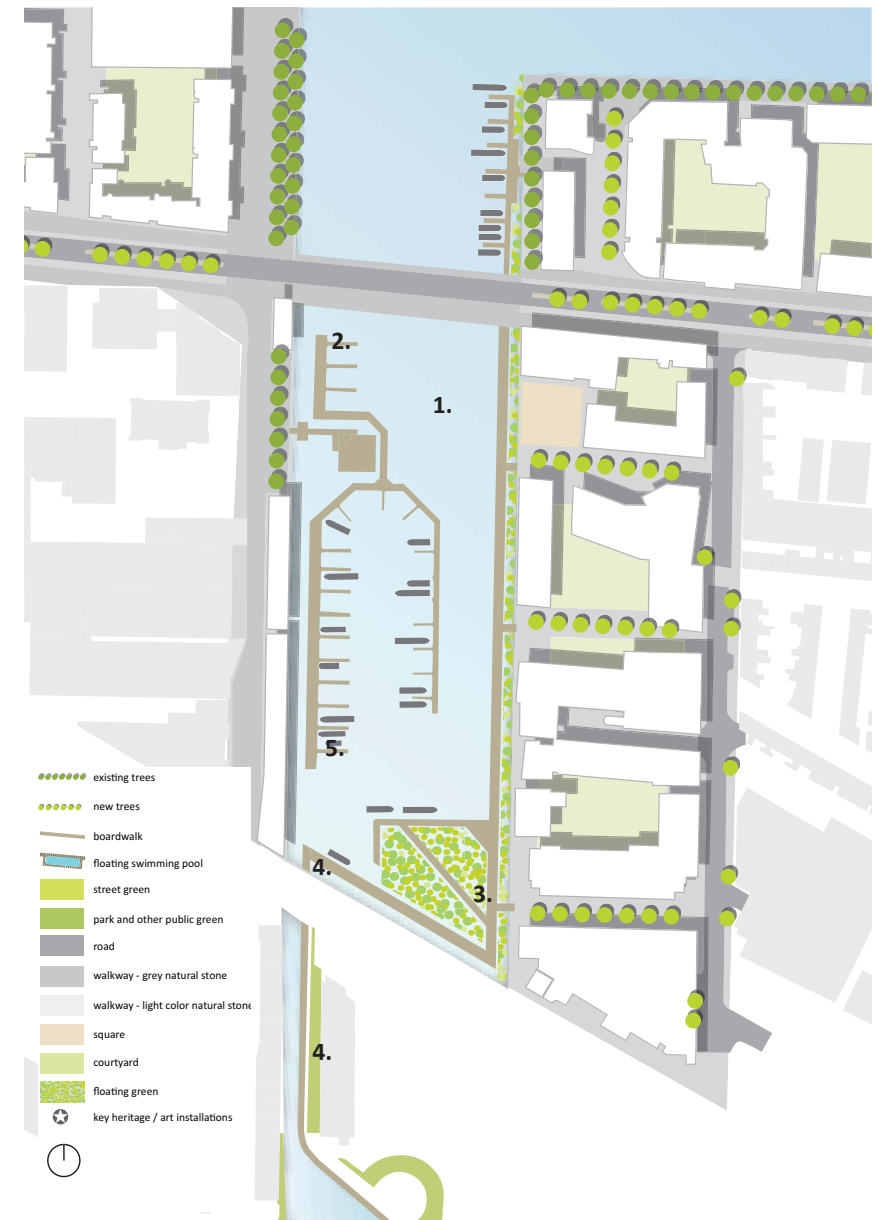
4. To investigate the possibility of linking the Inner Basin with the Grand Canal at the Accenture site to the south, via a new pedestrian route located under/through the DART rail bridge, and without hindering barges.
5. To support the objectives of Waterways Ireland's plan for this area to cater for residential barges with the necessary provision of power, water, refuse-disposal, pump-out (sewage) services and secure parking for bicycles.



Lizboa boat restaurant



Canal Swimmers Club of Atelier Bow-wow, Brugge



Public realm plan for Inner Dock, Grand Canal Basin and Dodder

Dodder Linear Park

The River Dodder Greenway is proposed to run from Sir John Rogerson's Quay to the boundary with South County Dublin at Orwell Park.

Plans for the Greenway have been outlined in a report entitled 'River Dodder Greenway: From the Sea to the Mountains, Feasibility Study Report' (2013). It seeks to improve the Dodder walkways and its banks in Ringsend and Irishtown, including the provision of a cycleway, in conjunction with the River Dodder Area Action Plan. The plan also envisages a bridge over the Dodder mouth.

The area around the western landing at the Canal Lock is currently in poor physical condition, with high walls and hoardings on either side of the route.

Recommendations

1. To incorporate the Dodder Greenway into development proposals located in the vicinity of the Dodder and to link the Greenway with the Liffey Cycle way on Sir John Rogerson's Quay.
2. To provide a soft landscaped edge to the Dodder to reflect its value as a biodiversity corridor in the city.
3. To include wayfinding and wildlife signage at appropriate locations in the area to encourage visitors to explore and appreciate the amenity of the Dodder.



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The adoption of the Strategic Development Zone (SDZ) has brought the River Liffey and the Campshires into fresh focus, with a recognition that these mutually reinforcing elements play an integral role in the regeneration of the Dublin Docklands. The area's Campshires have undergone extensive change over the past 20 years, with historical functions associated with the old working Docklands giving way to the creation of new amenity spaces supporting the economic, cultural and social transformation of Dublin Docklands. The Campshires are a defining characteristic of the Docklands and act as a major thoroughfare for those arriving in Dublin via Dublin Airport and the Port Tunnel or by ferry at Dublin Port. They play an important role in shaping a visitor's first and last impressions of Dublin when entering or exiting the city.

- **Spatial Concept**
- **Toolbox Campshires**
- **Design principles**
- **North Wall Quay**
- **Sir John Rogerson's Quay**

6. THE LIFFEY AND CAMPSHIRES STRATEGY

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Spatial concept

As the importance of the Liffey waterfront as a recreational, leisure and tourist resource increases, so does the significance of the Campshires as a major component of public realm. Dublin City Council has championed the reduction of heavy traffic such as buses and lorries along the quays, and initiatives such as the Liffey boardwalk has developed the potential of these spaces to play a more active role in the life of the city. As the demands of traffic, cycleways, pedestrians, flood protection and water-related activities all compete for space in this limited area, it has become even more imperative to link these requirements into an integrated design to bring about a revival of the waterfront.

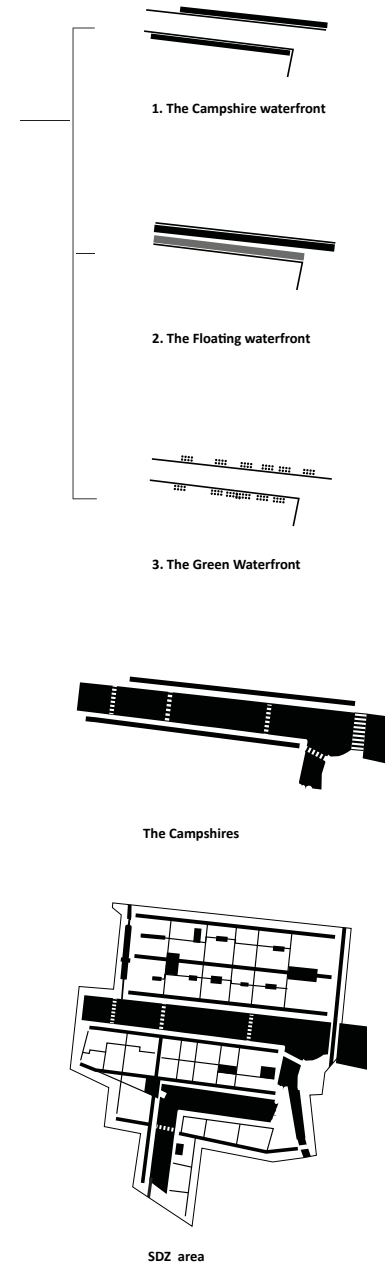
The Campshires have a key role to play in delivering the Strategic Development Zone (SDZ). The SDZ seeks to fulfil the potential of the Campshires by addressing their underutilisation and establishing them as a pivotal public amenity in Dublin Docklands. The Masterplan outlines a series of measures that will assist in realising the Campshires' full potential, by orienting people towards the river and providing a platform for a unique and memorable experience. This will help to create an amenity, replete with a diversity of uses and activities, and establish the Campshires as one of the primary destinations in the Dublin Docklands.

For the purposes of this Masterplan, the Campshires have been considered in the context of a series of themes, which

will each support the Campshires' long term regeneration. These themes act as a framework, guiding the future development of this important public amenity in terms of delivering a coordinated layout, a diversity of uses and attractors, whilst also creating a sense of place that will strengthen the area's local identity.

A reference design indicates some of the themes that must be incorporated and delivered to achieve the vision for the Campshires and waterfront. The vision can be described into three main spatial components:

1. The Liffey Campshires Waterfront – a recalibrated Campshires both north and south of the Liffey, to provide a new urban promenade and public spaces along the waterfront.
2. The Green waterfront - Provide greenery along the Campshires in the form of tree layers and micro parks, and providing green connections from surrounding neighbourhoods to allow ease of movement for pedestrians towards the waterfront.
3. The Floating Waterfront – activating the waterfront, through a series of floating landscapes e.g. a docking facility and boardwalk to provide new public spaces, recreation and cultural activities.



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Public realm plan for the Campshires.

Strategic Recommendations

1. To enhance the public amenity potential of the Campshires as a priority public realm for Dublin.
2. To provide a comfortable walking route near to the water's edge.
3. To encourage the development of heritage and cultural attractions in the public realm of the Campshires.
4. To provide an outdoor fitness route.
5. To deliver a green Campshires strategy.
6. To provide a two way dedicated cycle route on both Campshires.
7. To introduce a new tree layer in the form of blocks of large trees to accentuate perspective framing, views to the river and create a more sheltered walking environment.
8. To upgrade and replace aged, unattractive and obsolete street furniture and lighting.
9. To reset existing paving where required, and introduce new materials where appropriate.
10. To introduce new green areas (pocket gardens) for sitting at strategic points.

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Spatial concept

Heritage

In delivering the SDZ it is important to increase public awareness of the legacy and inherent value of the area's rich industrial and maritime heritage. The Campshires are already home to numerous architectural and cultural assets that celebrate the area's past, including the famine memorial, the Scherzer lift bridges, and the Diving Bell, which all provide a canvas to build on the area's maritime character.

