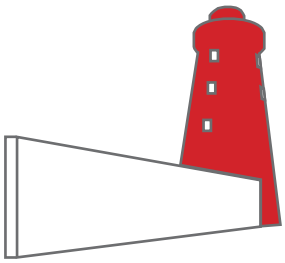
# Poolbeg West Planning Scheme

**Draft**

Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council



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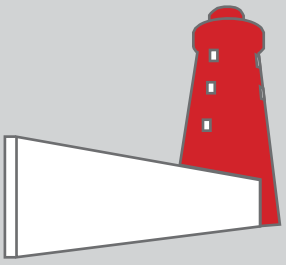

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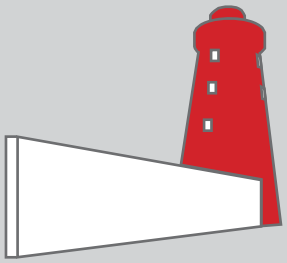

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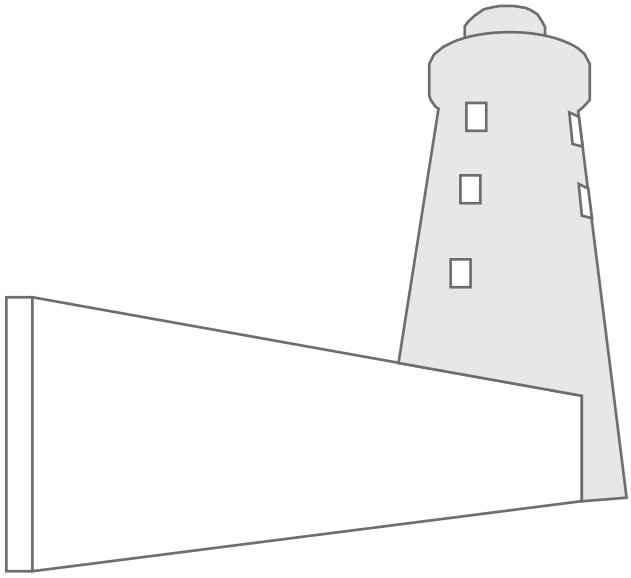


# Introduction and Background

## 1.1 Introduction and Background

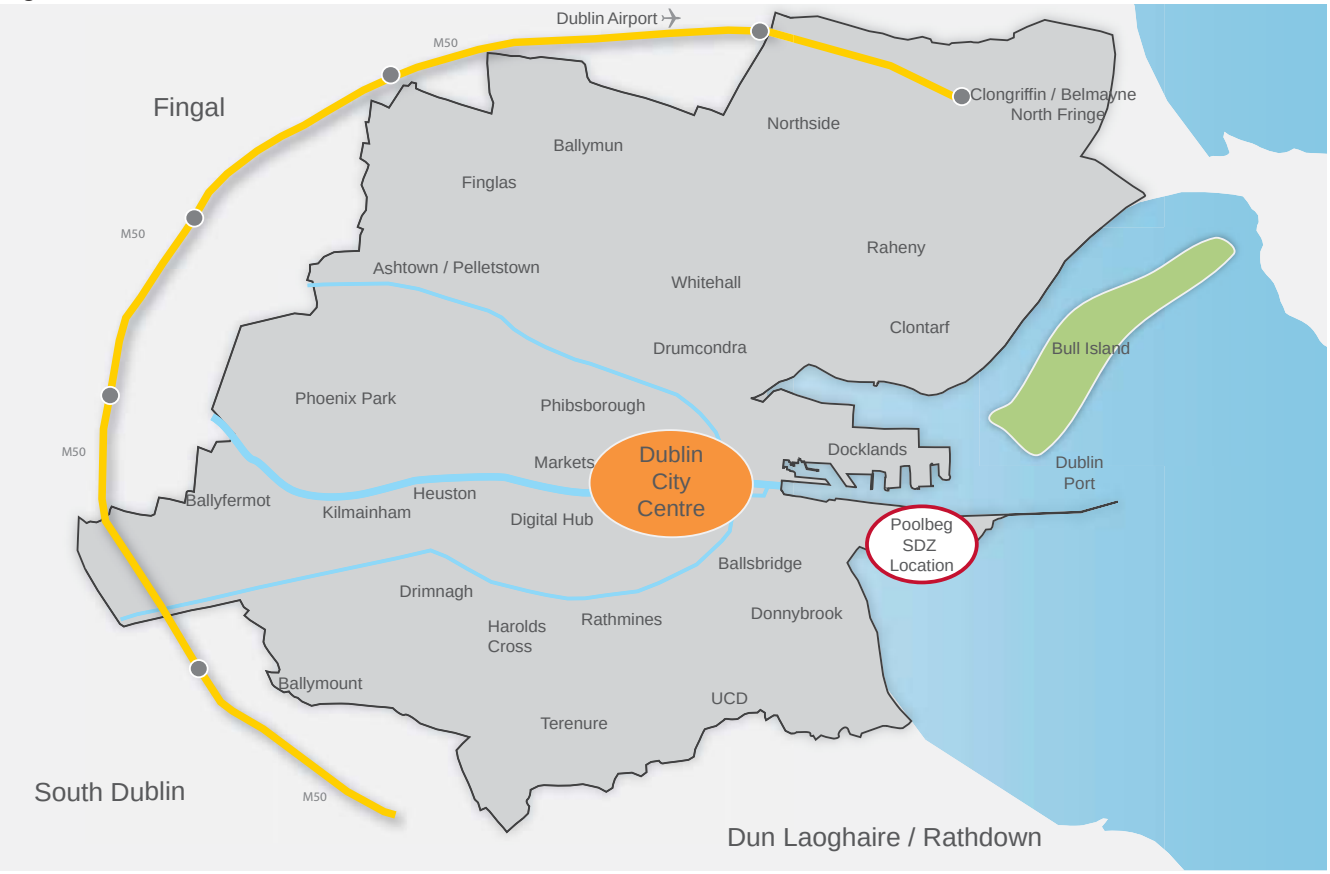
Poolbeg West is situated in the Peninsula which extends into Dublin Bay just south of the mouth of the River Liffey, and is only 2 km east of O'Connell Bridge in Dublin City Centre. It offers an outstanding opportunity to develop a mixed living and working community which will help to meet the growth needs of the city in terms of housing, employment and the continued growth of Dublin Port. Poolbeg West comprises some 34 Ha of the 520 Ha Dublin Docklands area.

Poolbeg West is located only c1.2km directly east of Grand Canal Dock. Despite this close proximity and progress on other Dockland sites, the vacant lands at this location have not been redeveloped to date. There is now a significant opportunity to build upon the success of the existing North Lotts and Grand Canal Dock SDZ by developing the lands at Poolbeg West as set out in the SDZ Order.

The regeneration of Poolbeg West is the next logical step in transforming the Docklands. Sequentially, it is the next location with a sufficient scale of vacant land requiring a robust planning mechanism to co-ordinate stakeholders in the delivery of infrastructure (physical and social) and development having regard to the following considerations ;

- The extent of vacant brownfield land available (34ha) ), approximately half of which is owned by Dublin Port Company.
- The strategic location east of Grand Canal Dock and close proximity to important bridge connections to Dublin Port and North Lotts.
- The potential of the location to support a vibrant mixed-use urban quarter, attract inward investment and provide significant levels of private and public housing, employment, schools, community and recreational facilities.
- The potential to provide a critical mass of new development necessary to justify and finance the delivery of new transport infrastructure, including the Dodder Bridge, that will improve east to west connectivity between the city centre, Grand Canal Dock, Ringsend and Poolbeg.
- The potential for the location to provide significant levels of new uses and services that support the economic clusters emerging in the Docklands (Grand Canal Dock in particular, access to which will be improved via the new Dodder Bridge).

**Figure 1.1 SDZ Location**



- The potential for the location to provide significant level of new uses and services that support and benefit the existing urban neighbourhoods of Ringsend, Irishtown, and Sandymount adjoining.

## 1.2 SDZ Description & Context

Poolbeg West SDZ consists of an area between Pigeon House Road, Sean Moore Road, Sean Moore Park and extends in an easterly direction along Sandymount Strand as far as Irishtown Nature Park. Fig 1.2 illustrates the local context.

The southern portion of the SDZ lands contains the former Irish Glass Bottle (IGB) land and the adjacent Fabrizia land. The IGB land comprises 10.1 hectares of land bounded by Sean Moore Road along its north western edge. It occupies a gateway location to the remainder of the Poolbeg peninsula to the east. The Fabrizia land is a brownfield site of 4.6 hectares in private ownership. Both sites are closely related in character and position but the Fabrizia site is closer to Dublin Bay and further from existing residential areas and from the main road network.

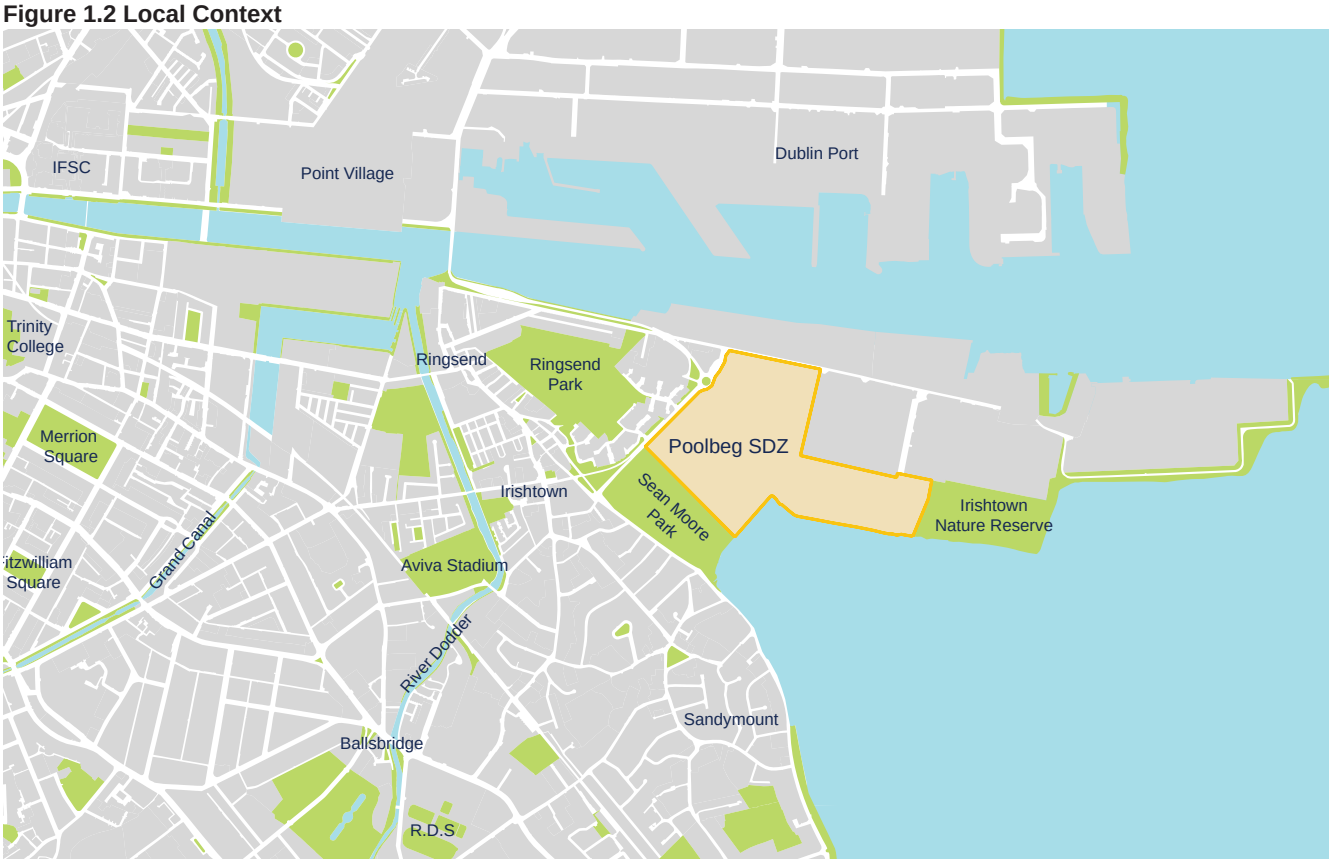
The eastern portion of the SDZ lands comprises a 10.7 hectare site, which is the last area owned by Dublin Port yet to be developed for Port related purposes. The majority of this site is open with the western third occupied by concrete production facilities and smaller miscellaneous industrial uses. The southern edge is adjacent to Dublin Bay and the northern edge is bounded by the major utilities installations located in the centre of the peninsula.

The northern portion of the SDZ lands comprises a 7.5 hectare site, owned by Dublin Port and is in active use as a trailer and container storage area to serve the Dublin Port Load on Load off (LoLo) shipping facility. Whitebank Road runs south west to north east through this portion of SDZ lands.

The individual sites when combined have an area of 32.9 ha, with the overall SDZ including roads etc having an area of approximately 34 ha.

The road network around Poolbeg peninsula comprises strategic and local roads. The strategic network includes the R131 Sean Moore Road and the R131 East Link Road from the Sean Moore Roundabout to the East Link Bridge. Ringsend Road, Irishtown Road and Bath Street act as major east-west links and are busy traffic routes connecting the city centre, Ringsend and the Poolbeg peninsula, as well as the southern suburbs. Traffic flows on all strategic and local roads around the Poolbeg area are generally higher in the morning than the

**Figure 1.2 Local Context**



evening and the heaviest traffic flow is on East Link Road (eastbound), Sean Moore Road (southbound) and Beach Road (northbound, south of the junction with Church Road). Reasonably heavy traffic flows also occur on Beach Road (southbound), East Link Road (westbound) and Irishtown Road (westbound).

Current public transport services to the Poolbeg peninsula are limited. The most frequent local bus service serves the neighbouring Ringsend and Sandymount area, and for the majority of its route it is not routed along a Quality Bus Corridor (QBC). The principal bus priority corridors are a distance away on the Pearse Street and the Blackrock QBCs. The closest DART station is Lansdowne Road Station, which is approximately 1.5 km (a 20 minute walk) from the Poolbeg peninsula.

One item which is of importance for the long term strategic movement to and from this area is a new bridge crossing (Dodder Bridge), which is designated a short distance to the west of the lands at the confluence of the River Dodder, Grand Canal and River Liffey. This bridge will extend the Liffey Corridor spine by connecting Britain Quay with York Road, and thus connect Grand Canal Dock directly with Ringsend and Poolbeg. Although the bridge location is outside the SDZ boundary, it is a critical piece of infrastructure to the success of this new neighbourhood. Objective MTO31 of the Dublin City Development Plan 2016-2022 identifies this bridge to be delivered within a six year period.

## 1.3 SDZ Development Capacity

The lands to the south of South Bank Road shall be developed at an approximate ratio of 80% residential and 20% commercial, complemented by community, recreational, retail and service uses at an appropriate scale to support a sustainable residential and working community with minimal commuting. The residential potential, on the basis of the ratio used in the North Lotts and Grand Canal Dock SDZ, the 34 Ha of available lands can accommodate approximately 3,000 additional residential units at a net residential density of 260- 300 units per hectare (uph). This estimated housing yield equates to a residential population of circa 7,000. Strategically, this provision would make a significant contribution to the city's housing needs (between 4215 and 7000 units per annum required under the Housing Strategy of the Dublin City Development Plan 2016-2022).

Within the 34ha of the Poolbeg West SDZ, there is potential for significant development for major economic and community expansion, a substantial scale in the context of city-centre regeneration. The North Lotts and Grand Canal Dock SDZ (22Ha) identified 305,000m² of commercial floorspace equating to c23,000 workers. The Poolbeg West SDZ can accommodate 80,000 - 100,000m² of commercial floorspace , providing employment for up to 8,000 workers.

The c17Ha Port lands at the north and east of the SDZ are necessary to provide additional port capacity as part of Dublin Port Company's anticipated growth from 30 million tonnes throughput to 77 million tonnes per annum by 2040.

## 1.4 Statutory Context

### 1.4.1 Introduction & Context

Part IX of the Planning and Development Act 2000-2011 provides for the designation of a Strategic Development Zone (SDZ) to facilitate development which in the opinion of the Government is of economic or social importance to the State.

On 17th May 2016, the Government designated Poolbeg West as a Strategic Development Zone (SDZ). These lands are deemed to be of economic and social importance to the state. The designated area in the Order is for a mixed use development which principally include residential development, commercial and employment activities including, office, hotel, leisure and retail facilities, port related activities and the provision of educational facilities, transport infrastructure, emergency services, and community facilities as referred to in Part III of the First Schedule to the Act, (including health and childcare services), as appropriate. A copy of the Official Order designating the area an SDZ, and which includes a map illustrating the SDZ boundary is available at http://www.irishstatutebook.ie/eli/2016/si/279/made/en/pdf. Dublin City Council, as the SDZ Development Agency, has responsibility for the preparation of this Planning Scheme.

### 1.4.2 Reasons for a Strategic Development Zone

The SDZ, as a holistic plan-led designation with fast-track planning procedures, is an appropriate mechanism to sustain the good work and significant achievements of Dublin Docklands in terms of regenerating a city quarter, successful urban-place-making, employment creation, community engagement and marketing the Docklands internationally.

All developments must be consistent with the objectives of the SDZ Planning Scheme and where policies, objectives, principles or standards are not specifically addressed in the SDZ Planning

Scheme, those in the Dublin City Development Plan shall apply.

The SDZ offers a coherent spatial and urban planning approach and is considered the most appropriate and effective mechanism to deliver the remaining parts of this area of economic and social importance to the city and state. The SDZ lands contain 3 major sites. These are as follows:

1. Irish Glass Bottle (IGB) Site and Fabrizia Lands, which have areas of 10.1 and 4.6 hectares respectively. This site is located between South Bank Road and Sean Moore Park.
2. Dublin Port Lands, which have an area of 10.7 hectares. This site is located to the south east of the proposed SDZ lands adjacent to Irishtown Nature Park.
3. Dublin Port Lands, which have an area of 7.5 hectares. This site comprises the northern portion of the study area, to the north of the Irish Glass Bottle Site and Fabrizia Lands.

It is evident that these lands are a valuable resource to the city and will provide housing, amenity space and local services in close proximity to more commercially focused areas of the Dockland and the City. The City Council considers that the best planning route to harness the economic and social significance of these lands and to deliver the continued regeneration of the overall Docklands area is through the fast-track planning framework of a Strategic Development Zone (SDZ). It is considered that an SDZ is the most appropriate mechanism for the following reasons:

- The SDZ / Planning Scheme provides a clear blueprint for development with a certainty of outcome for applicants, which is likely to be a critical factor in attracting potential investors which in turn will facilitate economic recovery and employment creation.
- The SDZ as a fast-track planning mechanism provides an appropriate balance between investor certainty and community involvement.
- A SDZ /Planning scheme is stated as a potential mechanism to co-ordinate delivery of guiding principles for Strategic Development and Regeneration Area 6 “Docklands”, and especially those identified under Section 15.1.1.9 “Poolbeg West”, of the Dublin City Development Plan 2016-2022.
- The SDZ/Planning scheme will be consistent with the same SDZ mechanism which is successfully delivering progress for the North Lotts and Grand Canal Dock Planning Scheme 2014. Both locations combined are an integral part of the overall Docklands SDRA designation under the Dublin City Development Plan 2016-2022 and both areas share common guiding principles, in particular for housing, economy and employment, education, social, land use and urban design , flood risk and movement and transport. Promoting a similar successful planning mechanism will ensure consistency in the implementation of developments across both areas.
- The SDZ/Planning scheme will further contribute towards the implementation of higher level infrastructure including the Dodder Bridge connecting Britain Quay and York Road.
- The SDZ/Planning scheme will assist delivery of sustainable modes of transport and key sections of the city’s strategic green network by delivering sections of the Sutton to Sandycove Cycling Route through the site.
- The SDZ/Planning Scheme provides a comprehensive planning framework to manage flood risk management and environmental assessment as integral parts of the design process in recognition of the unique peninsular geography of the location and proximity to Dublin Bay designated sites.
- There is a need for comprehensive planning and development of these sites to ensure successful integration with the existing development and public realm in the adjoining sites of the Docklands.
- The SDZ provides the platform to ensure that quality urban design and architecture is achieved in the area. It is crucial that the urban design response delivers a distinct Dublin Docklands identity which will also create an iconic profile internationally.
- The SDZ is an appropriate vehicle to ensure the effective implementation and phasing of the continued regeneration of the Docklands.

## 1.5 Policy Context for SDZ and SDZ Planning Scheme

The planning scheme for the SDZ has been prepared to accord with the hierarchy for land-uses and spatial plans and other relevant policies at national, regional and city level. In particular the SDZ Planning Scheme accords with the following hierarchy of strategies and plans;

**The National Spatial Strategy 2002-2020 (NSS)** recognises that Dublin as the capital city plays a vital national role and that the performance of its economy is essential to the success and competitiveness of the national

economy. In order to sustain this role as the engine of the economy, it advocates the physical consolidation of Dublin. The SDZ lies at the heart of the metropolitan core. Its capacity to provide significant levels of private and public housing, employment, schools, community and recreational facilities, make it a valuable resource to allow for innovation, enterprise and employment in Dublin, and as such it fully accords with the NSS. It is anticipated that the emphasis will be retained in the forthcoming National Planning Framework. The **National Development Plan 2007-2013 (NDP)** also acknowledges that the wider Docklands regeneration hasbeen a factor that has contributed to the success of the Dublin Gateway.

**The Regional Planning Guidelines for the Greater Dublin Area 2010-2022(RPGs)** translates the national strategy to the regional level with a similar emphasis on Dublin as the driver of national development and the need to physically consolidate the growth of the Metropolitan Area. The RPGs settlement hierarchy seeks to prioritise and focus investment and growth to achieve integration of infrastructure, employment and new housing. In this case, the SDZ would facilitate the consolidated growth of the Metropolitan Area, while at the same time allowing for the provision of infrastructure, employment and new housing (see Paragraph 15.1.1.9 of Dublin City Development Plan 2016-2022).

**The Dublin City Development Plan 2016-2022** reinforces these higher level plans with the promotion of the intensification and consolidation of the city. It seeks to achieve this by way of regeneration and renewal of the inner city and redevelopment of brownfield areas. It also emphasises the city's role as the national gateway and key economic driver of growth for the region and state as a whole, with the need for the city to develop sufficient critical mass to compete at an international level. The proposed SDZ ensures that these policies and objectives of the development plan can be fast-tracked.

In particular, the **development plan core strategy** designates the Docklands, including Poolbeg West SDZ, as a Strategic Development Regeneration Area (SDRA). SDRAs relate to important brownfield sites with the potential to deliver a significant quantum of mixed uses. The SDZ exhibits all these characteristics with an opportunity for continued physical and social

**Figure 1.3 Poolbeg Aerial Photo**

regeneration of the Poolbeg Peninsula, which in turn aids in the emergence of the overall Docklands area as a new and vibrant economic, cultural and amenity quarter of the city. The City Development Plan also promotes an active land management approach to regeneration. This scheme is part of the policy.

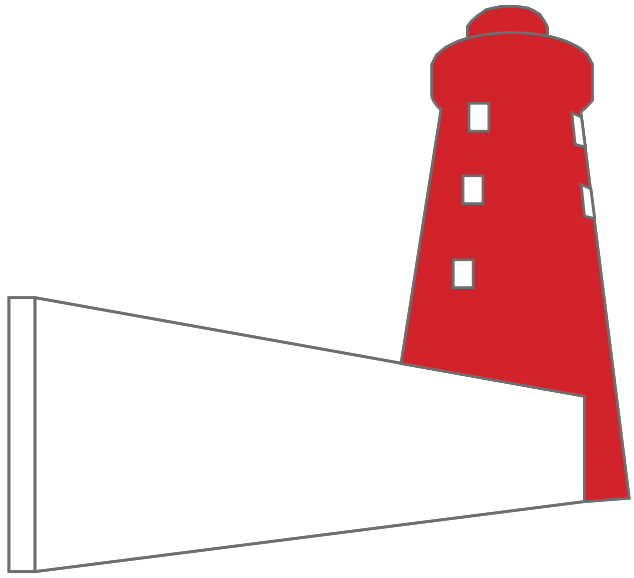
The **Dublin Port Masterplan 2012-2040** sets out a vision for the operations of the port and land utilisation. It also acknowledges the importance of the emerging cruise liner tourism and potential of the natural amenities of Dublin Bay. The SDZ will ensure a synergy is created with the masterplan vision for the port lands as a significant employment hub with emerging tourism potential.

The **Docklands Masterplan 2008** set out comprehensive guidance for the physical, economic and social regeneration of the entire functional area of Docklands, addressing issues such as land use transportation, infrastructure, urban design, arts, tourism and leisure. It underscored the importance of the regeneration strategy and provides a valuable platform to renew and up-date the regeneration strategy for the SDZ lands.

## 1.6 Pre-Draft Consultation

The SDZ Planning Scheme is the subject of a statutory consultation process. However, in order to inform the preparation of the Scheme an extensive pre-draft consultation exercise has been carried out over 6 months since July 2016, following the designation by the Government.

This consultation has included meetings with the business community, the local residential community and a range of statutory bodies and service providers. The Elected Representatives for the area have also been engaged in the preparation of the Planning Scheme by way of regular updates and feedback.



# 2 Vision and Key Principles

## 2.1 Vision for Poolbeg West

Several studies, masterplans and development frameworks have been prepared in the past to guide development within the Poolbeg Peninsula, each outlining a unique vision. More recently the City Development Plan 2016-2022 (CDP) sets out a series of principles to guide the development of Poolbeg West (see Section 15.1.1.9 of the CDP). The visions for the Poolbeg Peninsula, past and present, have all sought to connect with the transport infrastructure and social and economic fabric of the City, to create a new high quality 'place' that is unique and to protect the surrounding environment and ongoing functions of the port and municipal facilities. A number of these objectives also emerged throughout the pre-draft consultation process, with a particular emphasis the need for integration with local communities and amenities.

These themes of 'Connect', 'Create' and 'Protect' encompass a holistic set of values that form the basis of a new three tiered vision for the development of Poolbeg West:

- CONNECT with the physical, environmental, economic and social fabric of the city, the bay and adjoining neighbourhoods.
- CREATE a new sustainable urban neighbourhood that responds to the areas unique location and enhances the enjoyment of local amenities.
- PROTECT the special status of Dublin Bay, the intrinsic functions of the port/municipal facilities and the amenity of existing and future residents.

This vision is expanded below as set of Key Principles that will shape the development of the Poolbeg West. These principles should also be read in conjunction with the Concept Plan (see Figure 2.1 – Concept Plan), which will further guide the physical development of the Poolbeg West.

## 2.2 Theme I: Connect

### 2.2.1 Connect with the City

*Key Principle: Provide strong social economic and transportation connections between Poolbeg West and the rest of the city, including the central area.*

The development of the Docklands has seen the expansion of city's economic core to the east. Poolbeg West will provide much needed housing and additional commercial space. The focus of new connections to/from the site will be via the development of 'Sustainable Transport Corridors' which prioritise pedestrian, cyclist and public transport movements. By ensuring attractive alternatives to the car are available, car use will be minimised.

### 2.2.2 Connect with the Bay

*Key Principle: Enhance the lifestyle opportunities for future residents, existing communities and visitors to the area by providing strong physical, visual and ecological connections to Dublin Bay.*

Dublin Bay and its foreshore areas are popular locations for water based activities, walking and cycling. To cater for access demands from Poolbeg West (and surrounding communities), the Planning Scheme will provide 'Local Green Connections' through Poolbeg West to the coastal amenity park and the foreshore area. The connections will be planted with native species so that they are highly legible and serve as ecological corridors.

### 2.2.3 Connect with the Neighbourhoods

*Key Principle: Promote the integration of Poolbeg West with the surrounding communities of Irishtown, Ringsend and Sandymount.*

The surrounding communities of Irishtown, Ringsend and Sandymount have strong and very distinct identities. The development of Poolbeg West will add a further piece to this unique mix of neighbourhoods. 'Local Green Connections' will provide the physical connections that encourage communities to interact within local villages, parks and community, sporting and leisure facilities (including new facilities within Poolbeg West). A varied design language will also be applied to reflect the diverse range of architecture found in surrounding neighbourhoods.

## 2.3 Theme II: Create

### 2.3.1 Create a Sustainable Neighbourhood

*Key principle. Establish a new urban neighbourhood that sustains the future population and workforce of Poolbeg West and complements and enhances the services available in surrounding communities.*

A 'Community Hub' and a 'Neighbourhood Hub' will be established within Poolbeg West to provide a range of services for a 'New Residential Neighbourhood', as well as workers frokm nearby commercial and industrial uses. Where these needs of the future residential and working populations cannot be met on site, public transport and local connections will ensure that they can be easily reached elsewhere via sustainable modes of transportation. The sustainable development of the site is also promoted via potential connections to development the Dublin District Heating Project.

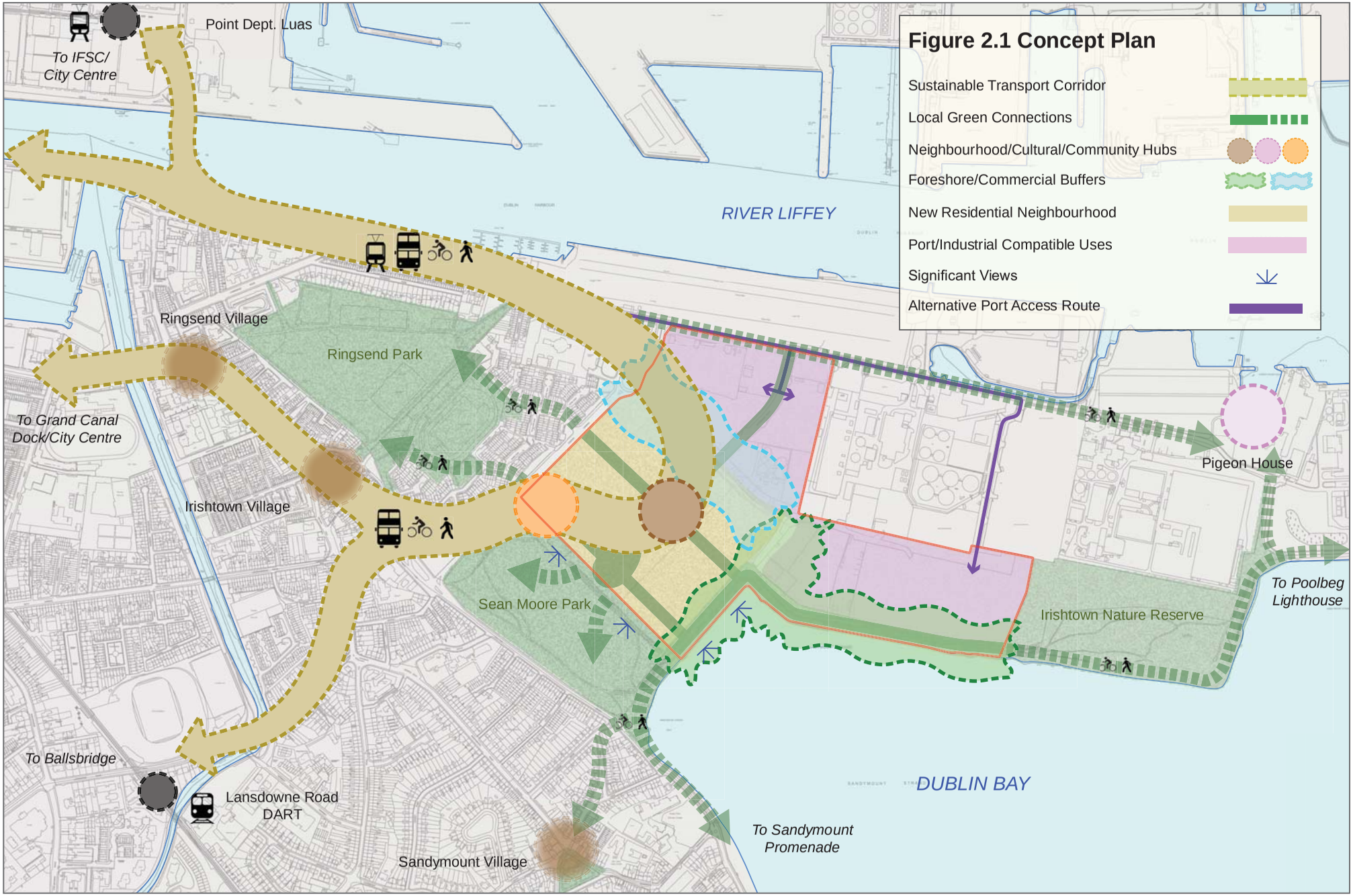


Figure 2.1 Concept Plan
Sustainable Transport Corridor
Local Green Connections
Neighbourhood/Cultural/Community Hubs
Foreshore/Commercial Buffers
New Residential Neighbourhood
Port/Industrial Compatible Uses
Significant Views
Alternative Port Access Route
To IFSC/ City Centre
Point Dept. Luas
RIVER LIFFEY
Ringsend Village
Ringsend Park
To Grand Canal Dock/City Centre
Irishtown Village
Sean Moore Park
Pigeon House
Irishtown Nature Reserve
To Poolbeg Lighthouse
To Ballsbridge
Lansdowne Road DART
Sandymount Village
To Sandymount Promenade
DUBLIN BAY

### 2.3.2 Create a Quality Place

*Key Principle: Ensure the highest standards of urban design and place making are applied to Poolbeg West in response to the unique qualities of the peninsula and surrounding neighbourhoods.*

Poolbeg Peninsula's prominent location at the gateway to the city and its special place within its cultural identity requires development to be of the highest quality. This will be underpinned by an urban structure that is underpinned by 'Local Green Connections' that open to Dublin Bay and Sean Moore Park to take advantage of 'Significant Views' and ensure that Poolbeg West are developed in a cohesive manner. A strong sense of place, a 'people friendly' environment will be further promoted by a varied architectural language, traffic calmed street environment and environmentally responsive landscaping.