As part of the implementation of the Dublin Docklands public realm Masterplan, it is proposed to work with other key stakeholders in providing appropriate interventions at suitable locations, which will enhance the area's distinctive character and leave an abiding heritage legacy. For Dublin City Council together with Dublin Port, opportunity exists on the southern Campshires at Britain Quay to create a Time Ball installation, in recognition of this fixture that was previously located in this part of the Docklands. Allied to this, opportunity also exists on the northern Campshires, close to the Point Theatre, to provide for the installation of some of the original former Docklands cranes. This will serve to create a positive juxtaposition between the contemporary design of the new buildings proposed along the riverfront and the area's historic past. In positioning these structures on the eastern-most end of the Campshires, they may give further meaning to the area and will entice pedestrians to explore their full length and extent. They will also reinforce the continual link between the area's current regeneration and its historic past, and reflect on the close relationship between developments in the Docklands area and the current active Port area. In addition, the provision of such structures of

historical significance will also act as important landmarks, establishing opportunity for orientation, and create a place that is legible and easy to navigate.

In order to build upon the heritage of the Campshires, Dublin City Council proposes to establish a heritage trail, which will link together these historic features and others across the Docklands as well as making connections between the EPIC diaspora centre, Jeannie Johnson and the proposed Dublin Port interpretative centre.

In addition, it is proposed to prepare an overall Arts Strategy for the Docklands that will further enhance the area's maritime heritage. The Campshires can provide key public spaces and settings for the installation of permanent and/or temporary art works. Opportunities to commission artistic installations which reflect the history of the Docklands or maritime themes will be promoted.

Sport & Recreation

Due to the high concentration of employment and residential developments in the Dublin Docklands area, there has been an increase in the amount of people running, walking and exercising at different stages during the day. To harness this and to promote the Docklands as a healthy and active destination for living and working, it is proposed to enhance the sporting and recreational offer in the area. This offer may be facilitated on the Campshires, which already provides a wide, safe and scenic public open space to both run and walk. Free from car movement, the Campshires' public realm may be further enhanced in terms of surface finishes, microclimate, connectivity and maintenance, in order to make running and walking an

even more attractive leisure option in the Docklands. This may be supported by the incorporation of a marked and signposted running /walking circular route with distance and navigational guidance from the Samuel Beckett bridge to the East Link bridge.

With the successful introduction of urban gyms in cities such as San Francisco, Bilbao and Copenhagen, Dublin City Council acknowledges the contribution such an amenity could make in providing people with a free and accessible fitness facility. It is proposed that the Campshires could accommodate an outdoor gym, which would be free for use by the general public. Such a facility would provide exercise opportunities for everyone, and would also serve to engender a greater sense of community and social cohesion in the area, by enabling friends, neighbours and the community to exercise together. Dublin City Council will promote the concept of a Docklands outdoor gym and investigate the feasibility of providing an urban gym via a public private partnership arrangement or providing a temporary outdoor gym as part of a pilot study.

A second key element of promoting sport and recreation in the Docklands is to host sporting events on land and water. Dublin City Council will work with sporting organisations to ensure that a year round calendar of sporting events is planned each year. From 10k runs to the Liffey Swim, sporting activity can form a central element of making Docklands a vibrant and enjoyable place to live, work and visit.

Greening the Campshires

The Liffey Campshires create one of the principal connections between the Docklands and the city, and are

one of the area's most important public amenity spaces. The Campshires provide a range of uses, and their varying character reflects this, with some parts of this public amenity more animated and sheltered with planting and trees, whereas other areas appear somewhat exposed, barren and more sterile.

In looking to the future and the upgrading of the Campshires public realm, a balance needs to be struck between the level of planting provided and the retention of more open areas, which reflect the area's industrial heritage as a former shipping port. The Campshires also need to be suitable to successfully host events. To achieve this, it is proposed to provide boulevard tree planting in a sequence of clusters on both sides of the River Liffey. Breaks in the sequence will create open spaces to retain views of key heritage and significant buildings, leave open space for events, and create new "micro" spaces which could be used for a variety of different purposes, e.g. the provision of art installations, street furniture and space for events, festivals, etc. On the northern Campshires, the planting of trees will terminate at the junction of the newly proposed north-south street, located just west of the Point Depot. Managing the level of planting and retaining a more open appearance in this part of the Campshires close to Dublin Port, will allow people to appreciate the area's industrial heritage as a former port landscape. This will be supported by the proposed location of former Docklands cranes at the eastern end of the Campshires.

The clustered sequencing of trees on the Campshires will positively contribute to the area's microclimate and will also provide for a consistent layout, thereby enhancing

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the area's coherence and legibility. Consistency will also be provided in terms of the species of planting utilised and the areas designated for planting.

Walking & Cycling

In order for the Docklands to fully realise its ambition of creating a maritime quarter, residents, workers and visitors to the Docklands must be able to access the waterfront easily and safely. In seeking to entice more people to visit and explore the Docklands, opportunity exists to improve the Campshires from a walking and cycling perspective. In upgrading the Campshires public realm, it is intended to incorporate bicycle-friendly zones by providing safe and convenient cycle routes, making the Docklands a popular destination for Dublin cyclists. In seeking to achieve this, Dublin City Council is committed to working with the NTA in providing a two-way cycle track on the northern Campshires that will link the Docklands with Heuston Station and the southern Campshires with the Dodder Greenway. With the commitment to further increase the modal share of cycling in the Docklands, the provision of this cycle facility will provide a safe and accessible route for residents, workers and visitors. This will incentivise more people to cycle and to leave their cars at home, which will serve to improve the area's environmental quality. The northern Campshires cycle route will also be supported by the provision of a southern Campshires cycle route along its full length, ensuring that the entire waterfront area is adequately catered for in terms of cycle path infrastructure. The collective delivery of these cycling infrastructure projects will bring significant benefits to the area, serving to integrate the Campshires with the surrounding network of both existing and proposed cycle routes. Allied to this, as

well as fulfilling a commuter function, these routes will also perform an amenity purpose, adding to the attractiveness of the Docklands as a destination.

The Campshires represent an important walking route in the Docklands. In delivering the Campshires public realm Masterplan it is important to give pedestrians a prominent place. To achieve this, the positioning of other amenities such as cycling infrastructure, art installations and planting must be complimentary to the provision of infrastructure for pedestrians. Defined clear pedestrian zones will be provided on the Campshires, creating a safe and accessible pedestrian environment to ensure that walking is an enjoyable, leisurely and attractive method of movement in the Docklands. This will be supported by the use of durable and distinctive paving materials, which will delineate the different movement zones on the Campshires. All pedestrian routes and crossing points must be designed and implemented to meet the highest standards of accessibility for all people, including the disabled and visually impaired.

Events and Casual Trading

In making the Campshires an important destination in the Docklands, it is essential that they play an active role in contributing to the vibrancy and vitality of the area. The Campshires currently accommodate a number of mobile coffee shops and ticket kiosks that contribute to the physical and social diversity of the area. As the SDZ planning scheme is implemented with new developments and bridges along the waterfront, additional opportunities will emerge for retail facilities. In delivering the scheme, Dublin City Council will promote the provision of additional casual trading kiosks at appropriate locations, which will

be subject to licence. From time to time, temporary kiosks on the Campshires may also be accommodated to coincide with the hosting of events and festivals.

Lighting

Lighting has an important role to play in enhancing the character and amenity value of the Campshires public realm. It is intended to provide a coordinated approach to the design of lighting to ensure that the entire Campshires area are adequately lit, creating an atmospheric and welcoming effect, and provide for an inviting environment at all times of the day and night.

The collective provision of high quality energy efficient lighting along the Campshires, the floodlighting of the Liffey bridges, together with the lighting of residential and commercial buildings, will transform the waterfront into a 'river of light', which will serve to strengthen its appeal as a safe and animated destination in the city. In providing a focused approach to lighting in the Docklands, Dublin City Council will also support temporary lighting art installations on the Campshires. Dublin City Council is committed to working in collaboration with artists, designers and other stakeholders in the city to provide for innovative lighting installations, which will positively contribute to the area's character and dynamism.

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Toolbox Campshires

A suite of street materials and furniture for the Campshires is to be proposed in consultation with the different departments of Dublin City Council.

Recommendations

1. To apply the Campshires toolbox as a basis for all new public realm developments.
2. To use natural stone for all pedestrian areas.
3. To use locally sourced stone and European materials where possible, and introduce colour in the form of blue, grey and green paving materials.
4. To conceal, integrate and recess utility boxes into walls as far as possible.
5. To apply where appropriate, natural stone dishing at pedestrian crossing areas to facilitate universal access, and textured paved areas where appropriate for the visually impaired.
6. To plant large trees where appropriate of the first order.
7. To provide micro parks at regular intervals along the Campshires.



Dublin cobble as inspiration for a new street image.

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surface materials



Newly proposed



Dublin Cobble setts (sawn)

size: 20 x 10 x 20 cm
colour: mix (blue-brown-grey)
description: salvaged from existing Limestone Setts in the area

Granite setts (sawn) with split sides

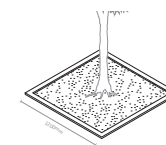
size: 20 x 10 x 7/15 cm
colour: mix (black-blue-grey)
description: t.b.d. test-area used for determination

Asphalt carriage way + cycle paths

size: -
colour: dark grey
description: Hot Rolled Asphalt same type of asphalt used through the entire area

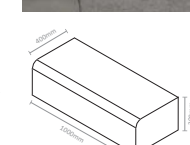
Bicycle path (alternative)

size: 60 x 100 x 5 cm
colour: Granite
Description: Granite with a bush hammered finish, matching the colors of existing cobble stones



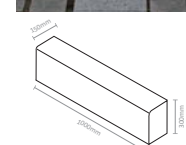
Tree planter Granite

size: 200 x 200 x 15 cm
colour: light grey
description: Wicklow granite with a light grey gravel drainage layers
(p. 42 Streetscape Manual docklands)



Kerbstone

size: 60 x 30 x 20 cm
colour: light grey
description: Granite kerbstone, rounded edge r=2cm
(p. 29 Construction Standards for Road & Street Works DCC 2015)

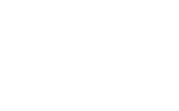


Kerbstone narrow

size: 60 x 15 x 20 cm
colour: light grey
description: Granite kerbstone, rounded edge r=2cm
(p. 25 Construction Standards for Road & Street Works DCC 2015)



Newly proposed



Newly proposed



Blind guiding strip

size: 20 x 0,5 x 1 cm
colour: stainless steel
description: stainless steel strip milled in cobblestone

Blind guiding granite stones

size: 20 x 10 x 7 cm
colour: light grey
description: milled guiding strips Wicklow granite cobble stone

Indicator pins

size: 10 x 0,5 cm
colour: stainless steel
description: stainless steel for separating pedestrian stream on Mayor street (similar to Grand Canal Quay)