### 2.3.3 Create a Destination

*Key Principle: Increase and enhance opportunities for people to enjoy the amenities of the peninsula and surrounding areas.*

The attractions of the peninsula and surrounding neighbourhoods bring many visitors to the area. The establishment of a new urban neighbourhood that provides a range of shops, spaces and other facilities will serve to attract further visitors. The Planning Scheme also provides for 'Local Green Links' to a potential 'Cultural Hub' in the Pigeon House Precinct.

## 2.4 Theme III: Protect

### 2.4.1 Protect Dublin Bay

*Key principle. Ensure that all measures are taken to mitigate against any potential impacts on Dublin Bay and its environs.*

The protected status of Dublin Bay requires development within Poolbeg West to undergo a rigorous screening and mitigation process. The SDZ Planning Scheme ensures that development is responsive to areas of sensitivity, including the provision of a 'Foreshore Buffer' that provides an appropriate degree of separation between development of Poolbeg West and Dublin Bay. The development of Poolbeg West also represents an opportunity to remediate post-industrial sites to ensure they are suitable for a living/ working environment.

### 2.4.2 Protect the Intrinsic Operations of the Port and Municipal Facilities

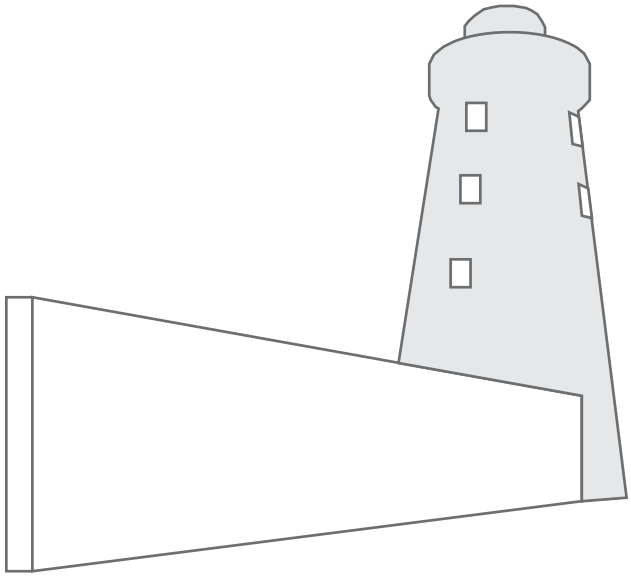
*Key principle: Ensure that the development of Poolbeg West and the ongoing operations of Dublin Port and municipal facilities are mutually taken in account and integrated into the urban structure of the city.*

The peninsula will have an ongoing industrial function related to port activities, waste water treatment and energy generation. To ensure that these essential regional services continue the SDZ Planning Scheme includes lands for 'Port/ Industrial Compatible Uses' to facilitate growth, consolidate activities, and promote alternatives for underutilised lands, together with 'soft edges' and 'buffer zones'.

### 2.4.3 Protect and Enhance the Amenity of Residents

*Key Principle: To ensure that the well being and safety of residents is not adversely affected by nearby industries and the threats of Climate Change and that the amenities of existing and future residents are protected and enhanced.*

A 'Commercial Buffer' is provided for adjacent to South Bank Road to provide a transition area between port/industrial uses to the north and more sensitive uses to the south. An 'Alternative Port Access Route' will also divert Heavy Good Vehicles away from more sensitive areas. Whilst the ground level across much of the peninsula is relatively high, mitigation measures are required to mitigate against any additional impact on flood prone lands within the vicinity of the Poolbeg West.



# 3

# A New Residential Neighbourhood

# A New Residential Neighbourhood 3

## 3.1 Introduction

The SDZ planning scheme provides an opportunity to create a quality urban living environment with its own character and identity, centred around an urban village core and strengthened by supporting community facilities and modern services and local employment opportunities. The ambition is for this area to develop as a balanced community, well integrated with the established community and the existing neighbourhoods.

## 3.2 Challenges & Opportunities

A primary challenge for the Scheme is addressing a city-wide shortfall in housing supply. This site has potential to provide significant numbers of new housing in an area well served by infrastructure and amenities in a reasonably short time frame and for this reason can play a important part in improving housing supply in the core of Dublin City. Its location, beside the main major areas of employment in the City at Docklands, Ballsbridge and the City Centre means that these lands can provide new housing locations close to people's place of work, improving quality of life and enabling healthy and environmentally friendly modes of commuting.

The development of the SDZ for housing has also to be shaped in the context of the existing housing and housing issues of the adjoining communities. The second key challenge is achieving a balanced residential population, by ensuring the Scheme includes a wide range of housing sizes, forms and tenure, providing for a mix of household types and catering for people of all ages. A key local concern is the escalating cost of accommodation which is having an impact on those people who wish to reside longer term in the area. The age profile of the local area is young, with 27 % of the local population under the age of 25, with a further 42% in the 25-44 age bracket. (Census 2011). In regard to family size, the range of family sizes in the local area (i.e. 'Pembroke A' Electoral Division) is broadly similar to that of the city as a whole, with approximately half of all families comprising 2 persons, and a further quarter having 3 persons. (Census 2011). This would suggest a relatively high demand for one and two bed units overall.

**Fig. 3.1 Boundary of Pembroke East A Electoral Division (ED 02125)**

The third major challenge with regard to housing is that housing density and design needs to be appropriate to the location; reflecting the significance of the SDZ as a resource for the future of the city, and taking cognisance of Development Plan policy, the Council's Housing Strategy, and relevant legislation. Creating a desirable living environment with ease of access to employment and amenities can be achieved through modern sustainable building design and layouts, in conjunction with careful urban design. The size and central location of the SDZ is both challenge and a great opportunity for appropriate place-making while maximising the residential potential of the site. As non-residential uses including commercial/retail uses and also community uses are also planned for the area, the integration with and transition to other uses presents urban design challenges that need to be carefully considered.

## 3.3 Planning for an appropriate mix of housing

Research undertaken in preparing this Planning Scheme indicates that there is high demand for one and two-bedroomed units in this area of the City, with approximately half of all families in the local area comprising 2 person families and a further 25% being 3 person families. Shorter term social housing need figures showing a particularly high requirement (over 50%) for one bed units.

The City Development Plan ( section 16.10.1) sets out that the mix of unit types for apartment developments shall be as follows ;A maximum of 25-30% one bed units, and a minimum of 15% three+ bedroomed units, with the balance being 2 bed units. In this context, it is considered that the mix of unit types allowable in the Development Plan will also be required in this Scheme, but with an allowance for some student accommodation given the demographic situation. The overall unit mix is as follows ;

# 3 A New Residential Neighbourhood

*Table 3.1 Mix of unit types in SDZ*

| Apartment Unit type | % of SDZ scheme |
|---|---|
| 1 beds | **25-30%** (up to a quarter of which may be studios) |
| 3+ beds | **15**% minimum |
| 2 beds | **Balance** |

The above will be sought across the SDZ in order to achieve a balanced, integrated approach across the Scheme. The SDZ is located in a central city area where 'build to rent' schemes can be provided as part of the variety of typologies and tenures provided in the City Development Plan.

Where proposals are made for "build to rent" schemes, the 2015 Department of Housing, Planning, Community & Local Government Guidelines and the City Development Plan allow for a higher percentage of one bed and studio apartments in areas located close to major centres of employment. Schemes with a significant proportion of studio apartments ( subject to an absolute 50% maximum) must demonstrate;

i. .. that the design allows for future potential change of use to other forms of residential accommodation (such as through the amalgamation of units) in order to meet the statutory required unit mix under the development plan.

ii. .. that the location is such that an overconcentration of similar build to rent projects is avoided

In accordance circular PL 11/2016) a maximum of 30% of units in a build to rent scheme can be of the 'shared living' model. For all build-to-rent schemes, the Poolbeg West Planning Scheme will seek a diversity of unit types/sizes in order to help achieve a balanced demography/ community. Recent experience indicates that 'build to rent' schemes tend to be in the range of 250-300 units.

This Scheme is located within an area which could benefit from upto two "build to rent" (BTR) schemes of this scale, or possibly one scheme in each of the four blocks at a smaller scale ( up to 150 units) which would provide for studios and allow for some 'shared living' model design. Principally for key/ mobile workers, such BTR projects must be located in separate urban blocks to avoid over concentration (Table 3.2)

*Table 3.2 : Mix of unit types for Build to Rent Schemes with studios and/ or shared living accommodation.*

| Apartment Unit type | % of SDZ scheme ( by number of units) |
|---|---|
| Studio apartments/ one bed units/ shared living (30% max) | 50% maximum |
| 3+ beds | 15% minimum |
| 2 beds | Balance |

The rollout of the planning scheme will be kept under review by the Development Agency to ensure a socially balanced neighbourhood is achieved.

## 3.4 Building heights and block layout

Block Layouts are set out in detail in the Urban Structure chapter (chapter 11). The overall layout is integrated with a hierarchy of routes ensuring access to key destinations and amenities. By seeking diversity in built form and layout, new residential streets can develop character and an individual sense of place, and this has informed the approach to urban design. Residential developments will interact with streets to ensure an appropriate level of activity at street level.

Buildings will be predominantly under 28 metres in height; i.e. 4-7 storey commercial, and up to 9 storeys residential. Mid-rise heights of up to 50m can also be accommodated at a limited number of locations. These locations have been specifically selected due to their location addressing a key open space or major access routes or view points, thus creating variation and local landmarks within the Scheme and framing larger spaces, whilst also minimising overshadowing. It is recognised that the Scheme provides for a substantial difference in massing between existing residential areas to the west and south and the proposed approach in the Scheme. This transition will be managed using appropriate separation distances, attractive quality landscaping, and sensitive building design along boundary areas.

The SDZ area is of sufficient scale to define its own character and density, which will be informed largely by the building heights specified, in conjunction with block design and amenity/open space provision. Eventual densities achieved on site will therefore be the outcome of a design-led approach informed by various objectives in this plan.

## 3.5 Creating an inclusive and socially balanced community

The planned residential element of the scheme should provide for a broad spectrum of residents in recognition of demand and also to encourage the development of a sustainable residential community. This balance needs to be reflected in the house types delivered and also the types of tenure mix planned. This should include opportunities for smaller households, accommodation for older people and people with disabilities, and units suitable as starter homes. Innovative housing models such as approved voluntary and co-operative housing bodies can bring diversity to the new community and will be encouraged. In achieving a balanced approach to housing it is important that each block accommodates a mix of tenure types; including its social housing requirement; and that clustering of particular tenures or forms is avoided.

### Social Housing Provision

Social housing implementation will be led by Dublin City Council and guided by the content of the housing strategy and current legislation. Housing policy will be implemented by the Council and where appropriate in collaboration with approved voluntary and co-operative housing bodies who perform a key role in the provision and management of social housing in the city.

Adaptable homes with a range of unit design types and typologies will also help create balanced provision, alongside a mix of tenure throughout the residential scheme. Whilst a limited amount of student housing can also be accommodated, this is not a central goal of this plan and therefore any such proposal should be small in relation to the urban block within which it is located and take consideration of the need for overall balance.

Supporting the residential uses will be a variety of services and amenities to include schools, shops, and public open spaces. These services are located within and adjacent to the housing areas and close to open spaces so that they provide attractive local hubs for community interaction and are easily accessed by all ages and abilities.

## 3.6 Sustainable Building Design & Quality Housing

A key principle of this Planning Scheme is the implementation of a sustainable new neighbourhood. In achieving this vision two issues emerge regarding building design, namely (i) energy efficiency and use of renewables and (ii) providing flexible buildings that can adapt to the needs of the residents over time, thus supporting the creation of a stable new community.

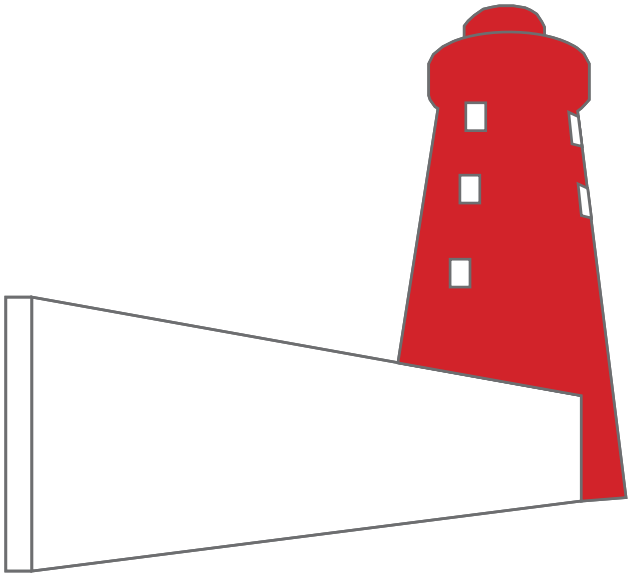
Current Development Plan policy supports energy efficiency, increased use of renewables and improved energy performance. Dublin City Council is also seeking to develop a district heating system for the area, providing a sustainable source of heating and hot water. The provision of this system, and also all necessary enabling infrastructure is supported.

For this reason, the City Council will encourage proposals that exceed minimum energy standards (BER, BREEM and similar) and support the implementation of measures that aid the creation of a sustainable neighbourhood. Such proposals could include charging points for electric cars, car pool spaces, plentiful parking for cycles in the public realm and also within housing developments and opportunities for recycling and composting within the residential blocks.

In relation to adaptable/flexible design, policy QH13 of the City Development Plan states ; 'to ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner as set out in the Residential Quality Standards and with regard to the Lifetime Homes guidance contained in section 5.2 of the Department of Environment, Heritage and Local Government 'Quality Housing for Sustainable Communities – Best practice guidelines for Delivering Homes Sustaining Communities' ( 2007). Applications for housing will be required to demonstrate compliance with this policy, to ensure that the new housing can meet the needs of residents throughout their life.

# 3 A New Residential Neighbourhood

| It is an Objective of Dublin City Council |
|---|
| H1 To provide high quality, environmentally sustainable, adaptable homes, providing for a range of household types including single occupants, couples, families, students, older persons and those with disabilities. |
| H2 To ensure that new housing is delivered in tandem with supporting social infrastructure. |
| H3 To promote sustainable higher densities and high quality design achieving generous, high quality internal, communal and public spaces designed around flexible living, good natural light and generous storage. |
| H4 To ensure that the spaces between and within housing developments is of a high quality, with an attractive public realm, that the courtyards are finished to a high design and durability standard reflective of the maritime location and include play facilities across a range of age groups. |
| H5 All residential development shall comply with the provisions of Dublin City Council's Housing Strategy as set out in the City Development Plan. A mix of unit types shall be sought within each urban block ( A1 –A4 inclusive, see chapter 11), and in accordance with the Housing Strategy, in order to help address housing demand and ensure a balanced social mix. Where the scheme is a dedicated build-to-rent proposals including studios/shared accommodation, the mix shall comply with table 3.2. To avoid domination of any particular unit mix or tenure, any such build to rent proposal shall be limited to one scheme in the range of 100-150 units within each urban block. |
| H6 To create a socially integrated neighbourhood which encourages tenure diversity and creates a good mix of housing types integrated into the area. All social housing shall be provided or proposed as set out in planning legislation. The required proportion shall be delivered within each large-scale urban block as the scheme is developed to avoid social segregation, and in accordance with the phasing programme. |
| H7 To support and promote the development of a socially balanced community by encouraging a variety of housing unit types, tenures and funding models and encourage the provision of affordable housing within the Scheme and collaborations with approved voluntary and co-operative housing bodies as appropriate, to be spread across the housing area. |
| H8 All residential proposals shall comply with the policies and objectives of the Dublin City Development Plan 2016-2022 in relation to quality, daylight, open space and residential amenity, and particularly chapter 5 ; 'Quality Housing', Chapter 12 ; 'Sustainable Communities and Neighbourhoods', chapter 16 ; Development Standards, and also the provisions of the Dublin City Council Housing Strategy as set out in Appendices 2A/2B of the Development Plan. |
| H9 To promote housing layouts that encourage successful community integration both in terms of large-scale physical planning and also in regard to access to supporting services such as retail, leisure, and community uses. |
| H10 To create urban blocks/streets with a distinctive and varied architectural character within the overall housing and commercial areas to avoid blandness and promote identity as part of placemaking. |
| H11 To promote sustainable building design in accordance with paragraph 3.6 above. |



# 4 Community Development

# Community Development 4

## 4.1 Introduction

Social sustainability is central to the strategy for this Planning Scheme. The regeneration of the Poolbeg West lands is about people and building communities; not just the physical and economic aspects of planning and development. Dublin City Council will actively pursue a community and social development agenda in the SDZ and connect to the wider Docklands communities' range of services and expertise across all sectors.

The planning scheme aims to create a successful community that can sustain the new residents in the SDZ and also serve wider established neighbourhoods. The scheme will ensure the future growth of a wide range of community services essential to local community life within and adjacent to the SDZ and to promote multi-use, fit-for-purpose community facilities which are suitable for all ages and all abilities.

Within the wider docklands area, there are a wide number of existing social and community facilities including local authority offices, statutory welfare services, libraries and community services which serve and provide the local population a range of opportunities to become involved with the local neighbourhood. The planning scheme will therefore seek to improve existing community facilities within the docklands area and in areas where a deficiency exists, Dublin City council will work with providers of such facilities to locate in the SDZ and ensure access to the local population.

## 4.2 Achievements

Significant progress has been made by Dublin City Council to support the creation of successful neighbourhoods and in particular the provision of community facilities, services and amenities in the docklands area. The City Council's Department of Community and Social Development has responsibility for community development, Social Inclusion, Children's Services, Integration, Local labour market activation and an Age Friendly City.

The City Council has recently adopted a Local Economic and Community Plan that will support and promote community and economic development in the city for the next six years. The vision of the plan is to grow and sustain the city based on principles of equality, social justice and environmental sustainability where the needs of thriving, active and engaged local communities are served by a strong local economy.

An audit of social infrastructure in the wider Docklands area, undertaken by Dublin City Council in 2015, found a strong concentration of existing social infrastructure facilities, with significant advances made in the last ten years. The audit identified a total of 348 social infrastructure facilities covering sports and recreation, education and training, community/social services, health and religious facilities in the docklands area. There is a recorded increase in the number of community services in the area. The audit identified 67 community facilities comprising a mix of government and local authority offices, welfare services, libraries, Garda and fire stations, youth clubs and public and private community support services.

There is a good geographical spread of community and resource centres in the area. The scope of services provided particularly at Ringsend and Irishtown and St Andrews Centres and also across the river at the Sean O'Casey centre, is broad and highly valued.

There has been a recorded increase in the usage of library facilities in the area in recent years. Annual visits to Pearse Street Library increased by 22,208 visitors between 2008-2013 and a registered increase of 6,833 annual visitors was users recorded at Ringsend Library over the same period. The model for delivering library services continues to evolve in the city with the aim of developing a network of community and cultural spaces with resources, experiences, programs and projects for all ages.

## 4.3 Challenges

Delivering on a range of community services to meet the needs of all members of the community still remains a challenge. Engaging with landowners and their financiers in providing community infrastructure in the Poolbeg West SDZ planning scheme area will be an important task.

While there has been progress in social and community infrastructure in the area, availability of public finance has been a challenge to providing additional community services. It has also been identified that there are operational difficulties including resource limitations as a result of funding cuts.

The population of the area is expanding and there is a need to engage young people and provide appropriate support for them. It is necessary to actively engage in social inclusion measures to strengthen the resilience and opportunities for more vulnerable members of society. There is also the challenge of adequately addressing in a local meaningful way the challenges of mental health issues in the area.

## 4.4 The way forward

The council will seek to promote a quality urban village in the planning scheme area that is well designed, safe and suitable for all age groups. The Scheme provides for a village centre that is robust, adaptable and well served by community facilities and which contributes to the identity of the area. The council will also ensure that the goals set out in the city Local Economic and Community Plan 2016-2021 are implemented in Poolbeg West area.

A key aspect in the sustainable provision of social and community infrastructure in the Poolbeg West area is to ensure optimum use of the community facilities in both emerging and existing neighbourhoods. The planning scheme will therefore seek to provide a variety of new community infrastructure that complements the range of neighbouring facilities already existing in the vicinity. Community facilities, existing and planned are set out for the SDZ and wider context area in Figure 4.1

The scheme will support age friendly services and in particular, ensure that the needs of the elderly are appropriately considered in relation to the development of the SDZ. The scheme will also support youth services initiatives that foster social integration, improved mental health and wellness.

### 4.4.1 Social Infrastructure

The planning scheme will pursue a cohesive, integrated and socially inclusive approach to community facilities which will help re-connect people with their neighbourhoods and the wider community. The scheme will support the Social Inclusion and Community Activation Programme (SICAP), which aims to tackle poverty, social exclusion and unemployment through local engagement and partnership between individuals, community organisations and public sector agencies.

Social inclusion is very important in creating a sustainable urban village in the SDZ and the scheme will encourage the maximum use of the established assets through shared use and shared cost, to ensure that quality facilities are available to all. The planning scheme also recognises that additional facilities are required in the area and will seek that new social infrastructure should respond to needs of providers, make the most of assets, facilitate responses to opportunities and assist with access to funding.

### 4.4.2 Community Infrastructure and Gain

To create a sustainable community in the SDZ, it is a core objective that opportunities for community infrastructure and gain are maximised through the design of buildings, the public realm provided and the land-uses proposed. All proposals for large scale residential and/or mixed use schemes in the SDZ are required to submit community audits in accordance with Section 16.10.4 of Dublin City Development Plan. Under these requirements, typically schemes of 50 units or 5,000m$^2$ depending on local circumstances must be accompanied by a community infrastructure statement comprising an audit of existing facilities in the area. For applications within this SDZ, applications will be expected to meet this objective by taking into account the 2015 DCC audit, with relevant updates.

The planning scheme will seek to ensure that developments in Poolbeg West contribute to the 5% allocation of space in the docklands area to be used for social, cultural, creative and artistic purposes. This space shall generally be within the SDZ itself, though some elements can be directed to viable projects within close proximity of the Scheme that will benefit and aid the integration of the new and existing communities; subject to agreement with the City Council. Proposals that combine community and/or arts requirements from more than one block to create viably scaled spaces will also be favourably considered. Community infrastructure and gain will continue to be promoted as part of development proposals and these opportunities will include:

- Encouraging the shared use of facilities and spaces for the benefit of community meetings and events
- Developing tourism, culture and arts resources within the SDZ for the benefit of the local community
- Reinforcing the strong connections with established urban villages and neighbourhoods in the wider area and encourage shared use of facilities in all locations for all
- Providing new social facilities as part of development proposals
- New employment opportunities within commercial and mixed use developments including requirement for business start up and smaller enterprise spaces
- New permeable routes and street connections that facilitate ease of local movement and neighbourhood integration
- A high quality public realm and provision of public open space for recreation and socialising
- New high quality housing options to expand the population base and vitality of

4.1 Community Facilities , Existing and Planned ( Indicative Locations)
Ringend Park
Sean Moore Park
Irishtown Nature Park
Beach Walk
Proposed Education Facilities
Religious
Health Centre
Proposed Community Hub
Police Station
Nursing Home
Sports / Recreation

the area

- A vibrant mix of commercial uses that include local shopping, cafes, restaurants and leisure uses to benefit the population
- Provision of suitable accommodation for private childcare operators to uptake and where public sector operators have funding, floor space available for public and community based childcare services.

Dublin City Council will continue to invest in community facilities in the wider community of Ringsend, Irishtown and Sandymount to the benefit of all residents, supporting local clubs, community spaces, youth café type facilities and special events and festivals that build and support communities and which will aid the long term integration of the SDZ into the fabric of this part of the City.

### 4.4.3 Educational Facilities

Dublin City Council will continue to actively liaise with the Department of Education and Skills (DES) in relation to the provision of school(s) within the SDZ. The Department of Education and Skills was consulted as part of the SDZ planning scheme preparation and it was established that a primary school site be reserved in the SDZ.

Dublin City Council will fully support proposals which are made for new educational facilities by the Department or other providers. The potential for sharing of facilities either between schools, or with public open spaces and sharing of community facilities will also be pursued by the Council. Design of school grounds should be such that facilities can be accessed outside school hours.

It is important that the new residents and the wider community have access to third level education, training and skills development, to gain access to jobs in the industries locating the docklands and both new and supporting enterprise activities. Dublin City Council, through the establishment of the Docklands Forum, intends to work closely with education and training and local employment services in the area to support and encourage stronger links and opportunities for local people to achieve their potential and have real opportunities for high quality local employment. The SDZ is located close to a range of opportunities for education beyond second level. It is therefore imperative that the social regeneration of the area supported

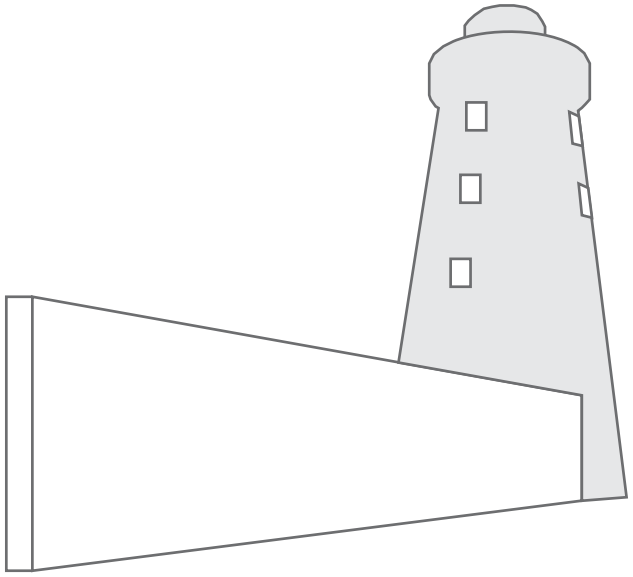
by the City Council maximises the opportunities provided by the National College of Ireland located in the docklands and the close proximity of Trinity College and other third level facilities to ensure that the local population achieves access to third level plus skills and education development.

### 4.4.4 Childcare Facilities

With a growing population, there will be a continuing and increasing demand for childcare places and in particular affordable facilities. The vision for the area is to promote the location as a family friendly neighbourhood and to ensure access to childcare facilities. The planning scheme for Poolbeg West will seek the provision of childcare facilities in new residential developments to cater for local demand. The design and location of such facilities should include outdoor playgrounds to an appropriate standard of amenity, safety, and accessibility and to create safe and accessible places for socialising and informal play; and where practical be located close to public amenities such as parks so that excursions and nature trail type activities can easily take place. The City Council supports initiatives for affordable community based childcare in the wider community, including upgrading of existing facilities at the Ringsend and Irishtown Community Centre and others which can provide viable options for families to return to education and work living in or proximate to the SDZ.

Dublin City Council will continue to support the role of childcare services and co-ordinate with stakeholders and providers of these services to assist existing service providers and support the future provision of private and community based services as the population expands.

| It is an Objective of Dublin City Council |
|---|
| CD1 To promote the development of local community, cultural and recreational spaces within the SDZ, with a particular focus on the community hub and village area of the Scheme as an attraction and benefit to the residents in the area. |
| CD2 To support and promote the continued role of the Ringsend and Irishtown Community Centre as the primary community resource centre that will serve the Planning Scheme area and also St. Andrew's Resource Centre as a provider of significant community facilities and supporting resources accessible to the SDZ and integrated with the wider community. |
| CD3 To support the expansion and growth of existing sports (consistent with nature conservation policy), libraries and leisure facilities, in particular water based sports, in recognition of the waterside context of the SDZ, and the strong maritime traditions of the Ringsend/Irishtown area for the benefit of the local community and in particular programmes that encourage engagement by younger people. |
| CD4 To promote commercial facilities such as local supermarkets, restaurants, cafes and leisure facilities that provide opportunities for local employment and also to promote locations for the community to interact, meet and socialise (to assist community development). |
| CD5 To reserve a site within the Planning Scheme to accommodate a new educational facility to serve the SDZ, and to work with the Department of Education & Skills where the decision is made to proceed with a new school. The design of any new educational facility shall ensure that facilities such as pitches and/or halls can be used out of hours, and the Council will work with the Department to maximise opportunities for high quality shared facilities. |
| CD6 To improve the quality of life for older people in the area by implementing the actions of the Dublin Age Friendly City Strategy 2014-2019. |
| CD7 To co-ordinate, with other agencies, on the continued support for and enhancement of youth and senior citizen services in the local area for inclusive and integrated communities. |
| CD8 To require the provision of social, cultural, creative and artistic purposes in the SDZ to contribute to the 5% allocation of such spaces in the docklands area. This space can be provided in tandem with community needs identified through community audits to achieve viable economies of scale. The space can also be achieved through existing or other planned community spaces within and close to the SDZ, subject to the approval of Dublin City Council. |
| CD9 All large proposals (as defined by the City Development Plan, Section 16.10.4) shall undertake an updated community audit, drawing from and in accordance with the 2015 Dublin City Council Community Audit, and as part of the planning application process address how the development will contribute to the range of supporting community infrastructure, including childcare facilities. |



# 5 Economy & Employment

# Economy & Employment 5

## 5.1 Introduction

Dublin, in its role as the engine of the economy, needs to develop a sufficient critical mass to compete at an international level. Poolbeg West, given its location close to the core of the city region, its capacity to deliver a significant supply of modern housing and a reasonable quantum of commercial space and its high levels of accessibility, will assist the city in fulfilling its potential.

Dublin is one of the most attractive global locations for new business, entrepreneurship and international companies, and is ranked as the best location globally for availability of skilled workforce, investment incentives and openness. It is an open and connected hub in the global economy, particularly through its advanced services economy as a world leader in IT and Financial Services. Dublin, as the capital city, generates almost half the national Gross Domestic Product (GDP) and so its performance is essential to the success and competitiveness of the national economy.

Sustainable development has economic, social and environmental components. The economic objectives proposed within this planning scheme are also closely interlinked and mutually dependent on all the other policies within the scheme such as housing, land use, movement, infrastructure and recreation. The new City Development Plan core strategy is framed around three pillars, one of which is economic development and employment generation. This Planning Scheme supports the delivery of this core strategy.

## 5.2 Achievements

The national and city economy has returned to growth. Development has re-commenced in the city, including new and refurbished offices and apartments.

The city continues to attract significant Foreign Direct Investment (FDI) and existing FDI firms continue to increase their workforces.

There is increasing recognition nationally on Dublin's pivotal role in driving national growth and prosperity; that Dublin is competing directly with other cities internationally to attract FDI, tourists and International Students; and so the need to enhance Dublin's attractiveness as a location to do business in, and to live and work.

Docklands is now considered a prime office location comparable with the traditional office core or central business district of the city, attracting quality development and high-value economic activity. This is apparent from the strong presence of multi-national enterprises, as well as a significant headquarters presence of indigenous corporate entities. The residential and commercial yield provided as part of this planning scheme will complement the existing North Lotts and Grand Canal Dock Planning Scheme and in turn help to further reinforce the City's economy.

## 5.3 Challenges

Ensuring a sustainable supply of housing provision alongside new commercial floor-space to meet growing demand in the City, and to keep property prices and rents at an affordable and competitive level is the most significant challenge, and one that this Planning Scheme seeks to directly address.

Dublin Port as an extensive industrial area within and surrounding the SDZ and presents both a challenge and a tremendous opportunity. The Port is the most important route for trade for the entire country, and has a landbank and strategic assets of national and international importance, located on the "doorstep" of the City. Growth in trade has seen the Port embark on a significant expansion and development plan on the north port lands, and its 2012 Masterplan sets out their long term strategy to maximise this vital state asset. The northern and eastern portions of the SDZ lands are owned by Dublin Port. The challenge is to provide commercial and residential uses with a good level of amenity, while at the same time allowing Dublin Port to continue to operate and perform its vital trade route function for the State.

The key growth sectors also relevant to a sustainable city quarter are Information and Communication Technology (ICT), Financial Services, Consumer & Business Services and Content Industry. These sectors have a significant presence in Docklands, save for the latter where there is a small but growing presence of the industry subsectors such as media, music, film, digital and games industry. It is considered that Poolbeg West can assist in ensuring that the Docklands and the city continue to attract high value economic activity in key growth sectors across a range of corporate entities from start-up to large mature organisations, indigenous and multinational enterprises. A core part of this challenge is ensuring that a range of employment options and skills needs become available, creating opportunities for the local community. Dublin City Council, through the Docklands Forum, intend to work closely with education, training and other agencies to ensure maximum opportunity and benefit from employment opportunities for residents of the wider area.

## 5.4 The Way Forward

### 5.4.1 Commercial uses

The commercial uses proposed within this planning scheme has two main elements (i) neighbourhood district level retailing (having regard to the Retail Strategy of the City Development Plan) and (ii) office and enterprise/start up uses. It is considered that the commercial and retail units anticipated to be delivered as part of this planning scheme will provide a comprehensive range of commercial and employment uses. In regard to retailing, this will be maintained at neighbourhood level of provision in order to ensure that there are no negative impacts on the nearby local centres which serve local catchments (see 'retail' heading below). It is anticipated that the commercial hub of Poolbeg West will serve the new population of the SDZ- workers and residents, as well as providing additional services to the area to the benefit of the wider docklands community. It will be well served by public transport, and within an easy and legible route to walk or cycle to. The number of new dwellings proposed in this Scheme will result in a self sustaining urban village, providing the critical mass (customers and workers) to serve the commercial area, while at the same time reducing trip generation.

The commercial area proposed can provide a focal point for the delivery of integrated services and will have the capacity to deliver on a range of requirements, the most important of which are:

- A density of commercial development that can protect the residential area from the port and utility uses to the north.
- A viable retail and commercial core providing a range of local services and new employment locations
- A distinctive spatial identity with a high-quality physical environment where the retail uses address the street and frame the northern boundary of the village green open space area, creating an attractive village hub.