Recessed service lids

size: varying
colour: stainless steel
description: stainless steel with stone inlay

furniture



Bollard

size: 130 x 22 cm
colour: coated silver-grey
description: Torpedo style bollard (p. 20 Streetscape Manual docklands)

Litter bins

size: 120 x 43 cm
colour: coated silver-grey
description: (p. 106 Construction Standards for Road & Street Works DCC 2015)

Bicycle stand

size: 185 x 75 x 5 cm
colour: stainless steel
description: standard bicycle stand (p. 104 Construction Standards for Road & Street Works DCC 2015)

Stainless steel railing

size: 110 cm high
colour: stainless steel
description: type t.b.d. (p. 14 Streetscape Manual docklands)



Cylindrical bollard

size: 30 x 30 cm
colour: light grey
description: (p. 18 Streetscape Manual docklands)

Curver granite bollard

size: 60 x 20 x 30 cm
colour: light grey
description: (p. 16 Streetscape Manual docklands)



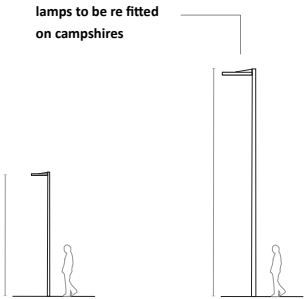
Benches

size: 40 x 60 x 300 cm
colour: mix
description: stainless steel frame with wooden seating

Large benches (sitting islands)

size: 40 x 300 x 300 cm
colour: mix
description: stainless steel box with integrated wooden seating

lighting



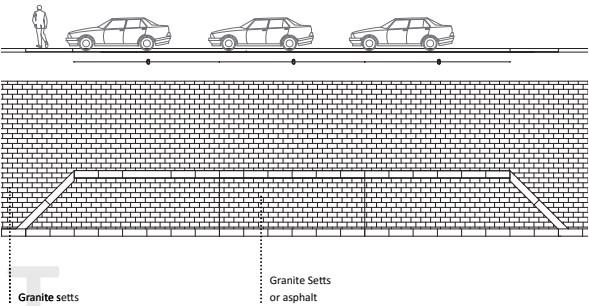
Pedestrian lighting (4m)

size: 400 x 30 x 5 cm
colour: silver grey
description: stainless steel pole with LED lighting similar to Hanover quay. To comply with Construction Standards for Road & Street Works DCC 2015.

Street lighting (8m)

size: 800 x 50 x 8 cm
colour: Silver grey
description: stainless steel pole similar to Hanover quay. To comply with Construction Standards for Road & Street Works DCC 2015.

Parking detail



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Design principles

Priority public realm

- The Campshires are a universally accessible public space for Dubliners and visitors.
- The Campshires should connect the city with its maritime waterfront.
- Important civic buildings should be incorporated into the Campshires by means of an open forecourt extending to the waterfront.
- The Campshires can recreate the essence of a busy working quayside through the development of a newly activated waterfront area providing cultural and recreational amenities.
- The Campshires should be developed with a palette of materials that is consistent with its history, maritime heritage and proximity to the city centre.
- The Campshires need to develop as a multifunctional space that respects its maritime past while catering for the demands of today.

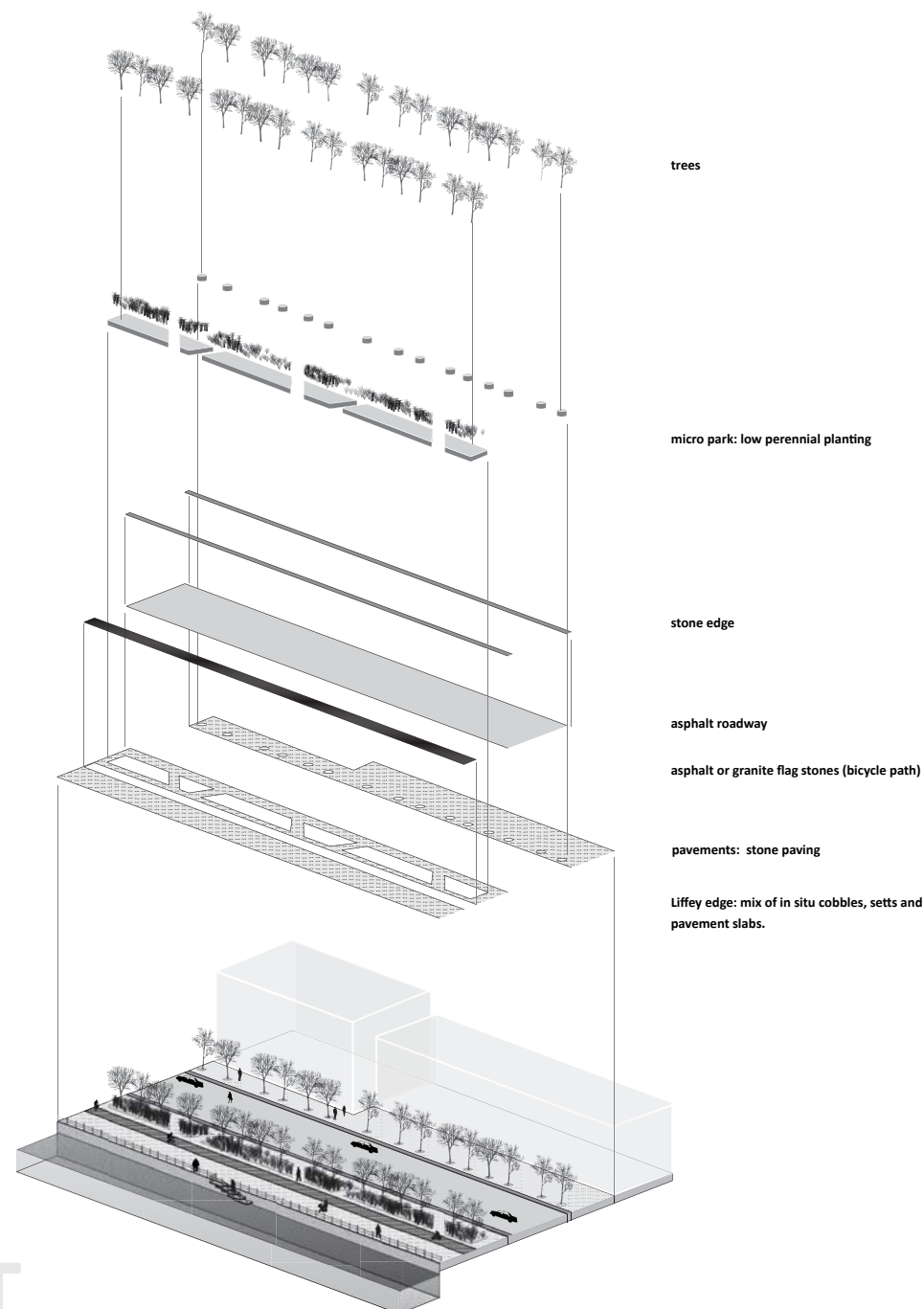
Activities

- The Campshires have unrealised potential to become an important event space, with potential to generate many new activities on the quays.
- The Campshires should be attractive and provide universally accessible walking areas that are comfortable for all (including those using wheelchairs and buggies)
- New routes created by the proposed new pedestrian and cycle bridges will make movement along and around the Campshires more interesting and inviting for recreation, fitness and health reasons.

- A host of new water related activities could be accessed from the Campshires.
- Proposals for a self-contained floating swimming pool are to be further explored.
- The demands of vehicular traffic must be accommodated in the design of the Campshires, but should be cognisant of the needs of other users, particularly pedestrians and cyclists.
- Sheltered spaces can be provided in the form of planted green areas, but also through the provision of art installations, e.g. similar to the Diving Bell on Sir John Rogerson's Quay.

Movement

- Cyclists ideally need to have their own designated space (two way) with some protection from passing traffic - possibly in the form of vegetation. The cycle way can be both recreational and functional.
- Crossings for pedestrians at roads and cycle paths need to be well designed to ensure safety.
- Movement along the Campshires must be comfortable, and universally accessible with sufficient space for individual pedestrians, groups of people and the disabled. In particular, the 5m zone adjacent to the quay is important to ensure optimum views to the water.
- The Campshires need to provide a flexible, multifunctional space to allow temporary vehicular traffic for events and other activities.



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Parking

- Non-essential parking along the Campshires should be phased out where possible.
- The parking of coaches along the northern Campshires needs to be phased out when viable alternative locations become available. The extra space could then be integrated to provide additional areas of public realm.
- Drop off areas and loading bays are important for buildings, in particular hotels, but require a structured approach so that they are integrated in appearance with public realm aspects such as pedestrian areas.

Heritage , appearance and atmosphere

- The exposed, open character of the Campshires is an important part of its heritage, reflecting its former use as a working port for Dublin.
- The proposed sequence of open and planted areas along the Campshires needs to be carefully balanced to ensure that all needs and interests are considered, e.g. in terms of heritage, conservation, views, amenity, shelter, bio-diversity etc.
- Heritage aspects, such as the working quays are an important quality of the Campshires and should be retained, together with cobbles, paving and other heritage artefacts in any new designs and proposals
- The Campshires need to adapt and respond adequately to future requirements for amenity, recreation and culture to create a new heritage and legacy for the city.
- Aspects of maritime heritage can find an active and visible place on the Campshires, e.g. diving bell, time ball, crane etc. and should be actively promoted.

Greening the Campshires

- Trees that are currently planted are considered too small and don't relate well to the overall size and proportion of the quay side. In addition, the short planting distances don't allow flexibility of use between them. The planting of tall trees with high crowns should be encouraged that would relate better to the scale of the Campshires and would not impede visibility. They should be well spaced to allow a variety of different potential uses to take place underneath.
- An increased tree layer will offer shelter from the windswept waterfront and introduce a human scale to the Campshires.
- Micro parks and planting may create small green areas near the quayside to be used for seating and recreation.
- The planting of greenery or trees should not hinder berthing and working activities located on the quayside.
- Trees can be used to create buffer zones between different forms of movement such as traffic and cyclists, and cyclists and pedestrians.
- The planting of green or trees should not hinder berthing and working activities of the quayside.
- Trees can be used to create buffer zones between different forms of movement such as traffic and cyclists and cyclists and pedestrians.