#### Retailing

Poolbeg is defined as a District Centre in the City Development Plan. Taking into account the scale of existing retail in the adjoining villages, and the proposed scale of development in the Planning Scheme and surrounding areas, it is considered that this district centre is of the smaller scale; catering primarily for local convenience needs and some additional services as well as restaurants and café uses. This will ensure the ongoing viability of surrounding local retail centres. Planning applications that would provide for an overall volume of retail development over 5,000 sq.m. will require a detailed retail impact assessment addressing any possible impact on the surrounding villages.

The retail area should accommodate between 1-2 supermarkets and a range of supporting retail and retail services up to a maximum of 5,000 sq.m, unless a justifiable case is made. To supplement the above, the provision of small scale retailing at the junction of Sean Moore Road and the Central Boulevard is supported provided it can be demonstrated that it would not detract from the successful delivery of village centre retailing. This has potential to provide a service for those accessing the future LUAS station.

### 5.4.2 Office Typologies

Poolbeg West must facilitate a range of office typologies to reflect the key growth sectors and to meet business life-cycle needs from start-up to growth phase to maturity and consolidation. To this end, the SDZ Planning Scheme will promote flexible floorspace provision and to allow for a range of office accommodation types within the commercial hub. This approach is also desirable from an urban design perspective to ensure an appropriate diversity of scale and a richness of finer grain development, both of which underpin a quality urban environment so critical for the attraction of investment and talent.

Factors such as a good external profile, prominent reception, floorspace flexibility, energy efficiency and a safe vibrant location are all important factors for potential end users.

Typical office occupiers have an average floor area requirement of between 2,000-4,000m2, which are often accommodated within larger buildings, hence the importance of flexible floorspace solutions. The availability of mid-range space caters for growing companies, which is particularly relevant to the rapid pace of growth in the technology sector. Start-ups typically seek office space that is affordable and flexible in terms of lease arrangements, often in the form of incubator units or larger multitenanted spaces with shared services. There is a strong enterprise culture in the adjoining Docklands area with Poolbeg West well positioned to take advantage of this. This is especially relevant for supporting economic activities which may have no need to be in a premium office location.

There is strong evidence to suggest a demand across the economic spectrum for a mix of large and small

office floorspace in close proximity, on the basis that there is growing awareness of synergies, spin-offs and the potential for an exchange of talent between companies of different sizes across different sectors. Multi- National Enterprises (MNEs) or large corporate entities can benefit from such an alliance with fresh ideas and technological innovations or a partner for non-core business activities, whilst Small Medium Enterprises (SMEs) can benefit from business development.

In relation to the volume of office type development within the Planning Scheme, an analysis of the size and depth of blocks required to act as an adequate buffer between South Bank Road and the residential area, the scale of office development appropriate is in the range 80,000-100,000 sq.m (based on an 80/20 split). In the long term, the possibility of adding 30- 50,000 sq.m. north of South Bank Road on the lands framing the road could be accommodated; where the space is available, taking into account the final layouts of the Eastern By-Pass and Southern Port Access Route. This additional commercial space will aid the framing of South Bank Road to create a more attractive urban environment and increase the buffer where there is a possibility of increased noise from the road or intensified port activity.

Dublin City Council supports uses associated with media/ digital media and film production. There may be an opportunity for these and associated uses to locate within the proposed area of commercial/office buildings. There may also be similar opportunities in the nearby pigeon house precinct.

### 5.4.3 Dublin Port

Dublin City Council fully supports and recognises the important national and regional role of Dublin Port in the economic life of the region and the consequent need in economic competitiveness and employment terms to facilitate port activities. Dublin Port will have a significant role to play in the future development and growth of the Poolbeg West area as well as the wider city. With this in mind, this planning scheme recognises the importance of retaining port uses and port related activities on site.

As can be seen in the land use chapter, port uses and port related activities will be retained in the northern and eastern portions of the SDZ lands.

There is also potential for synergies between Port activities and the commercial area of the Planning Scheme. The Council is supportive of and will encourage the location of port and shipping service

companies in the commercial area,with the potential to create, over time, a new type of hub in the Planning Scheme.

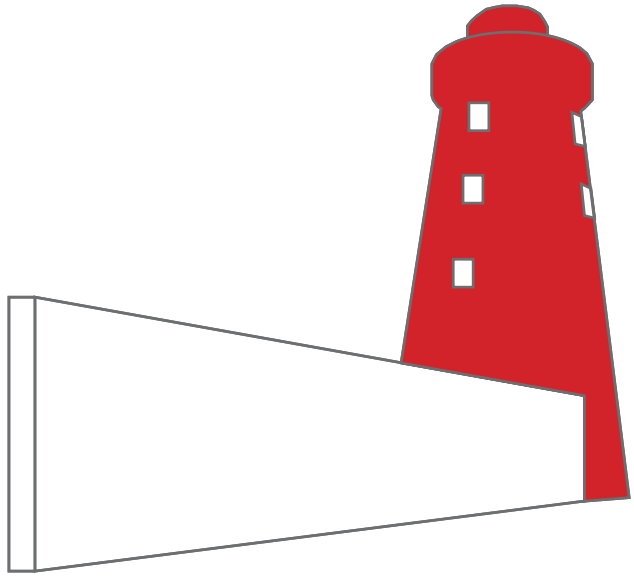
### 5.4.4 Locally-focused employment and training

As the planning and later the development of the scheme progresses, there may be opportunities for both employment of local residents and provision of training. This can greatly benefit the community. The council will facilitate agencies and organisations, particularly those engaged in employment and training initiatives in Poolbeg, to work together with a view to maximising employment, volunteer and training opportunities for residents of Poolbeg and the surrounding area. Dublin City Council will also liaise with agencies and organisations working in the Poolbeg/Ringsend area to maximise educational opportunities, and support access to employment for residents of Poolbeg and the surroundings.

| It is an Objective of Dublin City Council |
|---|
| EC1 To provide for between 80,000 and 100,000m new commercial office/ enterprise space in the Planning Scheme, in a mix of office types and scales, incorporating flexible building formats and adaptable to range of uses including incubator spaces, enterprise, media and port/international shipping offices, and hotel uses. Up to 50,000 sq. m. of commercial is also provided for north of South Bank road in the long term, when the final routing of the Eastern By-Pass is finalised; to allow for a more urban character to South Bank Road. |
| EC2 Development a new commercial area within the Planning Scheme, to meet two key principles of the Scheme of protecting and creating quality new places by (i) provision of a buffer of development between the residential and port uses; and (ii) provide local employment within the Scheme that will reduce trip generation, and provide for two directional commuting on public transport between the City core and the Scheme and also bring vitality and trade to the area. |
| EC3 To protect the role of Dublin Port as a nationally important strategic asset of the State, and to provide for future growth of the port within the SDZ in line with economic recovery, and in tandem with investment in transport infrastructure as needed. |
| EC4 To provide for the development of a new neighbourhood retail centre in the Planning Scheme , to take place in tandem with new housing development so that the area is well served with local services and shopping facilities, easily accessible and focussed in the heart of the Scheme to create a vibrant new village centre. |
| EC4 To ensure that the new retail/commercial hubs address and animate the streets of the planning scheme, encouraging connectivity between the retail area and the Village Square, with a quality public realm where people can meet and interact. |
| EC5 To create a vibrant retail and commercial core with animated streetscapes and active street frontages around the Village Square. |
| EC6 To Encourage the provision of mixed-use developments incorporating retail, office, residential and live-work units in appropriate locations, and the creation of small start-up units. |
| EC7 To investigate the potential to create linkages between Poolbeg West and the emerging economic clusters in the docklands and clusters in the rest of city, as well as fostering collaborative network synergies between the clusters on a city-wide basis. |
| EC8 To encourage and facilitate a range of office and enterprise typologies to cater for the key growth areas and to meet business life-cycle needs from start-up to growth phase and maturity, and to provide for a range of employment opportunities in the SDZ. |
| EC9 To promote the provision of incubator space and start-up facilities as part of conventional office development to foster synergies between companies of different sizes and across different sectors. |
| EC10 To liaise with agencies and organisations working in the Poolbeg/ Ringsend area to maximise educational opportunities and support access to employment for local residents of Poolbeg and the surrounding area. |

| |
|---|
| EC11 To facilitate agencies and organisations, in particular those engaged in employment and training initiatives in Poolbeg, to work together in a co-ordinated manner in order to maximise employment, volunteer and training opportunities for residents of all ages in Poolbeg and the surrounding area. |
| EC12 To seek to deliver a range of outdoor cafés, pedestrian spaces, cultural activities and municipal Wi-Fi zones to create a vibrant urban working and living environment. |

# 6



# Movement

## 6.1 Introduction

Movement is concerned with how people get to/from, and move through the SDZ. This includes transport by foot, bicycle, public transport and private vehicle. Connecting with the physical, environmental, economic and social fabric of the city, the bay and adjoining neighbourhoods, is a key theme for Poolbeg West as set out in the Vision for the SDZ. Given the advantageous location of the site close to the city centre, it is important that sustainable transport modes are supported and encouraged, thereby reducing the need for private transport, and in turn reducing negative environmental impacts. This will ensure the creation of a quality and sustainable living/working environment.

The existing transport network provides a challenging context within which to create a sustainable living and working environment, and Dublin City Council has therefore coordinated its policy approach with national agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) to ensure a comprehensive response. Consideration has also been given to existing land uses in the vicinity, to ensure that new development will not have an undue negative impact on the movement of commercial/ industrial traffic through the wider Poolbeg peninsula area. Policies and objectives in this chapter have been informed by (inter alia) a Transport Assessment conducted by the National Transport Authority, and also matters raised during the public consultation process.

## 6.2 Challenges

The challenge is essentially to create a successful environment in which to live and work, one which is well connected and convenient to the city centre and key destinations. Achieving this will involve the resolution of the following challenges -

- The existing public transport network serving the SDZ is limited but new and extended services are planned and provided for as part of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035. Key challenges include reducing dependency on private transport. A new cycle network is also required, with connections to the City, East Coast Trail, and coastal amenities.

- The Development of a new bridge (already planned and provided for as part of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035, Dublin City Development Plan and Planning Scheme for Grand Canal Dock and North Lotts) over the River Dodder at the point where it merges with the River Liffey, will facilitate improved public transport, cycling and walking connections. A key challenge is for a suitable design which ensures the continued functioning of long established boat/rowing clubs.

- The proposed South Port Access (Road) Route (SPAR) and the Eastern By-Pass reservation corridor need to be accommodated within the SDZ to comply with the NTA Transport Strategy for the Greater Dublin Area. SPAR will connect the Port Tunnel north of the River Liffey, to port owned lands on Poolbeg peninsula, crossing the river in the vicinity of the East Link Bridge. The reservation for the Eastern by-pass is more extensive and has a significant impact on short and medium term land uses on two major land parcels within the SDZ.

- The existing road network in the immediate vicinity is not conducive to safe pedestrian and cycle access. Upgrades are needed to adjoining junctions and roads to improve efficiency and cater appropriately for active travel.

- The area attracts considerable levels of through traffic and HGV movements, some of which are associated with essential services on the peninsula. In designing the road network, there is a need to distinguish between routes for heavy industrial traffic and HGVs, and traffic associated with new uses within the SDZ.

## 6.3 Policy Context

A range of national and regional policies inform the movement strategy for the SDZ (see following table). These all place emphasis on improving the network for sustainable travel including public transport and active modes. This approach aligns with climate change objectives which aim to reduce the burning of fossil-fuels and associated damaging emissions. Development Plan policies and objectives are also relevant and should be referred to.

| Organisation | Strategy Document |
|---|---|
| **National Transport Authority (NTA)** | Transport Strategy for the Greater Dublin Area 2016-2035 |
| | Greater Dublin Area Cycle Network Plan (2013) |
| | National Cycle Manual (2011) |
| | Permeability, A Best Practice Guide |
| **Dept of Transport Tourism & Sport (DTTAS)** | Smarter Travel - A Sustainable Transport Future 2009-2020 |
| | Strategic Investment Framework for Land Transport (2014) |
| | Integrated Implementation Plan 2013-2018 |
| | National Cycle Policy Framework (2009) |
| **DTTAS & DECLG** | Design Manual for Urban Roads and Streets 2013 |
| **Department of Environment, Community and Local Government (DECLG )** | Spatial Planning and National Roads (2012) |
| **Department of Public Expenditure and Reform** | Infrastructure and Capital Investment 2016-2021 |

## 6.4 Public Transport

### Rail & Light Rail

The Dublin – Rosslare Rail Line is situated approximately 1km – 1.5km from the Poolbeg SDZ, with the Sandymount and Lansdowne Road DART Stations being the closest stations to the site. 'The Point' Luas (light rail) terminus on the Red Line is approximately 20 minutes walk from the SDZ boundary. The National Transport Authority strategy 2016-35 includes a proposal to extend this Luas line to Poolbeg and to also increase the frequency of DART services at nearby stations. Wider network improvements are also proposed. Dublin City Council is supportive of these objectives, and notwithstanding the fact that the final route of the Luas extension has not been determined, it will

nevertheless include a stop on Sean Moore Road. Because this route will not be delivered in the short/medium term, it is policy in this plan to promote a range of new/extended/higher frequency bus services that can meet anticipated demand.

## Bus services

There is limited bus service provision to the SDZ at present, with Seán Moore Road and Beach Road catering for Aircoach route 703 (Killiney to Dublin Airport). The nearby Irishtown Road and Sandymount Road cater for Dublin Bus routes 1 (Santry to Sandymount), 47 (Poolbeg to Belarmine), and 84N (D'Olier Street to Greystones). Route 18 connects nearby Sandymount to Palmerstown serving an orbital route.

Dublin City Council supports NTA plans to provide new and extended/improved services as follows :

- Core bus route 15A extension from John Rogersons Quay to Poolbeg via Dodder Bridge ( 10 minute frequency or higher)
- Existing Core bus route 1 serving Ringsend and Beach Road to have increased frequency ( 10 min frequency or higher)
- An extension to existing route no. 18 from Strand Road along beach road and Sean Moore Road into the site. (no change in frequency)
- Shuttle bus from Clontarf DART station to Poolbeg

The exact detail and extent of bus service improvements may vary and will be determined based on levels of demand as the Scheme is implemented and also in relation to improving the quality of the service.

See Figure 6.1 for graphic of Public Transport Strategy.

## Active Modes: Cycling and Walking

The promotion of active modes is a core element of transportation policy. These modes can be promoted by providing new routes and connections, by increasing prioritisation at junctions and also by integrating with the wider transportation network (existing and proposed). Within the SDZ, the urban structure will support active modes through the creation of a low-speed self regulating street network and by ensuring streets are active and overlooked.

## Cycling

The road network within the SDZ currently has no cycling infrastructure. Nearby Sandymount Strand Promenade provides a good recreational cycle route however, and this connects to paths through Seán Moore Park. The Dublin City Development Plan 2016 - 2022 proposes an upgrade to the coastal route through the SDZ lands to include a coastal walkway/promenade, connecting to beach Road.

The NTA's Cycle Network Plan makes provision for an 'East Coast Trail' which will run close to the SDZ, and this will provide a substantially off carriageway route from Ringsend south to Dun Laoghaire, hence upgrading the existing route. The indicative new route passes along Beach Road, through Seán Moore Park and Ringsend Park. The network plan also proposes a minor greenway along the southside of the peninsula to the end of the Poolbeg Peninsula. The following additional cycle routes, agreed with the National Transport Authority, are now also proposed in order to improve connectivity to the wider area, thereby addressing anticipated demand:

- Pigeon house Road to John Rogersons Quay via proposed Dodder Bridge (primary network)
- Bremen Road to Bridge Street(R802) via Ringsend Park (secondary network)
- Feeder network routes along Bath Avenue and Sandymount Avenue.

The above routes can link with existing and proposed primary routes at the East Coast Trail along Beach Road, and the Liffey and Canal Greenways along the south quays, as well as secondary routes at Ringsend. In addition, a coastal walkway/promenade with integrated flood defence will be provided through the SDZ , connecting Beach Road, through Sean Moore park, to Irishtown Nature Park.

The Tom Clarke (East Link) bridge across the River Liffey is a strategic level route serving many pedestrians and cyclists but at present provides a poor environment for these road users. Upgrading of this crossing is proposed during the implementation phase of the Planning Scheme by way of a new high quality pedestrian and cycle link immediately parallel to the bridge structure.

Within the scheme, cycle routes will be provided in accordance with best practice, linking key routes and destinations. A two-way cycle route will be provided for on the main boulevard, segregated from vehicular traffic. Please refer to Figure 6.2 ' Strategic Cycle Network'.

## Walking

Walking is the most sustainable form of transport and is normally the means by which people get to and

6.1 Public Transport Strategy
LUAS
Aircoach to Dublin Airport
15A
Grand Canal Dock
To Howth / Malahide
1
Ringsend
Ringsend Park
Grand Canal Dock
Irishtown
Future LUAS Stop
SDZ
Sean Moore Park
DART
Aviva Stadium
Sandymount
Landsdowne Road
Ballsbridge
18
SDZ Area
Core Bus Route 15a Extension - ( 10 min Freqency )
Route 18 Extension
Existing Route 18 Bus Route
Core Bus Route 1- ( 10 min Frequency )
Shuttle Bus- Clontarf Dart Station to Poolbeg
Existing Aircoach Service ( 703 )
Proposed Dodder Bridge

6.2 Strategic Cycle Network
Grand Canal Dock
Ringsend
Ringsend Park
SDZ
Irishtown
Sean Moore Park
Aviva Stadium
Sandymount
Ballsbridge
SDZ Boundary
Greenway
Secondary Route
East Coast Trail ( Greenway )
Primary Route
Feeder Route
Proposed Dodder Bridge

from other modes. The block layout of the scheme ensures a high level of permeability and provides direct routes to main destinations such as the village square, coastal promenade, and public transport routes. The level of amenity planned along key routes is high, with walkways proposed through the proposed village park and along the boulevard which traverses the glass bottle site. This high level of connectivity will help access to more lengthy walking routes such as those linking to Sandymount, Ringsend Park, Irishtown Nature Park etc. In addition, to the above, the objective to provide a new Dodder Bridge will also improve connectivity to the pedestrian Civic Spine of the city. Specific works will include the following:

- the upgrading of pedestrian crossings on Sean Moore Road to Toucan Crossings.
- the upgrading of the junction of Sean Moore Road, Beach Road, Church Avenue, Bath Street and Pembroke Street to include improved footpaths and crossings.
- The upgrading of the signalised junction of Beach Road and Marine Drive to improve the environment for pedestrians/ cyclists.

## 6.5 Road Network

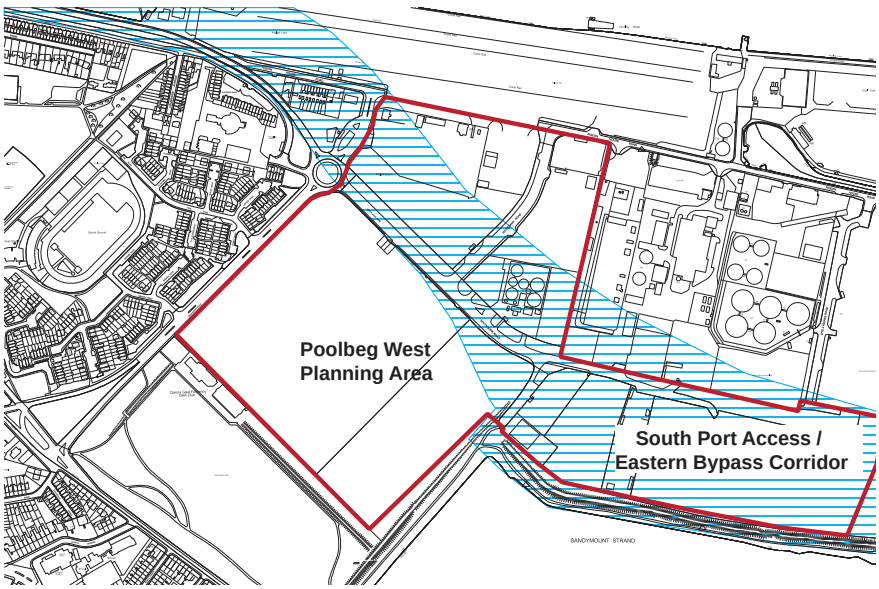
### Strategic Links

Sean Moore Road connects directly to the East Link Bridge and onwards to the Port Tunnel and M1/ M50 primary routes. This route is congested at peak hours, and much of the traffic on this route is industrial/freight-related. Planned strategic route investment for the area includes the South Port Access route, the Eastern By-Pass (alignment preservation) and the Dodder bridge.

Important for the long-term development of this area is the protection of an alignment for the South Port Access Route, which will either run outside East Link Road or supplant it. The alignment runs from the north quays along the R131 and down South bank Road. Development should not prejudice the eventual provision of this strategic link. The alignment of the Eastern by- is similarly protected for the future in accordance with National Transport Authority policy. Because the South Port Access route will not be delivered for some time, the matter of heavy traffic on South Bank Road needs to be addressed. In this regard it is intended to provide in the short term a new access to the south port area north of the proposed new junction of Sean Moore Road/South bank Road.

The Dodder bridge (also known as the 'Gut Bridge') proposal will facilitate much improved access via public transport to the SDZ area whilst also improving connectivity for pedestrians and cyclists. The design selected will ensure the continued functioning of the Boat/ Rowing clubs in the area and active use of Grand Canal Dock and the Grand canal system, allowing smaller vessels to pass under and also being capable of opening easily to accommodate larger vessels entering the Grand Canal Dock or Dodder River.

**Figure 6.3 South Port Access/Eastern Bypass corridor**




### Road network within the SDZ boundary

The chapter on urban form sets out the street hierarchy and how it connects to the surrounding network. Largely set around an orthogonal street grid, a wide boulevard extends from the bay to Seán Moore Road. A village park extends on a linear axis from Sean Moore Park to this Boulevard, the intersection forming a village square which is the main focus for local retailing and services.

Within lands owned by the Port located north of South Bank Road, there is some scope for re-alignment of access roads including Whitebank Road.

## 6.6 Mobility Management and Travel Planning

Mobility management aims to encourage as much travel as possible by sustainable means,

thereby reducing demand for private car use (and in turn for car parking). Travel Plans and Transport Assessments can both help achieve this. Planning applications will be required to comply with the relevant sections of the Dublin City Development Plan regarding parking provision and travel mobility.

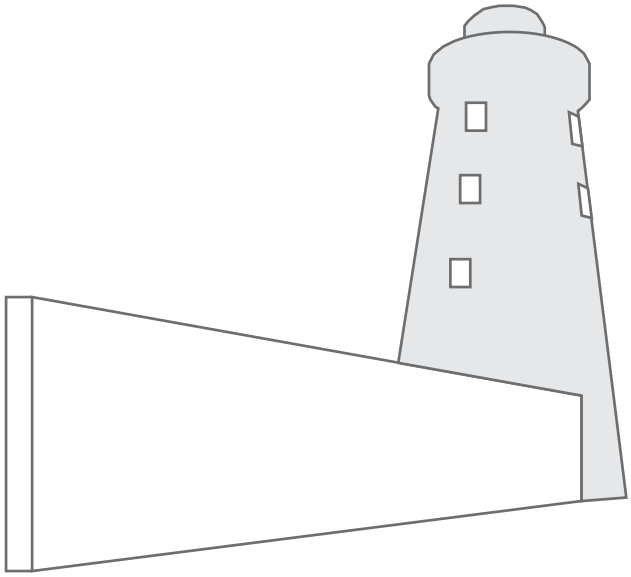
## 6.7 Car Parking

Minimal car parking will be accommodated in order to support sustainable transport modes, with provision well below development plan maximum standards. There is also potential for car sharing schemes such as car clubs, and such initiatives will be pursued in the implementation of the scheme. Some on street parking will be allowed – particularly in commercial areas, and to accommodate disabled bays. Time restrictions such as 'pay and display' will apply to these busy areas to prevent longer term parking. Where development proposals for "build to rent" housing models are sought, there is an opportunity to reduce further the provision of car parking, where a managed system for parking needs is proposed.

| It is an Objective of Dublin City Council |
|---|
| MV1 To promote a high level of use of sustainable forms of transport including walking, cycling and public transport use having regard to the City Development Plan and national level policies. |
| MV2 To provide an improved public transport services to the area including a core bus link to the City Centre via the proposed Dodder Bridge, enhanced/extended bus services along existing routes, and in the longer term, to provide for delivery of Luas to Poolbeg as part of the planned Red line extension under the National Transport Authority Strategy 2016-2035. |
| MV3 To actively pursue the delivery of the Dodder (or 'Gut') bridge to facilitate the full build-out of the planning scheme in accordance with the Phasing programme as set out in the Land-Use and Phasing chapter. This bridge shall be designed to facilitate public transport and walking/ cycling. |
| MV4 To protect the route of the proposed Southern Port Access Route and Eastern Bypass in accordance with the objectives of Transport Infrastructure Ireland and the National Transport Authority Strategy for the Greater Dublin Area 2016-2035. As an interim measure it is proposed to provide a separate road access to the south port area via a new link located north of the existing Seán Moore Roundabout. |
| MV5 To seek the upgrading of roads and junctions in the immediate vicinity of the SDZ to accommodate improved public transport priority and active modes . These works will include new signalised junctions at the Sean Moore Road/ South Bank Road Roundabout , at the Beach Road/ Sean Moore Road junction. A new pedestrian and cycle link across the River Liffey, located immediately parallel to the East link Bridge will also be prioritised. |
| MV7 To promote the development of an improved cycle network in accordance with the NTA's Cycle Network Plan, and to seek (inter alia) the following cycle connections in cooperation with the National Transport Authority:<br>● Pigeon house Road to John Rogersons Quay via proposed Dodder Bridge.<br>● Bremen Road to Bridge Street(R802) via Ringsend Park.<br>● Greenway link from Sean Moore Park to the end of Poolbeg Peninsula, integrated with the proposed coastal promenade walking/ cycling route.<br>The above shall link to existing and proposed primary routes including the East Coast trail along Beach Road and both the Liffey and Canal Greenway. |
| MV8 To promote the redirection of port and port-related heavy traffic away from South Bank Road. This will be achieved through provision of an alternative route for such traffic and HGVs and also through traffic management, thereby ensuring a high level of amenity for those occupying non-port commercial and residential buildings. |

| |
|---|
| MV9 That all applications for urban blocks are accompanied by Travel Plans demonstrating how commuter based car use can be minimised and other sustainable modes of travel provided in accordance with best practice mobility management (see Appendix 4 of the Dublin City Development Plan) |
| MV10 To provide the cycle routes (including Coastal Greenway) indicated in Figure 6.2 |

# 7



# Infrastructure & Utilities

## 7.1 Introduction

The SDZ Planning scheme aims to provide a high quality public infrastructure which supports and advances the City Council's Climate Change Strategy. The SEA and AA have been integrated into the approach to infrastructure in relation to transport, energy, waste management, SUDs and Green/blue infrastructure. The provision and delivery of infrastructural services are essential to the continued development of the entire Dublin Docklands area and in particular the Poolbeg West area. The physical infrastructure for the SDZ area includes drainage, water supply, electricity, gas, telecommunications, flood management and District Heating, all of which are necessary to promote quality neighbourhoods, employment and a good ecological environment. The SDZ area forms part of a larger catchment area for infrastructure and this needs to be considered when proposing future plans for the development of the area.

## 7.2 Achievements

Dublin City Council in partnership with other organisations, have been working to improve all aspects of infrastructure in the area. Over the last number of years, a series of projects have been completed or undertaken.

The construction of the Liffey Services Tunnel was completed in 2010. The tunnel carries two new foul rising mains to the Main Lift Pumping Station in Ringsend. The services tunnel also has provision for electricity, telecommunications and possible future district heating utility requirements, which will serve the Poolbeg West SDZ area.

The wider Poolbeg Peninsula facilitates existing utilities and water/wastewater operations, which provide electricity supplies and sewage treatment functions to the SDZ area, Dublin and the State, will remain operational for the foreseeable future.

The Dublin District Heating System (DDHS) is currently being progressed by Dublin City Council, initially focussing on the Dublin Docklands Strategic Development Zone (SDZ) and the Poolbeg Peninsula. The Dublin Waste to Energy Plant and other industrial facilities have been identified as potential and initial sources of waste heat within the local docklands area. Elements of the DDHS have been installed within the north docklands area, and within the new Liffey Tunnel which facilitates the roll out of district heating network both north and south of the river Liffey. DCC is working to ensure the successful implementation of this critically important piece of infrastructure which will make Dublin City a more sustainable and energy efficient city, less dependent on imported and fossil fuels, more competitive and environmentally clean, thus attracting foreign direct investment, and aiming to be an effective leader in managing climate change.

## 7.3 Challenges

A number of infrastructural challenges are facing not only the SDZ area but also the Dublin region, particularly the supply and demand for high-quality drinking water and for wastewater treatment. The main challenge to be addressed regarding drinking water supply and wastewater treatment are centred on meeting future increasing demand due to population growth, improving the efficiency of the existing network and encouraging water conservation.

The expansion and upgrading of the Ringsend Wastewater Treatment Plan is an urgent priority for Irish Water. It is intended to upgrade and expand the treatment works to a capacity of c. 2.1 million PE from its current 1.64 million PE. The upgrade must also achieve improved treated effluent quality in order to conserve good water quality in the Liffey Estuary and Dublin Bay.

There are two power stations on the peninsula, both of which are required in the long-term for electricity generation. All existing high voltage powerlines are considered critical to ESB national operations and cannot be removed. Diversion of these power lines would be prohibitively expensive.

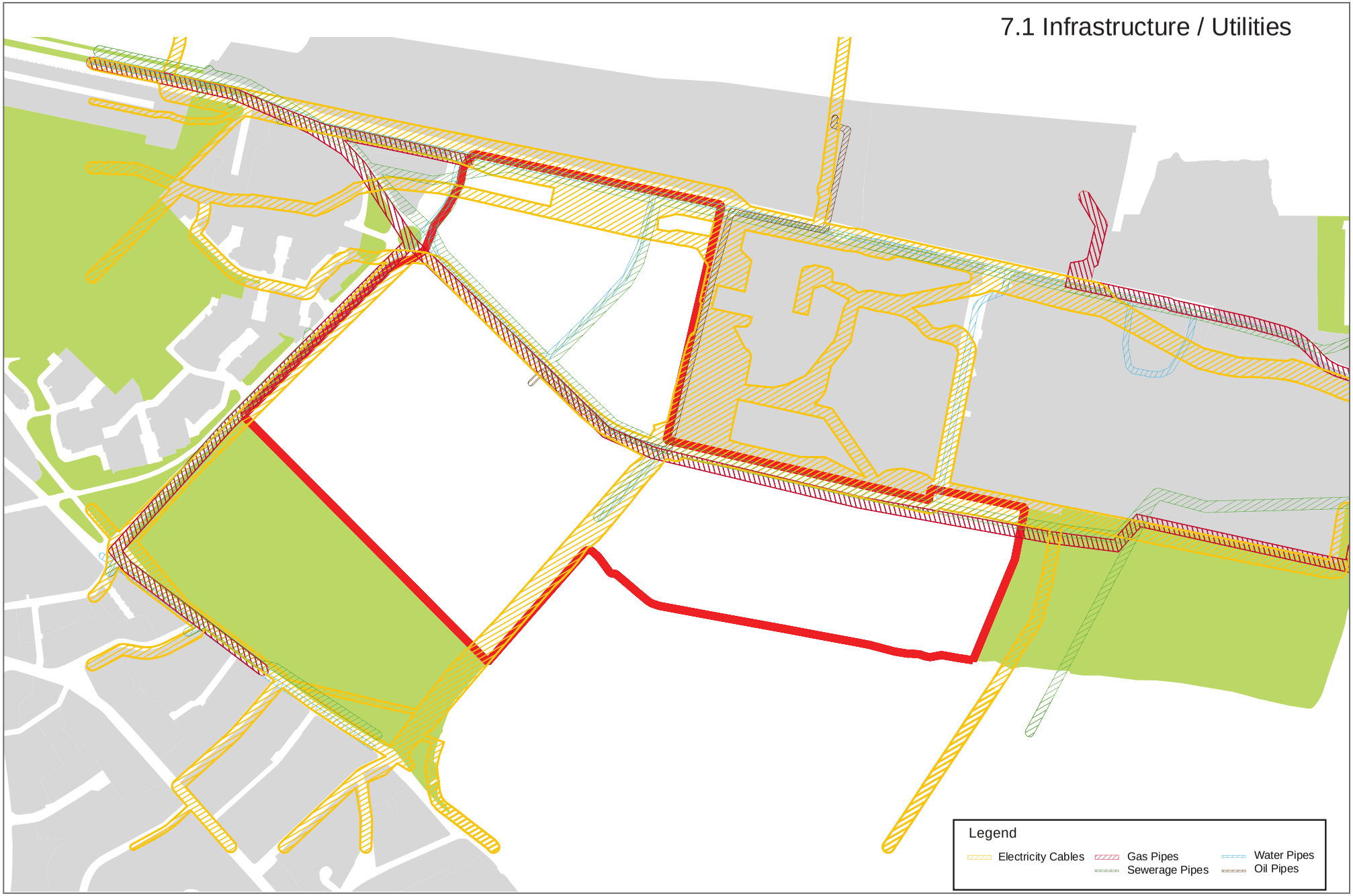
Much of the land within the SDZ has facilitated industrial uses in the past which have contributed to the contamination of land within the SDZ study area. Remediation measures will be required for each development site within the area. Existing infrastructure/utilities in the area are mapped in Figure 7.1

## 7.4 The Way Forward

In order to achieve the vision of the SDZ Planning Scheme and the key principles, delivery of infrastructural services is essential and this will be achieved through the strategy of:

- Investment in physical infrastructure which is required to ensure that there is adequate capacity to accommodate the quantum of development envisaged in the SDZ Planning Scheme
- The delivery of the required infrastructure will require a variety of different funding mechanisms and sources
- The securing of corridors for utility infrastructure to match the spatial pattern of development

# 7.1 Infrastructure / Utilities



- Using flood risk assessment techniques and the identification and management of these risks lying in place through flood resilient urban and building design and construction

- Promote the area as an exemplar of environmental sustainable design and building solutions with regard to energy efficiency, CCHP Systems and Sustainable Urban Drainage schemes.