General Design Recommendations

1. To provide a two way dedicated cycle route along the length of both Campshires.
2. To provide a comfortable universally accessible walking route near the water's edge.
3. To create a dramatic tree-lined approach to the city quays for boats and ships arriving for festivals and tourism related activities, recalling the masts of ships moored historically along the quays. To introduce a new tree layer in the form of blocks of large trees to accentuate perspective, to frame views to the river and create a more sheltered walking environment.
4. To upgrade and replace aged, unattractive and obsolete street furniture and lighting
5. To reset existing paving where required, and introduce new materials where appropriate
6. To introduce new green areas (pocket gardens) for sitting at strategic points.
7. To provide a green separation between car parking areas and the cycle path.
8. To provide green spaces and tree planting to help break up wind speeds and encourage biodiversity.

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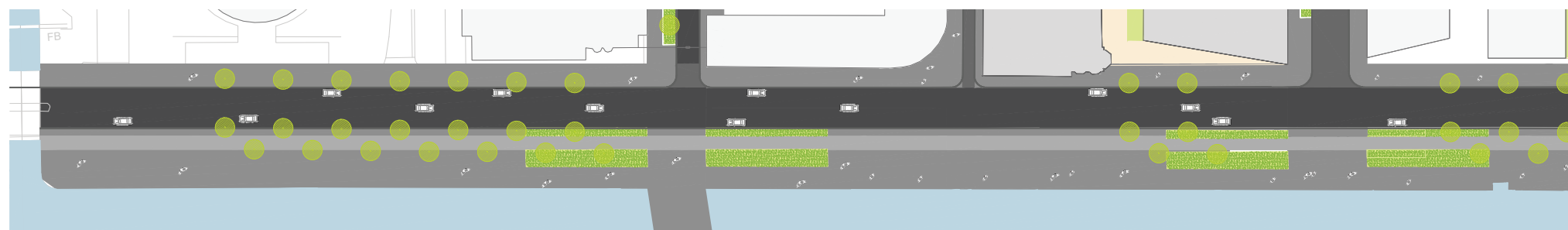
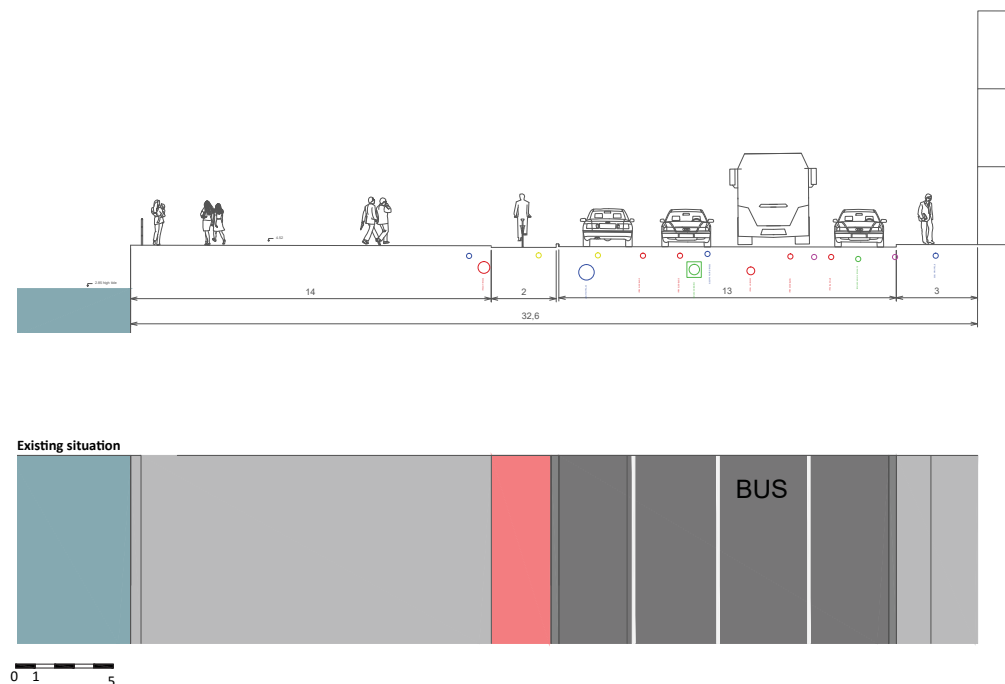
North Wall Quay

The section of North Wall Quay which forms part of the SDZ area runs for 880m along the Liffey Campshire. The quay has attractive views towards and along the river and maintains a strong visual contact with the water. Due to the Campshires exposure, there are few areas to sit and linger and there is an absence of greenery in the area.

- There is a wide area for walking immediately beside the river quays, however North Wall Quay is a busy arterial route in and out of the city, which is difficult for pedestrians to cross.
- Some of the existing cobbles and paving along the quays are not comfortable to walk on, particularly for some disabled users. The cycleways currently weave in and out of the quaysides, the road and through trees making it difficult to navigate.
- The area is generally exposed and barren, and devoid of greenery with few areas to sit and linger.
- There is a proliferation of small structures and art works.

Recommendations

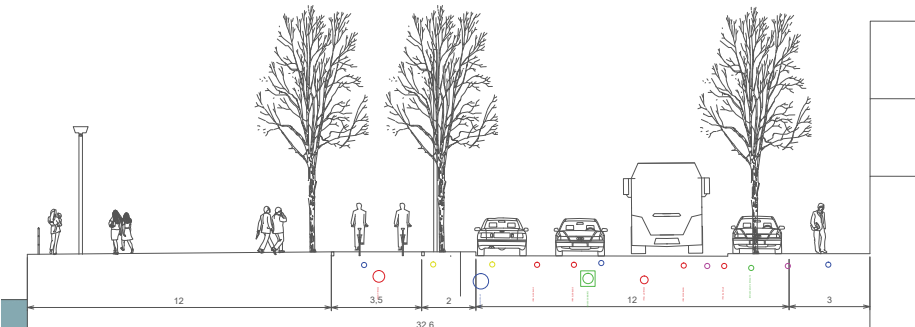
1. To provide a two way dedicated cycle route along the length of both Campshires.
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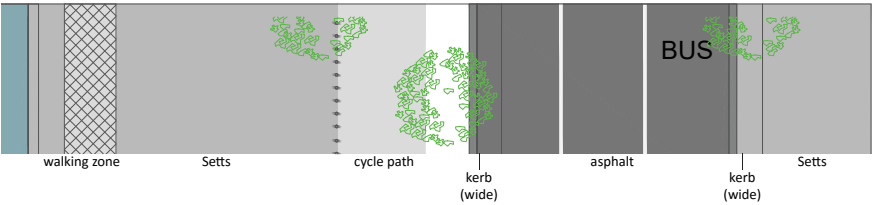
- | | | |
|------------|---------------------|-------------------------------|
| Setts | Catenary lighting | Natural stone for park/square |
| Wide kerbs | Planting area | Bicycle path |
| Thin kerb | Trees | Seating |
| Asphalt | Reset cobble stones | Private garden/planting area |

- sewage
- electricity
- gas
- telecoms
- water

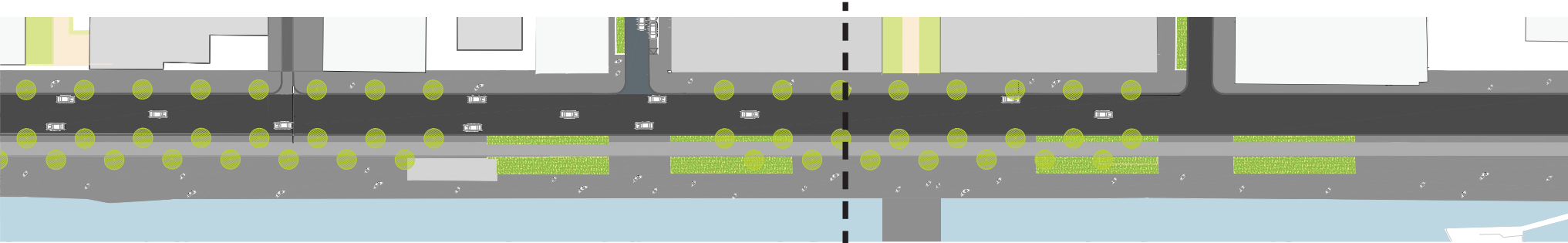
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Proposed



Perspective of the Campshire from the Wall Quay road (source : REDscape)



section

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Sir John Rogerson's Quay

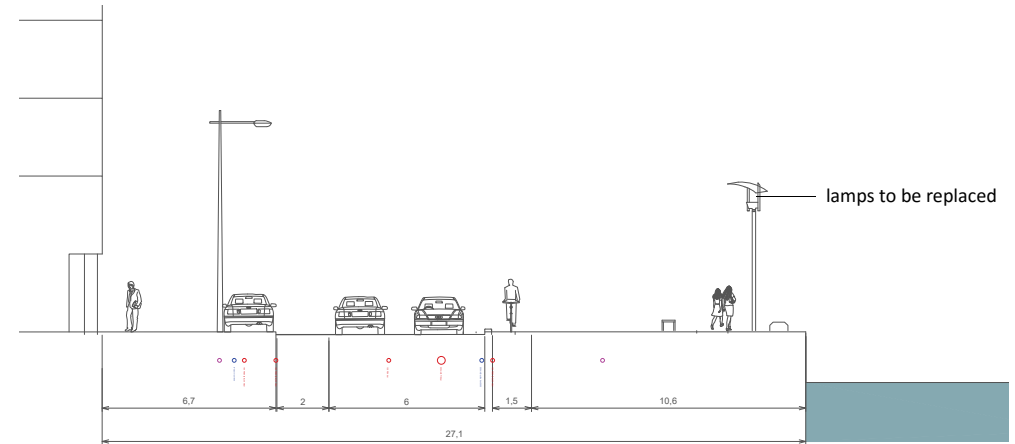
Sir John Rogerson's Quay runs along the length of the south bank of the Liffey for 1km between City Quay and Britain Quay, and is intersected by the Samuel Beckett Bridge near the junction with Cardiff Lane. It will be the landing point for two planned new pedestrian and cyclist bridges; one springing from the quays at Forbes Street and the other at Benson Street. Due to the height differential between the north and south quays, the landing points of these bridges will have to be carefully detailed to facilitate universal access, and integrate with the new flood protection walls. There are large amounts of historic cobbled and granite paving setts which can be re-used in any redesign of the Campshires.

The absence of greenery and tree planting in the area has contributed to the barren exposed nature of the Campshire, and affords little protection and shelter to high winds. The quaysides are generally inanimate, with few activated spaces. Some paving is provided along the quayside however, their narrow width and design does not permit comfortable walking for groups, particularly if passing each other by.

Similarly, there is insufficient room for cyclists to pass side by side on the cycle lanes, while the space for vehicles to pass may be considered excessive. Some of the on street carparking is poorly used. Many of the recessed lighting fittings are not in working order.