## 7.5 Water Supply & Waste Water

From January 2014, Irish Water became responsible for all public water services, involving the supply of drinking water and the collection, treatment and disposal of wastewater. The Water Services Strategic Plan (2015) sets out the strategic objectives for the delivery of water services over the next 25 years up to 2040. The supply of a safe and reliable water supply is essential to public health.

Dublin City Council will work closely and support Irish Water to provide and maintain an adequate public water supply to the SDZ and surrounding areas and facilitate connections. Alongside ensuring adequate supply, the SDZ Planning Scheme includes a number of measures to sustainably manage water demand. New developments will be required to install suitable water conservation measures including inter alia, the use of rainwater harvesting and grey water recycling.

Drinking water to the Poolbeg area is currently delivered from strategic mains originating from Stillorgan Reservoir. To facilitate the SDZ development there will be a need for local investment in infrastructure to reinforce the existing network together with investment in the wider strategic network that will provide improved security of supply and resilience to the Poolbeg Peninsula and inner city. The impact which phasing and its demand will have on the existing water supply network will be carefully considered by Irish Water to ensure an adequate supply can be delivered to the SDZ and wider network.

Wastewater collection in the Poolbeg SDZ area is currently serviced by a relatively small scale sewer network. However there is significant strategic drainage infrastructure in close proximity to the development including large trunk sewers, the Main Lift Pumping Station which transfers substantial flows via large mains to the Ringsend Wastewater Treatment Plant. To facilitate the entire SDZ development there will be a need for investment in drainage infrastructure to service the SDZ. This new infrastructure will provide the required capacity to convey all flows to the existing strategic drainage infrastructure for onward conveyance to Ringsend Wastewater Treatment Plant for treatment.

## 7.6 Flood Management

Over the last few decades, the risk of flooding has continued to increase in Ireland, which can be attributed to climate change; resulting in increased rainfall and increased sea water levels; and also due to increasing levels of urbanisation. Flooding, as well as causing economic and social impacts, could in certain circumstances pose a risk to human health.

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

A Strategic Flood Risk Assessment (SFRA), as required by 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (DEHLG, 2009), is being undertaken alongside the preparation of the SEA and the preparation of this Planning Scheme. This assessment will consider available information on flood risk indicators and will delineate flood risk zones.

Flood Risk Assessment for developments on the site will need to demonstrate compliance with the relevant parts of the Flood Risk Guidelines. Each site will be required to clearly demonstrate that it does not pose a risk to adjoining lands surrounding the SDZ.

## 7.7 Surface Water Management

In recent years in Ireland, there has been a move away from the traditionally designed hard-engineering drainage solutions such as concrete underground attenuation tanks and piped drainage systems in favour of multi-function, more sustainable solutions for the management of surface-water in urban environments. The use of SUDS (Sustainable Urban Drainage Systems) provides the additional benefits of improving the aesthetic character of the urban environment, enhancing bio-diversity, and improving air quality. Sustainable drainage solutions that are visible to the public also allow for a stronger connection between the public and the natural environment, and therefore a greater awareness of water management issues.

The following SUDS components should be considered for installation

within the private areas of all development:

- Green Roofs /Living walls
- Rainwater Harvesting
- Permeable Surfacing
- Soakaways and Rain Gardens
- Swales

Sustainable surface water management designs should comply with current best practice guidance and include a full maintenance package. In order to ensure their viability as sustainable solutions, the communication of maintenance requirements at handover or property transfer stage is of utmost importance.

In addition to the incorporation of sustainable surface water management techniques within private development sites, particular emphasis will be placed on the incorporation of SUDS into public realm infrastructure. The use of sustainable surface water management in streetscapes ties in with Dublin City Council's bio-diversity and green infrastructure strategies and has proven to be very cost effective in cities in the US and Europe.

SUDS also form an integral part of green infrastructure as set out in the Environment, Green Infrastructure, Open Space and Recreation Chapter.

Opportunities for mutually beneficial SUDS involving adjoining landowners should also be explored at suitable sites to the overall benefit of water resource management, such as using surface water storage tanks to supply irrigation water for adjoining green areas/sports pitches.

## 7.8 Utilities and Telecommunications (Ducting)

The two power stations on the peninsula, are required in the long-term for electricity generation. All existing high voltage power lines are considered critical to ESB national operations and cannot be removed. Diversion of the power lines would be prohibitively expensive.

The natural gas network in the Poolbeg Peninsula is extensive and gas usage is considerable as it is the main energy source to the two power stations, with the major gas corridor also requiring protection from encroachment by the scheme. The current network is adequate for the areas identified for new development.

Telecommunications infrastructure is a key requirement within the SDZ. The availability of high-speed broadband is critical to the economic competitiveness of the area and in attracting investment into the area. It is important to ensure that new residential and commercial developments are connected in terms of ducts to existing or proposed optical fibres. The sharing of ducts by operators is encouraged.

## 7.9 Air, Noise and Light

Dublin City Council, through the planning system, can help minimise the adverse effects of air and noise pollution associated with the construction and operation of development. Dublin City Council is actively engaged in the strategic management of noise in compliance with requirements under the Environmental Noise Directive.

The northern boundary of the site adjoins land-uses that include power generation, waste treatment, fuel storage and handling - as well as risks arising from the movement of containerised and loose material in heavy goods vehicles (HGV's). Risks include emissions to air (licenced, accidental or occasional) as well as exposure to both blast hazard and compounds of combustion (smoke) arising from accidents at these industrial and infrastructural sites. Noise emissions are an additional factor arising from these activities that needs to be taken into account.

All of these issues are governed by quantitative regulations that set down acceptable/permissible levels of public exposure and especially exposure by areas where people sleep, including houses and hotels.

From the outset specific consideration of these issues has informed the allocation of land-uses and the height and configuration of buildings, either to avoid or minimise exposure or to create massing that will reduce exposure of vulnerable land-uses.

Lighting columns and other fixtures can have a significant effect on the appearance of buildings, the environment and the coastal ecological area. Where proposals for new lighting require planning permission, Dublin City Council will ensure that they are carefully and sensitively designed. Lighting fixtures should provide only the amount of light necessary for personal safety and should be designed so as to avoid creating glare or emitting light above a horizontal plane. Lighting fixtures should also have minimum environmental impact and protect light sensitive species such as bats.

## 7.10 Energy Efficiency

Proposals for development should seek to meet the highest standards of sustainable design and construction with regard to the optimum use of sustainable building

design criteria such as passive solar principles and also green building. For larger schemes, consideration should be given to district heating schemes and Combined Heat and Power.

In order to reduce energy consumption, the following key design considerations should be considered at an early stage in the design process and incorporated, where feasible:

- Passive solar design including the orientation, location and sizing of windows
- The use of green building materials:low-embodied energy & recycled materials
- The use of natural ventilation or mechanical ventilation with heat recovery
- Energy-efficient window glazing units and frames
- Building envelope air tightness
- Appropriate use of thermal mass and insulation
- Appropriate renewable technologies
- Measures to conserve water
- Low energy public lighting
- Minimising lighting period for lighting which is not essential for safety

## 7.11 Dublin District Heating System

Development of a Dublin District Heating System, research and planned by Dublin City Council and Codema, the City Council's energy management company, since 2008, is planned to begin in the Docklands Area initially and then expand to other parts of the wider Docklands area, Poolbeg West and the remainder of the city. Communications with potential customers for the system found the overall response to the system among the Docklands community to be very positive.

It is envisaged that district heating will become available in the Docklands Area before 2020. Work has already commenced on developing the network in the area along with the construction of the Liffey Service Tunnel which will facilitate the roll-out of the district heating piping network north and south of the River Liffey.

It is envisaged that the primary heat source for the proposed district heating system would be the Covanta waste to energy plant with the possibility of other sources in the area such as the power plants and/or the waste water treatment plant supplying heat, but that the district heating system would require an additional heat source in the form of a backup boiler station to boost the heat output during colder months of the year. The location of this boiler station will need to be close to the original heat source and the preferred location for Dublin City Council is the eastern, industrial portion of the study area (within Block B2) in close proximity to the existing Covanta Waste to Energy Plant. The provision of a district heating system for Dublin and any associated infrastructure is still pending the outcome of a feasibility study being carried out by the District Heating Section of Dublin City Council and Codema.

The Dublin District Heating System will help Dublin and the Docklands achieve its aim of being:

- Energy efficient and flexible in its energy choices
- Less dependent on imported energy
- More competitive and environmentally clean, thus attracting foreign direct investment into the area
- A leader in managing climate change.

## 7.12 Sustainable Energy Community/ Smart Dublin Framework

Dublin City Council has been chosen to create a Sustainable Energy Community (SEC) in a 4km zone in the city centre; the SDZ lies within this zone. The SEC will facilitate the use of sustainable energy, decentralised energy systems and renewable energy technology. Networks of expertise and existing sustainable energy projects will be formalised into a platform to inform current and new developments in the mechanisms of smart energy and green technology solutions. Applicants within the SDZ should address how they can support this initiative.

The 'Smart Dublin Framework' helps build partnerships in order to develop innovative urban solutions in the areas of transportation, environment and energy efficiency. Under the framework ( see Dublin City Development Plan chapter on sustainable environmental infrastructure), Dublin City Council co-ordinates work in testing/piloting new technologies that can help deliver more responsive and efficient city services. This approach is particularly relevant to newly developing areas such as Poolbeg West.

## 7.13 Remediation

All of the SDZ consists of man-made fill placed over estuarine deposits. Some of these sites have been resolved (former Glass Bottle Site), some are still used for, or are adjacent to, potentially contaminating activities. It should be assumed that there is potential

to encounter sites of historical contamination throughout the unresolved portions of the site. The Irishtown Nature Park at the eastern extremity is also a former landfill.

In addition to having significant contamination potential the SDZ site is underlain by deposits that include areas of very high permeability and hydraulic connectivity – both within the deposits and with the marine and estuarine tidal waters that immediately adjoin.

A Contamination and Remediation Assessment (CRA) has been undertaken alongside the preparation of this Planning Scheme. The risk assessment incorporates a qualitative risk assessment to establish low, medium and high risk and, based on the risk assessment with remediation measures outlined for medium and high risk sites. All developments within the SDZ will be required to demonstrate compliance with the risk assessment as part of their application.

## 7.14 Waste Management

The Greater Dublin Waste Management Plan provides a framework for minimising waste, encouraging recycling and ensuring the avoidance of environmental pollution. The plan includes the policy of diversion from landfill in accordance with targets set out in the European Union Landfill Directive.

Although there are no recycling facilities within the planning scheme area, a number of facilities are in close proximity. The Ringsend Recycling Centre is located just outside the area and allows domestic users to recycle a wide range of materials. There are also a number of bottle banks in close proximity to the SDZ area, namely at East Wall Road and in Ballsbridge. A small local bottlebank to serve the new residential community will be required. The service area associated with the commercial uses proposed on site may be a suitable location for this, preferably as a below ground installation.

**It is an Objective of Dublin City Council**

IU1 To require all proposed developments to carry out a site specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (Department of the Environment, Heritage and Local Government, November 2009, as may be revised/updated).
- The prevailing Dublin City Development Plan.

Such assessments shall:

- Pay particular emphasis to residual flood risks, site-specific mitigation measures, flood resilient design and construction, and any necessary management measures (Appendix B4 of the above mentioned national guidelines refers)
- Give attention (in the SSFRA and in building design) to creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing and functional streetscapes
- Consider and mitigate any pluvial flood risk, having regard to Pluvial Flood Risk Maps from the Dublin Pluvial Study
- Take into account potential increase in flood risk arising from subsidence in areas that have been infilled
- Ensure that Strategic Flood Risk Assessments and site-specific Flood Risk Assessments consider and provide information on the implications of climate change with regard to flood risk in relevant locations. The 2009 OPW Draft Guidance on Assessment of Potential Future Scenarios for Flood Risk Management (or any superseding document) shall be in this regard
- Assess flood risk for all parts of the development including any proposals for underground parking and storage areas, recognising that no underground offices or residential units (whether temporary or permanent) will be allowed
- Demonstrate that relevant development management measures detailed in the Dublin City Development Plan 2016-2022 SFRA have been integrated into the development proposal

IU2 To require all large development proposals to include water conservation and demand management measures

IU3 That all new developments shall be required to comply with the standards set out in the Greater Dublin Strategic Drainage Study (GDSDS)

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| IU4 To achieve best practise and innovations in SUDS design as part of the planning scheme, including the successful coordination of surface water management with ecology and amenity functions of open space and landscaped areas. All planning applications shall be accompanied by a surface water drainage plan which will include proposals for the management of surface water within sites, protecting the water quality of the existing water bodies and ground water sources, and retrofitting best practice SUDS techniques on existing sites, where possible. Such a plan shall demonstrate that surface water runoff will be limited to current values, as required by the Dublin City Development Plan 2016-2022. Where a planning application depends upon any pipes draining to the sea, such pipes should be fitted with non-return valves in order to prevent back flow from sea where relevant. |
| IU5 To ensure that development is permitted in tandem with available waste water, surface water and water supply, and to manage development, so that new schemes are permitted only where adequate water supply resources exist or will become available within the life of a planning permission |
| IU6 To require the provision of ducting for information communication technology within individual new residential and commercial developments |
| IU7 To maintain good air quality in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets |
| IU8 To minimise the adverse impacts of noise to all sensitive receptors and promote a good quality of life for the existing and future residents of the plan area, through the effective management of noise in line with the Dublin Agglomerations Noise Action Plan |
| IU9 That all proposed developments of an appropriate scale be district heating-enabled in order to provide an environmentally sustainable option for heating and cooling |
| IU10 To investigate the feasibility of providing a district heating boiler station in the eastern/industrial portion of the SDZ area |
| IU11 That all undeveloped sites be remediated to internationally accepted standards prior to redevelopment. All applications shall be accompanied by a report from a qualified, expert consultant detailing compliance with the remediation measures as outlined in the Remediation Measures Report. The remediation shall incorporate international best practice and expertise on innovative ecological restoration techniques including specialist planting and green initiatives that create aesthetically improved sites, healthy environments and contribute to the provision of new green open spaces as integral parts of newly created areas. Soil remediation measures shall require a licence from the EPA under the Waste Management Act 1996. |
| IU12 That all developments will comply with the waste policy as set out in the Dublin City Development Plan 2016-2022 |
| IU13 To ensure the protection of surface and ground water quality in the plan area and surrounding areas, and the protection of protected habitats and species including designated national and international conservation sites in implementing the plan and to meet the requirements of the Water Framework Directive |

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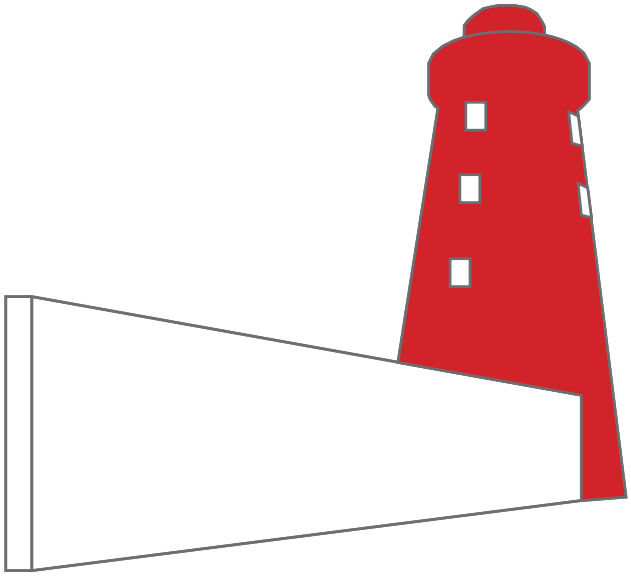
| IU14 To require that each significant planning application be accompanied by a Construction and Environmental Management Plan, which shall include information on construction traffic routes, hours of operation, control of noise, and environmental effects and associated, detailed mitigation including that relating to the excavation of material and the storage, transport, treatment and disposal of wastes |
| IU15 To promote energy efficiency, energy conservation, and the increased use of renewable energy in the SDZ |
| In circumstances not addressed by the above objectives, the objectives set out in the Dublin City Development plan shall be complied with. |

# 8



# Environment, Green Infrastructure & Open Space

# Environment, Green Infrastructure & Open Space 8

## 8.1 Introduction

The planning scheme aims to achieve a high quality environmental standard for Poolbeg West area that complements urban living. This section provides objectives that focus on the enhancement of environmental assets in the area. The planning scheme also seeks to preserve existing areas of open space and encourage the provision of new open space and recreational amenities throughout the area.

The existing urban environment within Poolbeg peninsula is dominated by structures and buildings associated with the heavy public utilities such as the electricity power plants and waste water treatment works. Despite this industrial character, Poolbeg also encompasses beach and foreshore areas of scrub and rough grassland in the Irishtown Nature Reserve and along Sandymount Strand (now designated as a Proposed Natural Heritage Area (pNHA) and a Special Protection Area (SPA)) located adjacent to Dublin Bay to the south.