Recommendations

1. To increase the width of pedestrian areas adjacent to the quayside by combining and relaying existing paved areas.
2. To increase the width of cyclelanes where possible
3. To plant trees to provide an attractive green approach to the city from the water. Trees should be planted with sufficient soil beds to allow them to develop properly due to the strong winds along the quays.

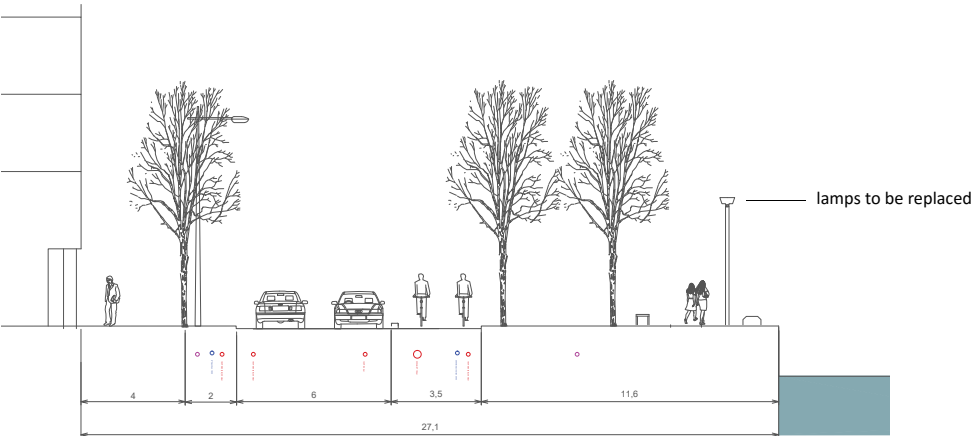


Existing situation

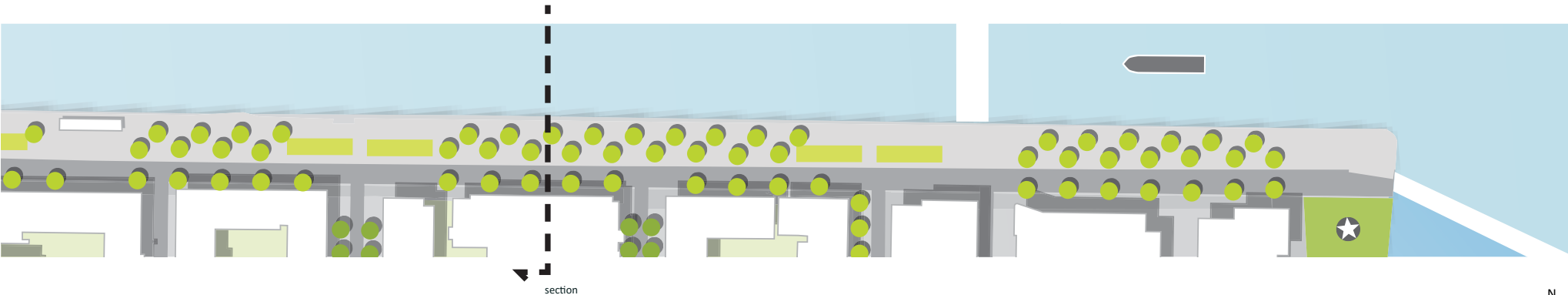
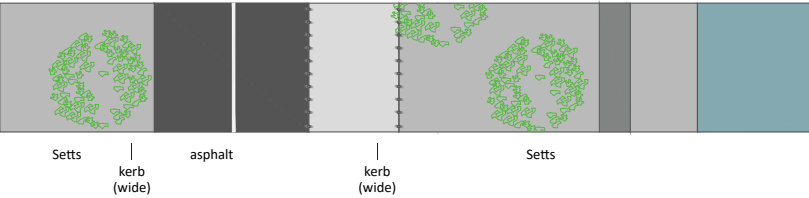
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Proposed



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Much has undertaken over the years to promote the animation of water bodies in the Docklands through the hosting of water-based events, the advent of tourist related boating activities, water sports and the introduction of berths to moor visiting ships and private water-based residences. Notwithstanding these positive measures, huge development potential still exist.

- **Spatial Objective**
- **Mooring in the Docklands**
- **Ferry Crossings & Boat Services and Events**
- **Greening and Water sports**

7. MARITIME ANIMATION STRATEGY – THE FLOATING WATERFRONT

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Spatial Objective

The overarching ambition of the North Lotts and Grand Canal Dock Public Realm Masterplan is to create a world-class maritime quarter with a distinctive Dublin character. This potential needs to be harnessed through a series of tangible actions by Dublin City Council and its partners, Dublin Port Company and Waterways Ireland. In this regard, this strategy outlines a series of thematic and pragmatic measures that will promote the Docklands' water bodies as a pivotal element of the area's identity and ensure water-based leisure, business, tourist and sporting activities are encouraged and supported in a coordinated manner.

Recommendations

1. To activate the waterfront through a series of floating landscapes providing new public spaces, attractions, recreation and cultural activities.
2. To promote the concept of a Docklands Floating Waterfront.
3. To investigate the possibility of providing a floating waterfront on the north side of the Liffey.



Perspective of the Liffey, North Lotts and Grand Canal Dock. (1864) Source: London illustration, National Gallery of Ireland

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Mooring in the Docklands

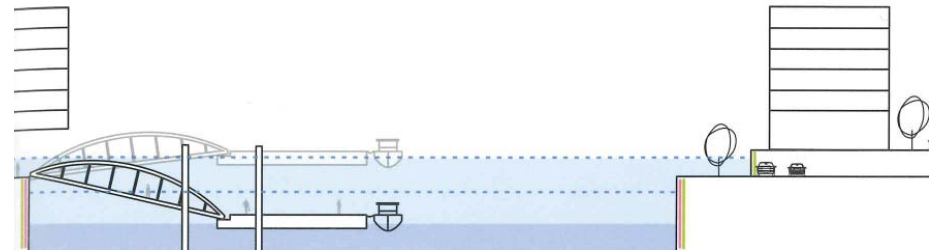
Dublin City Council will work with both Dublin Port Company and Waterways Ireland in providing for an expansion of the existing pontoons in all of the area's water bodies. Ample opportunity exists along the River Liffey to provide for a managed, incremental, and plan-led approach to the provision of moorings, which will facilitate berthing for a variety of boats and vessels. This can primarily be achieved through an extension to the existing moorings adjacent to North Wall Quay. As the southern quay walls on Sir John Rogerson's Quay are regularly used for the mooring of visiting tall ships and larger vessels, scope only exists for the provision of a limited pontoon area on the southern side of the River Liffey. Overall, the creation of an extended pontoon area on the River Liffey will help to stimulate the level of boating activity on the water, adding to its vibrancy and animation. In order to support the evolving character of the Docklands area, a greater sense of diversity in terms of the nature and types of vessel uses, both temporary and permanent, will be promoted. This will contribute to the physical and social diversity of the area, animating the river and creating a greater sense of place.

It is envisaged that an extended pontoon in the form of a high quality pedestrian boardwalk will help people engage more directly with the River Liffey. This will support the public realm's objective of creating an accessible River Liffey, opening up the water for increased public use and serving to actively enhance the liveability of the Docklands.

An increased level of quayside activity will support a longer-term objective to animate the river at night, which will positively contribute to the character of the area. Allied to this a heightened concentration of active users along the river will give rise to a greater level of passive surveillance, helping to support the creation of a safe and inviting environment for visitors, workers, residents and local communities, thereby encouraging enhanced social interaction along the river.

Subject to consultation with relevant agencies, applications for berthing licenses and access to the Docklands area will be considered for arts ships, visiting ships, tourist boats, restaurants and bar boats, hotel boats, museum boats, floating structures and sailing vessels. The total number of licenses issued and their location will be limited in order to protect access for short-term vessels, and to preserve the open and accessible character of both the water and Campshires. For this reason, the selection criteria for issuing licences will be specific and seek to ensure an appropriate mix and scale of vessels permitted. It is the intent of Dublin City Council and Dublin Port to work together to develop clear guidelines for the use, size and types of structures as well as the boardwalk system required for the waterfront. In exceptional circumstances other uses outside of these categories may be considered, however these may be subject to temporary licence approval. The City Council supports Waterways Ireland's use of the Inner Dock for residential purposes, and considers this part of the Docklands as the most appropriate location to moor residential water-based vessels.

Applications for berthing licences along the River Liffey will be assessed by Dublin City Council and Dublin Port based on specific criteria on a case by case basis, with licences generally subject to annual renewal or other fixed-term durations. The receipt of a licence will be conditional on payment of an annual service charge, which will be allocated for purposes associated with the maintenance of the pontoons and all ancillary infrastructure. The assessment of berthing licence applications will be subject to the following considerations:



Principle for movable boardwalk in Hafen city, Hamburg

- The proposal's contribution in supporting Arts and Cultural policies of Dublin City Council.
- The nature and type of use proposed, as well as the rationale for the proposed use.
- The concentration of existing and similar such uses in the area.
- The scale, design and visual appearance of the vessel.
- Engineering and access requirements.
- Impact on the character of the area and the amenities of adjoining properties
- Health and safety requirements.
- Proposed vessel and mooring tackle maintenance regime.
- Impact on existing licence holders, other vessels and water-based activities.
- Environmental requirements and considerations

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Ferry Crossings, Boat Services & Events

Ferry Crossings & Boat Services

The SDZ Planning Scheme proposes a number of new cycling, pedestrian and public transport bridges, which will be delivered on a phased basis. These new bridges will facilitate increased public pedestrian access to the area's waterfronts, and will be designed so as to not restrict boat activity in the area. While awaiting the delivery of these new bridges, Dublin City Council supports as an interim measure, the provision of a new ferry crossing that will connect the eastern most part of Sir John Rogerson's Quay with North Wall Quay. Such a crossing will help to animate the River Liffey, bring people closer to the water, provide scenic views as well as improved connectivity around the Docklands. Dublin City Council commits to working with Dublin Port Company in supporting any such proposals that will realise the delivery of such a service.

Recommendations

- To support as an interim measure the provision of a new ferry crossing connecting the easternmost part of Sir John Rogerson's Quay with North Wall Quay
- To encourage expansion of other regular boat services, such as water taxis, tour boats etc to bring visitors around Dublin Bay, the Liffey or Canals subject to impact assessments and water management.

Events

The use of the river and the docks has changed dramatically over the past number of decades. The departure of large-scale shipping presents an opportunity for the waterfront to be re-imagined and repurposed for a variety of complementary uses and interventions. The provision of pontoons and a boardwalk allows the city to reclaim the waterfront, and will assist in developing its maritime identity and the transformation of the area into an urban playground. Events such as Dublin Port River Fest and the Tall Ships festival have laid the foundations for the forging of this identity, which have created a platform for a vibrant festival of maritime culture.

Building on this, and looking to the future, Dublin City Council will work with all of the relevant stakeholders in the area including Dublin Port and Waterways Ireland to deliver an annual programme and calendar of events, which will showcase the area's water-based amenities and help to establish the Docklands as a destination synonymous with maritime activity. Such events should respond to the evolving nature and character of the Docklands' waterbodies, and provide year-round and seasonal maritime-related activities of varied content and duration to attract a wide diversity of visitors.

Recommendations

- To develop an annual calendar of events using an iterative and open process, that takes into account the ever evolving nature of the Docklands. Dublin City Council will actively support the hosting of events and festivals on water, neighbouring streets and public open spaces, and innovative proposals which support the creation of a dynamic, vibrant and alternating programme of events will be welcomed. Dublin City Council will seek to cater for a diverse range of festivals, events, temporary exhibitions and installations to cater for the differing tastes and needs of the area's residents, workers and visitors.



An activated waterfront with boardwalks and floating event areas. Waterfront in Green bay, Laznenalodi Gallery, Prague

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Greening and Water sports

Greening of the Water

In animating the waterfront and optimising its recreational and cultural potential, it is important to enhance the water's visual and biodiversity appeal. In delivering the Docklands Public Realm Masterplan it is proposed to introduce "greening" to the Grand Canal Dock and, if suitable, to the Liffey and Royal Canal which will assist in animating the water and supporting bio-diversity. Dublin City Council will work with Waterways Ireland to identify appropriate locations and suitable species of plants that may be introduced into the Docks in the form of floating gardens that will soften their hard landscaped appearance and improve their aesthetic and amenity value. Allied to this, the greening of the Docks will foster the creation of wildlife habitats, whilst also providing opportunity to improve water and air quality. It is also intended to promote biodiversity by exploring the possibility of installing fish nurseries, where feasible and practical.

Recommendations

- To investigate the creation of a floating garden located at the southern end of the Inner Dock, accessed off Barrow St and the new east west street parallel to the Google building.

Water-based Sports

The waterbodies in the Docklands have outstanding amenity value for active recreation in the form of water sports. Both the River Liffey and Grand Canal Dock are currently home to a number of existing water-based sports and activities which make a positive contribution to the animation of water. In seeking to create and develop a maritime quarter in the Docklands it will be important to support and cater for the existing requirements of these established recreational uses including access. Opportunity also exists for synergies to be created between different activities and sporting organisations, thereby optimising both new and existing infrastructure, whilst also fostering an inclusive culture and community. The future use of the Graving Docks site also has an important role to play in supporting water based sports within Grand Canal Dock.

Recommendations

- To promote and develop the use of the Docklands' waterbodies for recreational purposes
- To facilitate improved access to the water for sporting clubs
- To promote the development of synergies between different water-based activities and sports clubs, to optimise existing and proposed new infrastructure.
- To maximise the navigable areas of water
- To work with Irish Water to seek investment in the improvement of water quality
- To collaborate with various clubs to develop waterside facilities for the area's water bodies



Floating aquatic green. Paris Berges de Seine Bristol Harbourside



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The success of the public realm Masterplan for the North Lotts and Grand Canal Dock will be measured by its implementation. While delivery of some aspects of the public realm has already commenced, the phasing and implementation of the Masterplan going forward will be delivered by a number of agencies and stakeholders, however Dublin City Council will play a key coordinating role in bringing the plan to life.

- Phasing
- Implementation

8. PHASING AND IMPLEMENTATION

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Visualisation: Aerial perspective of the proposed Public Realm Masterplan.
The massing is a creative representation of the development code for the city blocks, as described in the North Lotts & Grand Canal Planning Scheme 2014.



Phasing and Implementation

Challenges

Since the granting of the SDZ Planning Scheme in 2014, progress on its implementation has been swift and highly successful. Significant permissions have been granted in over 70% of the SDZ development blocks, and construction has already commenced in five locations. This scale of development (over 200,000 sq.m. of residential and commercial to date) brings its own challenges and complexity as to how investment in the public realm is to be delivered. With this scale of works taking place, investing in upgrading certain streets and footpaths needs to be timed to avoid possible damage and minimise disruption from current and future construction works and traffic.

In addition, significant investment is scheduled for 2016 and 2017 in the development of underground infrastructure, mainly new sewers, in both North Lotts and Grand Canal Dock. This will have a significant impact on the public streets in these areas while these works are undertaken. Dublin City Council also intends to bring to fruition plans for a Docklands District heating network. This will also, if delivered, require investment in new pipe networks within the public realm. A third underground project planned in the SDZ area is the expansion of the ICT network, which will also result in further excavation to the public streets. For all of these works, the timing of public realm upgrade works needs to take place after these various excavations and ground works are complete, to minimise disruption and an unnecessary waste of resources. As a result of these factors, and as the precise implementation dates of these underground infrastructure works are not yet available, it is not practical to have a detailed phasing plan at this stage.



Photo of Grand Canal Outer Dock (source: REDscape)

Approach

The approach taken to delivering the public realm Masterplan is complex and has to consider the many different sites and investment projects that are planned and currently underway. The timing of the delivery of each element of the public realm works will be decided based on when major infrastructural works are complete for each street, however the proposed programme for the delivery of these works is not known at this stage. It is imperative therefore that the detail of the phased implementation is updated and revised regularly to take account of factors outside of the control of the DCC Docklands

implementation team.

However it is possible to formulate an approach to phasing that allows DCC to identify key elements of the Masterplan that can move forward in the short term; and how elements delivered by others can be delivered in the medium and longer term.

Two clear phases of implementation are therefore proposed for each of the core elements of the overall Masterplan,

namely (i) the streets; (ii) the Campshires and (iii) the maritime strategy.

The first phase of implementation will cover the first three years after the preparation of the Masterplan. It is proposed that this phase will include:

- Establishment of a project team for the Campshires. The first action would involve (i) working with DCC Heritage & DCC Arts Departments to determine what heritage artefacts may be suitable for display on the Campshires, and what spaces

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should be allocated for art installations and events. These works could include the location of a heritage crane donated by Dublin Port on North Wall Quay adjacent to the Point Theatre and a suitable space on Sir John Rogerson's Quay for other art/heritage installations, e.g. the Time Ball installation.

(ii) Identifying the first two locations on the Campshires where some public realm works could be piloted prior to final execution, and (iii) reviewing the pilot works and identifying further suitable sections for investment on a phased basis.

- Establishment of a working group for the Streets. DCC will establish a working group with the relevant owners and developers on each street to confirm the exact widths, materials and layout of paving for each street. This group will also determine what tree and planting are to be used, the specification of lighting standards and other street furniture etc. This will ensure that each street has a consistent design along its entire length even though it may be delivered incrementally in different phases and by different developers and/or DCC. This agreement will form part of a detailed compliance by each developer which can then be executed. The works by developers will be monitored and checked on site to ensure consistency. As each site nears completion sections of the streets public realm will be completed as part of the site works.
- Preparation of a feasibility study, together with costs, on the installation of a proposed boardwalk/pontoon on the River Liffey. If viable, the first phase of a proposed boardwalk/pontoon could be implemented within the first 3 years. A licencing and management system will be established jointly with Dublin Port, the Harbourmaster and Waterways Ireland

for vessels tying up on a long or short term basis to the pontoons. An events liaison team will be set up with Dublin Port, Waterways Ireland and DCC to work on promoting activities and water-based events and festivals.

Phase 2 of the Campshires implementation will bring together the results of Phase 1 to develop and implement a more detailed roll out programme, taking into account the timing and impact of other infrastructure projects (e.g. Liffey cycleway, IT ducting, district heating, flood protection works etc) and timed to match funding availability. As most of the large development sites are expected to take a minimum of 3 years to reach completion, undertaking any major public realm works before this time would not be practical.

For the maritime strategy, it is proposed that Phase 2 will involve continuing to work closely with Dublin Port and Waterways Ireland to deliver key elements of the Masterplan, including, inter alia, the expansion of the boardwalk, completing the circular route around Grand Canal Basin, upgrading Charlotte Quay, works to deliver the greening elements of the Dock, and improvements to facilities for those using the water for sport and leisure.

Funding

The Public Realm Masterplan is a capital project of Dublin City Council. It is envisaged that the public realm works proposed in this Masterplan will be funded by a combination of public and private investment.

Development levies generated within the SDZ as new developments take place will provide a stream of income for DCC to enable various public realm works to be prepared and delivered. The SDZ provides for a total development estimate

of 366,000 sq.m. of commercial development and up to 2,600 new homes. When this figure is applied to the current Dublin City Council development levies scheme, this provides a project income stream of approximately €11.5 million. It is intended to manage this resource to:

- (i) bring forward projects in tandem with available resources and funding, and
- (ii) ensure a portion of this budget is reserved to cover the cost of bringing forward key projects, including the restoration of the cobbled streets where appropriate, e.g. Castleforbes St., and the proposed boardwalk/pontoon.

It is estimated that approximately 25-30% of all street pavements within the SDZ area will need to be upgraded by Dublin City Council following completion of the various development sites. Levies collected will be used to fund this work to ensure that each street in the SDZ is completed and complies with DCC taking-in-charge standards for its entire length.

Implementation

The role of the Dublin City Council Docklands office, and the soon to be established Docklands Forum have a key role in implementing this Masterplan. The Docklands Office will play the leading role in co-ordinating developers, other stakeholders and agencies, and liaising with various internal DCC departments in assisting with the delivery of each of the public realm projects. The Docklands Forum will have an important function in monitoring the delivery process and ensuring that both the SDZ Planning Scheme and the Public Realm Masterplan are delivered in accordance with their objectives. Each project will be discussed as it moves forward. The Forum, which will consist of Elected Members, representatives from community groups,

business organisations, stakeholders and state bodies will also have a central role in leading the delivery of a successful public realm and maritime strategy to the benefit of Dublin Docklands. Updates on implementation will be presented regularly to the Forum, and each phase of works will be presented and agreed by the Forum to ensure that all representatives have an input into the decision making process and implementation of the Masterplan.

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- Image and design credits
- Bibliography
- Planting list
- Place names

REFERENCE DOCUMENTS

- Street Catalogue & Tree Condition Survey: REDscape Landscape & Urbanism, January 2016.
- Ecological Baseline and Concept Design, written by Scott Cawley Ecologists, November 2015.
- SDZ Docklands Archaeology Ruth Johnson (DCC), 2012 and Historical Public Realm Survey by Howley Hayes Architects, January 2016.
- Best Practise Additions: REDscape Landscape & Urbanism, January 2016.
- SDZ Docklands Study Maps: REDscape Landscape & Urbanism, January 2016.
- Preliminary Health & Safety Report: O Connor Sutton Cronin, June 2016

APPENDICES

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Image and design credits

Page	Image	Source/ designer
Cover image.	Historic sketch 1864. Perspective of the Liffey, North Lotts and Grand Canal Dock. (1864) Source: London Illustration, National Gallery of Ireland.	National Gallery of Ireland
3 from left to right	Historic photo Visual bird's eye Aerial photo image of SDZ zone Visualisation of New Wapping Street Photo of canal walkway Visualisation of Liffey Campshire	National Gallery of Ireland REDScape REDScape Atelier Bow-Wow, Bruges Triennial 2015 REDScape
4-5	Historic photo 1874 Dublin view from Customs House.	National Gallery of Ireland
6 left 7 right	Noll maps Comparison of harbour developments	REDScape REDScape
8	Historic development of Dublin	REDScape
9	Historic 6 Inch Black & White (1837-1842) Indicative 3d model Development code for city blocks, North Lotts and Grand Canal Dock Planning Scheme 2014.	OSi SDZ planning report 2014. SDZ planning report 2014.
10-11	Visualisation: Aerial perspective of the Public Realm SDZ area. The mass plan for the master plan area is a creative representation, based on the SDZ masterplan.	REDScape
12	SDZ Public realm building blocks	REDScape
13	Visualisation: Aerial perspective of the Public Realm SDZ area. The mass plan for the master plan area is a creative representation, based on the SDZ masterplan.	REDScape
14	Map: Existing public realm Masterplan for the North Lotts & Grand Canal Docks	REDScape
15	Public realm master plan North Lotts and Grand Canal Dock	REDScape
16-17	Aerial photo image of SDZ zone	Dublin City Council
18 above left 18 above right	Visualisation of Chocolate Park Visualisation of Poolbeg Park	REDScape REDScape
19 above left 19 above right	Visualisation of water park Visualisation of green roof	De Urbanisten (Rotterdam NL) photo Jeroen Musch Chicago City Hall JoelnSouthernCA/Flickr
20 above left	Visualisation of insect hotel	Arup Associates' Insect Hotel
20 above right	Visualisation of water planting	http://www.designer.com/news/21154/Milwaukee-urban-ecology http://mommyppopins.com/content/20-fun-things-to-do-in-milwaukee-with-kids
22 above left 22 above right	Granite Setts Courtyard seating	Yellow granite setts Marshall stone UK http://www.marshall.co.uk/dam-svc/AssetStore/Marshall-Granite-Yellow-Silver-Green-Setts-Hebden-Bridge-1546.jpg?MaxWidth=1920&MaxHeight=1080 image by Elich Landschaftsarchitekten http://architectura-italiana.com/projects/198351-el-ch-landschaftsarchitekten-urbanstrasse-11
23 above left 23 above right	Floating Gardens Canals of Amsterdam Courtyard perennial planting	City of Amsterdam Smith Cardiovascular Research Building, Andrea Cochran Landscape Architecture, image by Marion Brenner http://worldlandscapearchitect.com/smith-cardiovascular-research-building-university-of-california-san-francisco-andrea-cochran-landscape-architecture/
22 above left 22 above right	Underground Infrastructure Zuid-As Principles underground infrastructure	City of Amsterdam REDScape
23 above left 23 above right	Floating green in Amsterdam canals Urban trees in Apeldoorn	REDScape (source) REDScape (source)

24	Image underground utilities	DRO, amsterdam
26 above left	Diving bell Dublin	Mola architecture
27 above left 27 above right	Dublin Ships art project Amsterdam Light Festival	"Dublin Ships", Public Art Project, Scherzer Bridge, North Wall Quay Dublin Feb 2015 Janet Echelman
28-29	Visualisation of New Wapping Street	REDScape
32-33	Granite setts Parking stone Uldok Amsterdam Asphalt Granite Flags Tree grill Kerb stone Narrow Kerb stone Corner kerb stone Blind guiding strips Pins Lighting	Marshall Stone UK REDScape Road manual DCC REDScape REDScape REDScape REDScape REDScape Marshall Stone UK REDScape We-ef Lighting
35	Double row trees Single row trees Tree groups Floating green Planting Area Lawn Vertical green	Google street view Google street view Hassel landscape architecture, Landezine Grant Associates Orlyplein, City of Amsterdam Google street view Patrick Blanc
39	Visualisation of Mayor Street	REDScape
53	Visualisation of Courtyard	REDScape
54	Kirk pocket park, US (left and right)	Abink design
55	Visualisation of Station Park Visualisation of Station Park and road 2.1	REDScape REDScape
57	Visualisation of Royal Canal Park	Agence Ter
58-59	Visualisation of Floating Park	REDScape
62	Granite flags Concrete flags Asphalt Cobblestone setts Tree grill Cornerstone Kerb Kerb stone Narrow Kerb stone Blind guiding strips Blind guiding pins Pins	REDScape REDScape Road manual DCC REDScape REDScape REDScape REDScape REDScape Marshall Stone UK REDScape REDScape
70 above left 70 above right	Visualisation of Chocolate Park Visualisation of Chocolate Park	REDScape REDScape
71 above and below	Visualisation of Britain Park	OMP & Dermot Foley Landscape architect
68	Paris Berges de Seine Bristol Harbour side	Marie de Paris Grant Associates
72 Left to right	Odesa restaurant boat Paddling on canals Canal boardwalk Floating green on Amsterdam canals	www.talkiesmagazine.nl mm-sop Amsterdam Atelier Bow-Wow City of Amsterdam
76-77	Visualisation of Liffey Campshire	REDScape
82	Cobblestone setts Granite Setts Asphalt Granite Flags Kerb stone Narrow kerb stone Blind guiding strips Pins Recessed service lids	REDScape Marshall Stone UK Road manual DCC REDScape REDScape REDScape REDScape Marshall stone UK REDScape REDScape
87	City of Amsterdam Visualisation of Liffey Campshire	REDScape
90-91 93	Visualisation of Liffey waterfront Diagram of movable boardwalk Floating Waterfront Hafencity Hamburg	REDScape River, space design by Martin Prominski Hafencity Hamburg
94 left to right	Waterfront in Green bay Laznenalodi Gallery Prague 2011 Laznenalodi Gallery Prague 2012	Stoss Landscape & Urbanism http://laznenalodi.cz http://laznenalodi.cz
95 left to right	Paris Berges de Seine Bristol Harbour side Boardwalk Philadelphia	Marie de Paris Grant Associates http://www.lohud.com/story/travel/day-...

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Date	Title	Source
2015	Dreaming of dry docks, Dublin Port	Digital files
2015	Your City Your Space: Dublin City Public Realm Strategy http://www.dublincity.ie/sites/default/files/content/Planning/Documents/YCVPublicRealmFinal.pdf	Digital files
2014	North Lotts and Grand Canal Dock SDZ Planning Scheme 2014: http://www.dublincity.ie/main-menu-services-planning-urban-development-plans-local-area-plans/north-lotts-grand-canal-dock	Digital files
2014	DUBLIN CITY DEVELOPMENT PLAN 2016 – 2022 BACKGROUND PAPERS – Dublin City Council, Nov. 2014	Digital files
2013	North Lotts & Grand Canal Dock Planning Scheme – Dublin City Council (Interim Publication) 5th	Digital files
2013	Maps & Figures: North Lotts & Grand Canal Dock Planning Scheme – Dublin City Council (Interim Publication) 5th	Digital files
2012	Dublin Port Company MASTERPLAN 2012-2040 http://www.dublinport.ie/filesadmin/user_upload/documents/Dublin_Port_Masterplan.pdf	Digital files
2011	Dublin City Development Plan 2011-2017 http://www.dublincity.ie/main-menu-services-planning/city-development-plan	Digital files
2011	Dublin City Development Plan 2011 – 2017, WRITTEN STATEMENT - Dublin City	Digital files
2010	Regional Planning Guidelines for the Greater Dublin Area 2010-2022 -	Digital files

	Prepared by: The Regional Planning Guidelines Office, Dublin Regional Authority Mid-East Regional Authority. 15th of June 2010	
2008	Docklands: Draft Poolbeg Planning Scheme - Dublin Docklands Development Authority,	Digital files
2007	Dublin Bay: An Integrated Economic, Cultural and Social Vision for Sustainable Development – Dublin City Council,	Digital files
	A Vision for the Grand Canal Basin, Position Paper: Proposal for the protection and restoration of the Grand Canal Basin & Plot 8, Alan Robinson with map graphics from Nicholas Cloake - 15 - Docklands Business Forum joining up the Docks	Books and papers
2007	[3X] Dublin Docklands Campshire Vision,	Books and papers
2006	[2X] Grand Canal Dock, Amending Planning Scheme - Dublin Docklands Development Authority,	Books and papers
2006	Docklands North Lotts, Amending Planning Scheme - Dublin Docklands Development Authority,	Books and papers
2004	Docklands East Wall Area: Action Plan - Dublin Docklands Development Authority & Dublin City Council,	Books and papers
2002	DEGW Dublin South Bank: Strategic Development Frame work, final report for Dublin City Council, (DCDU007.2906.206, November 2002)	Digital files
2002	Docklands North Lotts, Planning Scheme - Dublin Docklands Development Authority,	Books and papers (r, hi)
2001	River Liffey Regeneration Strategy - Dublin Docklands Development Authority (Published), 2x	Books and papers
	Dublin Docklands Area: Area Action Plan for Ringsend/Irishtown and the River Dodder - Dublin Docklands Development Authority, Dublin Corporation	

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2. Transport

Date	Title	Source
2015	Dublin City Centre Transport Study: Consultation Document June 2015 http://www.dublincity.ie/sites/default/files/content/RoadsandTraffic/Traffic/Documents/Full%20Report%20DublinCityCentreTransportStudy.pdf	Digital files
2015	Spencer Dock Development Co. (In Receivership) Proposed Liffey Bridge Pedestrian Study Pedestrian Study Report 01 Final Issue Job number 240614-00. Ove Arup & Partners International Ltd 28 May 2015	Digital files
2013	Draft Greater Dublin Area: Cycle Network Plan - National Transport Authority, August 2013 (Low Res)	Digital files
2012	Docklands to Sandymount: Cycleway, Route Options Report. Consulting Engineer: Roughan & O'Donovan, April 2012	Digital files
2010	Sutton to Sandycove Promenade and Cycleway – Phase 2 Preliminary Design Report - Dublin City Council and Dun Laoghaire Rathdown County Council (Scott Wilson), March 2010	Digital files
	Foreshore Act, 1993, Section 13	Digital files
	More information is provided on the Docklands website, though much of it is now superseded and/or out of date: Masterplans, Area Action Plans, Planning schemes, Urban Design guidelines, Docklands Campshire Vision, River Liffey Regeneration Strategy etc: http://www.dublindocklands.ie/publications	Digital files
	Note that some of the Jan Gehl designs for the Grand Canal Dock Planning Scheme is included in this list but can be accessed directly here: http://www.dublindocklands.ie/files/business/docs/14739gcdpscheme06a4.pdf	Digital files

3. Water

Date	Title	Source
2014	Dublin Castle Flood Risk Management - Gerard O'Connell, Engineer-in-Charge, Regional Projects & Emergency Services Division, Dublin City Council. 10th April 2014	Digital files
2013	Action plan for mGrand canal and spencer dock. Waterways Ireland (BSM, 2013)	Paper file,
2013	River Dodder Greenway, From the Sea to the Mountains – Feasibility Study Report; Roughan & O'Donovan - AECOM Alliance Greenway Consulting Engineers, January 2013	Digital files
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2012	08 - DODDER CATCHMENT FLOOD RISK ASSESSMENT AND MANAGEMENT STUDY - Gerard O'Connell, Projects Division, Dublin City Council (National Hydrology Conference 2012)	Digital files
2010	RPS Irish Coastal Protection Strategy Study Phase 3 - North East Coast; Work Packages 2, 3 & 4A - Technical Report (IBE0071/June 2010)	Digital files
2009	Flood Risk Management in Dublin, A strategic overview. Tom Leahy – Dublin City (September 2009 Meeting)	Digital files

4. Conservation & culture

Date	Title	Source
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2015	Dublin Dock Workers Preservation Society - Scoping Report on the Housing of the Collection - prepared on behalf of the Dublin Port Company by CHL Consulting Company Ltd. June, 2015.	Digital files
2014	Dublin City Age friendly Strategy 2014-2019 http://www.dublincity.ie/sites/default/files/content/Community/AgeFriendlyCityProject/Documents/DCCAgeFriendlyAwab.pdf	Digital files
	Shopfront & Signage Guidelines, Policy document - Dublin Docklands Development Authority, [20]	Books and papers
2013	The page also contains links to the 'Docklands Conference: A community for all' held in May 2013, and contains some maps and aerial images. http://www.dublincity.ie/sites/default/files/content/Planning/OtherDevelopmentPlans/LocalAreaPlans/Documents/DOCKLANDSFINAL2014.pdf	Digital files
2013	Animation of the River Liffey A Strategy for Dublin Port Company - Report - prepared for Dublin Port Company by CHL Consulting Company Ltd. July, 2013	Digital files
2011	Pigeon House Precinct (Dublin Electricity Generating Station, Pigeon House Hotel, Harbour and Pigeon House Fort) Conservation Plan and Re-use Study. Prepared for Dublin City Council DRAFT E by Shaffrey Associates Architects, November 2011	Digital files
	Streets as public spaces and drivers of urban prosperity, UN Habitat http://unhabitat.org/streets-as-public-spaces-and-drivers-of-urban-prosperity/	Digital files
	Public spaces, buildings, bridges: http://www.dublindocklands.ie/index.jsp?m=629&n=218	Digital files
	PIVOT BID BOOK WDC2014 http://issuu.com/pivot_dublin/docs/pivotdublin2014	Digital files

5. Guidelines and manuals

Date	Title	Source
2013	Design Manual for Urban Roads and Streets, 2013: http://www.enviiron.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload/32869.en.pdf	Digital files
2009	Urban Design Manual: a best practice guide, 2009 http://www.enviiron.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload/19216.en.pdf http://www.enviiron.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload/19217.en.pdf	Digital files
2008	Green City Guidelines: Advice for the protection and enhancement of biodiversity in medium to high-density urban developments, 2008 http://www.biodiversity.ie/resources/biodiversity_guidelines/Green%20City%20Guidelines.pdf	Digital files

6. Environment

Date	Title	Source
2014	Link to the DD SDZ ER https://www.dublincity.ie/sites/default/files/content/Planning/OtherDevelopmentPlans/LocalAreaPlans/Documents/NLEnvironmentalReg01.pdf See pp38-46	Digital files
2013	http://www.dublincity.ie/sites/default/files/content/Planning/OtherDevelopmentPlans/LocalAreaPlans/Documents/DOCKLANDSFINAL2014.pdf Other relevant information from this page: Environmental Report Natura 2000 Impact Report SEA Statement 12th November 2013 SDZ Views Prospects Analysis Final (27th Feb 2013)	Digital files
2010	IRISHTOWN NATURE PARK & SAINT ANNE'S PARK: ORCHID SURVEY, DRAFT REPORT. Faith Wilson Ecological Consultant BSc Cenv MIEEM. Kilnamanagh Farm, Kilnamanagh Beg, Glenealy, Co. Wicklow, August 2010	Digital files
2009	Dublin City Council Biodiversity Management Plan for Irishtown Nature Park Final Report, October 2009	Digital files
2008	Environmental Report Draft Dublin Docklands Area Master Plan 2008 - Dublin Docklands Development Authority	Digital files
2006	DUBLIN WASTE TO ENERGY PROJECT, ENVIRONMENTAL IMPACT STATEMENT. Chapter 6 – Landscape and visual impact. (Doc no. 246845 – Version 4a, 21-06-2006)	Digital files

7. Developments

Date	Title	Source
2015	Liffey Floating Hotel (7 pages)	Books and papers

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Planting Lists

Order	Latin Name	Comon Name
1s order	Quercus robur	English Oak
1s order	Pinus sylvestris	Scots Pine
1s order	Platanus X acerfolia	London plane
1s order	Acer buergeranum	Trident Maple
1s order	Fraxinus excelsior	Ash
1s order	Prunus padus	Bird cherry
2e order	Ulmus laevis	Elm
2nd order	Quercus fastigiata	Oak columnar spp.
2nd order	Robinia x ambigua	Idaho Locust
2e order	Gleditsia triacanthos	Honeylocust
2e order	Styphnolobium japonicum	Scholar Tree
2e order	Carpinus betulus	European Hornbeam
3rd order	Amelanchier species	Snowy mespilu
3rd order	Koelreuteria paniculata	Goldenraintree
3rd order	Maackia amurensis	Amur Maackia
3rd order	Cercis canadensis	Eastern Redbud
3rd order	Syringa reticulata	Japanese Tree Lilac
3rd order	Acer ginnala	Amur Maple

Perennial Planting Ornamental

Order	Latin Name	Comon Name
Perennial flowers	verbena bonariensis	purpletop vervain
Perennial flowers	solidago flexicaulis flexi belle	Zig-zag goldenrod
Perennial flowers	spiraea japonica fastigiata	Japanese spire
Perennial flowers	origanum laevigatum herrenhausen	oregano 'Herrenhausen'
Perennial flowers	euphorbia amygdaloides	Wood Spurge
Perennial flowers	campanula persicifolia cornish mist	Bellflower 'Cornish Mist'
Perennial flowers	perovskia atriplicifolia blue spires	Blue Spires Russian Sage
Perennial flowers	actaea simplex pink spike	baneberry 'Pink Spike'
Perennial flowers	aster cordifolius little carlow	aster 'Little Carlow'
Perennial flowers	astilbe chinensis	Chinese astilbe
Perennial flowers	coluria geoides	Coluria
Perennial flowers	allium giganteum	giant onion
Perennial flowers	Cosmos	cosmos
Perennial flowers	digitalis purpurea	common foxglove

Perennial flowers	papaver somniferum	opium poppy
Ground cover	waldsteinia ternata	Barren-strawberry
Ground cover	Brunnera macrophylla	Siberian Bugloss
Ground cover	vinca minor gertrude jekyll	small white periwinkle 'Gertrude Jekyll'
Ground cover	geranium espresso	spotted geranium
Ground cover	geranium rosanne	Cranesbill
Ground cover	geranium sanguineum album	hardy geranium
Green cover	lamium maculatum white nancy	Deadnettle
Grasses	sesleria autumnalis	autumn moor grass
Grasses	calamagrostis acutiflora	feather reed grass
Grasses	luzula sylvatica hohe tatra	Great wood-rush 'Hohe Tatra'
Grasses	luzula pilosa igel	Hedgehog Luzula
Grasses	Calamagrostis brachytricha	Feather Reed Grass
Grasses	Imperata cylindrica	Cogongrass

Perennial Planting Ornamental (water)

perennial	Zantedeschia aethiopica	arum lily
perennial	Iris pseudacorus	yellow iris
perennial	Iris laevigata	Japanese iris
perennial	Pontederia cordata	Pickereel Weed
perennial	Houttuynia cordata	Chameleon Plant
perennial	Caltha palustris	Marsh Marigold
perennial	Alocasia	Elephant's Ear
perennial	Eupatorium perfoliatum	Joe Pye Weed
perennial	Astilbe 'Fanal' (x arendsii)	astilbe 'Fanal'
perennial	Hosta plantaginea var. japonica	japanese fragrant plantain lily

Climber Planting

climber	Hydrangea anomala subsp. petiolaris	climbing hydrangea
climber	Clematis 'Pagoda	clematis 'Pagoda
climber	Rosa 'Climbing Iceberg'	rose 'Climbing Iceberg
climber	Rosa banksiae 'Lutea' (Ra/d)	yellow Banksian rose
climber	Wisteria brachybotrys 'Showa-beni'	wisteria
climber	Clematis flammula	sweet-scented virgin's bower
climber	Wisteria floribunda 'Domino'	
climber	Hedera helix 'Maple Leaf	ivy 'Maple Leaf'
climber	Trachelospermum jasminoides	confederate jasmine
climber	Clematis 'Foxy'	clematis 'Foxy'
climber	Stephanotis floribunda	stephanotis

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Place names

Place names imbue streets and spaces with meaning, and may be borne as a result of their physical description, geographic location, purpose, size, character, status etc. Names may also be attributed to other places, historic events, or to commemorate people. Over time, these place names develop their own meaning for different people.

In Dublin's docklands, there is an opportunity for newly created streets and squares to recall the former uses of buildings and sites in the vicinity. Early maps indicate 'glassworks', 'granaries' and 'timber yards' which attest to former industrial uses in the area, while others such as 'Fish Street' have been lost through time and development. The names of 'Rennie', 'Blood Stoney', 'Halpin' and 'Jessop' refer to names of persons associated with the development of the port in former times. A key objective in deciding the future names of new streets and squares in the Docklands is that they convey its associations with science and technology.

A list of suitable names will be prepared which may be used to name new streets, parks, bridges, other public projects etc, and will be agreed by the Docklands Forum.

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PUBLIC REALM MASTERPLAN

for the

NORTH LOTTS & GRAND CANAL DOCK SDZ PLANNING SCHEME 2014



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council