The presence of large scale utilities and infrastructure in Poolbeg needs to be counter balanced with a comprehensive response through quality urban design approaches and landscape plans. Achieving a balance of active park uses, passive open space uses, and natural area preservation is a necessity for a successful scheme. This will result in a diverse range of amenity opportunities for residents, workers, visitors and the community at large.

To provide for a new urban neighbourhood in the SDZ, the improvement of the wider urban and natural environment is a top consideration for the planning scheme. Several opportunities for environmental enhancement exist along the foreshore including preserving wildlife habitat, protecting and enhancing the strand where possible and incorporating green building principles and management practices.

Poolbeg West is characterised by the River Liffey to the north and the Dublin Bay to the south of the SDZ. These natural features are a resource for the city and importance is placed on protecting and enhancing these areas. The planning scheme will seek to promote environmental stewardship by managing invasive species and human-wildlife conflicts with birds' species and to improve water quality.

## 8.2 Achievements

Poolbeg West enjoys significant amenity value due to its coastal location. Sandymount Strand together with the Poolbeg Lighthouse promenade provide a natural space that is unique to Dublin city's urban living. Dublin City Council is committed to the protection and enhancement of this amenity for the benefit of those living, working in, or visiting the area.

Poolbeg West area is part of the Dublin bay area recently awarded a UNESCO Biosphere designation. The Biosphere provides the area with an important national special amenity area for recreation and a conservation area of national and international importance.

Sean Moore Park is used by the local GAA club and often by visiting county sides preparing for matches at Croke Park. The existing park contains two football pitches operated by the GAA club, and green spaces surrounding it.

The City Council has been pro-active in delivering and managing a range of sporting facilities. Ringsend Park is a high-quality green space that provides walking routes, sport fields and sport facilities, including the newly renovated Irishtown Stadium. The park has recently been redeveloped through a collaborative effort with support from local residents and the community. To encourage physical activity, the council has provided new outdoor gyms at Sandymount Promenade

## 8.3 Challenges

A key challenge for the planning scheme is balancing the relationship between the industrial landscape and natural environment and providing new areas of housing. The existing urban structure of the area is closely linked to the historical development of port related activities in the area.

The Poolbeg area has been constructed from reclaimed land. Historically, fill consisted of seabed dredging and domestic waste. There may be land contamination within the SDZ.

Although there are no SEVESO sites in the SDZ area, a number of sites covered by the SEVESO II Directive are located on the Poolbeg Peninsula. These sites are located at the ESB and Synergen Power Stations and represent the location of potentially dangerous substances, natural gas, liquid petroleum gas and diesel.

## 8.4 The way forward

The Planning Scheme aims to regenerate the SDZ through new sustainable residential and commercial development. In order to create a new urban neighbourhood in the area, nature based solutions will be pursued. The natural assets in the area have informed the sustainable urban form for Poolbeg West. The planning scheme seeks to regenerate the area in a manner that will:

- Conserve and enhance the area's existing ecology and biodiversity (including habitats) complementing the existing nature conservation areas, including the Special Protection Area (SPA), proposed Natural Heritage Area (pNHA) and candidate Special Area of Conservation (cSAC).
- Create new areas of ecological value and green spaces valued for their social amenity;
- Integrate the land and marine environments, creating an area wide network of habitats;

The vision of Dublin City Council for the Planning Scheme and the Poolbeg peninsula area as a whole emphasises the enhancement of the physical environment and biodiversity of the Peninsula, whilst maintaining and improving the protected environment, designated areas and water quality of Dublin Bay.

The Planning Scheme will also link the Poolbeg West area with the adjacent neighbourhoods of Ringsend and Sandymount. The purpose of these connections is not only to integrate the new community with existing communities but also to give existing residents access to the waterfront and new facilities in the SDZ. Improved linkages to Ringsend Park will encourage and invite new residents in the Planning Scheme to access and use the park, and the Irishtown Athletics Stadium. The existing greenspaces on the Peninsula, Sean Moore Park and Ringsend Park will be integrated into the green infrastructure network for the wider area. This network will encourage residents to walk and cycle throughout the area and to use safe routes to get to the City Centre.

### 8.4.1 Green Infrastructure

Green space makes places more inviting and attractive and enhances people's sense of well-being. People living and working with a view of natural landscapes appreciate the amenities it offers. The council will seek to preserve, provide and improve recreational amenity, green areas and both active and passive open space within the scheme area through green infrastructure solutions. These solutions will be permeable and accessible to the public.

The creation of a green network of spaces through the SDZ and wider area will interconnect natural and semi-natural areas with other environmental features. The planning scheme will use biodiversity and ecosystem focussed solutions such as Sustainable Urban Drainage (SuDS) to adapt to or mitigate against any potential adverse effects of climate change in the area.

Critical to the experience of Poolbeg West is the opportunity of enjoying public space. Green infrastructure will provide improved pedestrian and cycle connections, particularly to major open spaces and community facilities, and to points of public transport while ensuring that ecosystem functions and existing amenity uses are not compromised.

### 8.4.2 Public Open Space, Sports and Recreation

Close to the SDZ are a range of open space, sport and recreational facilities. The open space contained in Sean Moore Park, Sandymount Strand, Ringsend Park/Irishtown Athletics Stadium, Sandymount Green and water-based activities on the River Liffey and Dublin Bay are all within close proximity of the planning scheme area. Improving pedestrian and cycle access to these recreational areas is an important part of the planning scheme and will improve permeability generally.

A network of varied public open spaces and green routes are proposed in this Scheme. The different open spaces and routes in the planning scheme will reveal the planning scheme landmarks and the surrounding landscape, creating a strong sense of place with clear identity. The planned pattern of open spaces and their relationship with existing green spaces is set out in Figure 8.1.

The planning scheme will provide for three new parks (i) Coastal Park (ii) Village Green and (iii) Port park. (All names are for illustrative purposes only and a formal naming process for future parks will take place in consultation with the Docklands Council). These parks will be accessible open spaces and provide landscaping that will enhance the ecological value of the area and increases biodiversity. Integrating the principles of Sustainable Urban Drainage systems to reduce peak water run-off and improve their quality will be required in the detailed design of these parks. Each park will have its own distinctive character and perform different roles in terms of the uses they accommodate, creating a range of varied public spaces for the local community.

#### 8.4.2.1 Coastal Park

A new park along the coast, Coastal Park, will be located along the linear strip between the Strand and the development areas of the Planning Scheme. This park will form an important green corridor in the city area offering new amenities and recreational routes. Coastal Park will aim to connect the nature resource of Poolbeg with the city. It will use existing areas of nature,

8.1 SDZ Open Space in Context
Ringend Park
Sean Moore Park
Irishtown Nature Park
Beach Walk
South Bull Wall
SDZ Boundary
Existing Public Open Space
Proposed Public Open Space
Proposed Green Route
Proposed Trees
Open Space / Park Area
Pending the delivery of by-pass
& associated infrastructure ( Long Term )

green amenities and industrial heritage, interconnecting them to form a continuous green network for cyclists and pedestrians.

The park will stretch from Sean Moore Park to Irishtown Nature Park and the planning scheme will seek to protect and strengthen the inherent qualities of the space. It is the long term vision of the council to also extend the park eastwards to the south wall along Dublin bay and westwards to Ringsend Park, The Dodder Greenway and Grand Canal Dock.

#### 8.4.2.2 Village Green

The Village Green will provide for recreational outdoor amenity for all. The design of the park must be of high quality, creating multifunctional spaces and incorporating nature. It will provide space and facilities for play for children and some more formal design layouts to create a focal point; possibly focussed on an artistic installation/water feature. The park will form an important community focal area for the SDZ and provide a public space to meet and socialise. The concept for the space is to have active ground floor uses facing the park along its northern and adjoining boundaries that ensure its role at the heart of the new community. The planning scheme will seek the integration of attenuation SUDs measures within this park with opportunities to share attenuated water with Sean Moore Park to the south.

#### 8.4.2.3 Port Park

This area of green space is located to the east of the housing area, and creates an important buffer area separating the housing from Port related uses to the east. Because of this, the park will, particularly in the shorter term, need to include screening elements to create an attractive prospect and to mitigate possible noise from port or other industrial related activities. In the long term, these lands form part of the Eastern By-Pass reservation corridor and as a result are not suitable for any type of permanent development. As the By-Pass corridor relates to a long term project, as indicated in the NTA Greater Dublin Area Transport Strategy; these lands will be available for park and recreational uses for a short to medium-term period. It is proposed that this park area, as well as providing screening and buffering, also provides a locally important amenity. The park will differ from the previous two spaces in that it will have a more sport and active leisure oriented role. Details of specific uses for the space will be agreed with Dublin City Council, taking into account local needs and aspirations, with a focus on supporting local initiatives and clubs that encourage community engagement and activity.

### 8.4.3 Communal Open Space and Semi-Private space

It is an objective to require the provision of communal open space and semi-private open space within the planning scheme. Communal open space is an important environmental resource for the amenity needs of residents. A common approach for the provision of semi-private and communal open spaces is by providing central courtyard spaces within perimeter block developments. This will be one of the preferred methods of delivering semi-private and communal open space requirements, and safe and secure areas for children to play. The design of these spaces shall take into account sunlight and daylight provision to the park with the design, planting and play arrangements reflective of this. Apartment block designs shall seek to maximise daylight provision to courtyards as much as possible.

Semi Private/Communal Open Space will be available to all residents within the urban block and the public generally during daylight hours. It is intended that these spaces will be maintained by a management company.

Communal Open Space requirements will be based on the projected size and density of individual development plots. Qualitative provision will comprise balconies, roof gardens, living walls and courtyards incorporating play areas, outdoor exercise provision, seating and high-quality landscaping. The open space requirements of each development will be required to comply with the City Development Plan standards.

### 8.4.4 Private Open Space

New private open space should be in accordance with standards in the Dublin City Development Plan. This may be in the form of balconies, terraces, roof gardens or communal landscaped areas. Each apartment is required to have its own quality private open space.

### 8.4.5 Sustainable Urban Drainage Systems (SUDs)

To manage rainfall run-off, prevent pollution, and provide an attractive environment for people and wildlife, the scheme will seek an integrated approach to incorporating Sustainable Urban Drainage Systems into the design of each block and public area. Proposals should incorporate the principles of SUDs in accordance with best practice and standards. In this regard, developments in the SDZ area should be accompanied by a SUDs Design incorporating a management train concept that comprises of a sequence of best practice and SUDs techniques that improve the flow, volume and

frequency characteristics of runoff and prevent or treat pollution as water moves through the SUDs system. It is important that the management train begins with source control techniques to manage flows and pollution as close as possible to where rain falls on hard surfaces. See Figure 8.2 (sustainable urban drainage map) for layout of proposed SuDS features.

In addition to providing natural habitats for birds and other fauna, the planting of trees will be an objective in the SDZ to assist in storm water management. For every 5% of tree cover in a community, storm water runoff is reduced by 2%. The scheme will encourage and support tree planting in the development of main urban streets, taking into account the particular environmental challenges this site presents. Alongside this urban innovative solutions such as green roofs and living walls will be sought for the benefit of storm water retention, biodiversity enhancement and energy efficiency. See appendix 1 for SUDs measures for new developments.

### 8.4.6 Ecology and Biodiversity

There are few habitats of any ecological significance in the SDZ. Two areas of note close to the SDZ are Irishtown Nature Reserve and Sean Moore Park. Although Sean Moore Park comprises mainly amenity grassland and exotic shrub species, it is important as a feeding ground for migrating Brent geese. Dublin Bay and the River Liffey are important for nature conservation. It is a policy of the council to protect, conserve and enhance the natural resources of the city that adds significantly to quality of life. Allowing managed access to and interaction with the natural environment will be encouraged where the impact to wildlife is minimised.

Overall the area supports a variety of common flora and fauna typically associated with an urban environment. Dublin Bay hosts large numbers of water birds in the winter months including internationally important numbers of light bellied Brent geese and other species. The water birds also use some grassland sites within the Planning Scheme area during the winter months. Kestrels and Peregrine falcons have been observed hunting on the peninsula and many of the buildings present may be suitable for roosting bats.

Development should seek to enhance the ecology and biodiversity value of the peninsula. All developers should have regard to the Mitigation Measures in the Strategic Environmental Assessment Environment Report advice for the protection and enhancement of the environment.

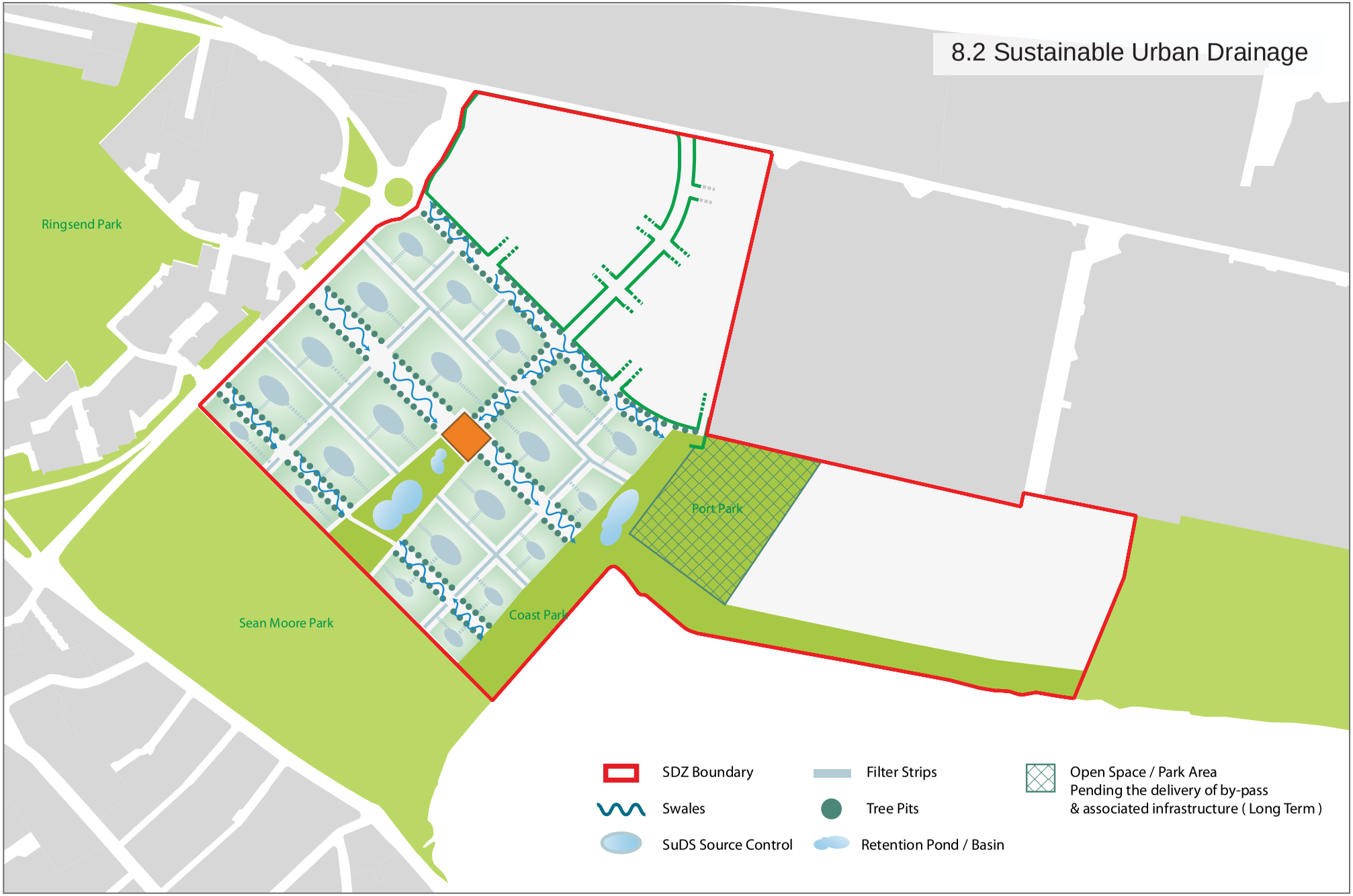
(See Section 9, Mitigation Measures, SEA Environment Report for Draft Poolbeg West Planning Scheme).

#### 8.4.6.1 Designated Areas for Nature Conservation

The SDZ itself is not covered by any nature conservation designations. However, the southern edge of the SDZ has Irish and European designations, namely Special Area of Conservation (SAC), Special Protection Area (SPA) and proposed Natural Heritage Area (pNHA). The planning scheme will seek to achieve favourable conservation status for the habitats in these areas.

### 8.4.7 SEVESO III Sites

There are potential constraints with regard to the existing three SEVESO III sites under the European Communities (Control of Major Accident Hazards Involving


8.2 Sustainable Urban Drainage
Ringsend Park
Sean Moore Park
Coast Park
Port Park
SDZ Boundary
Swales
SuDS Source Control
Filter Strips
Tree Pits
Retention Pond / Basin
Open Space / Park Area
Pending the delivery of by-pass
& associated infrastructure ( Long Term )

Dangerous Substances) S.I. No. 209 of 2015. These are situated close to the SDZ area.

The Health and Safety Authority (HSA) has overall responsibility for the administration and enforcement of health and safety legislation in Ireland. One of the requirements of S.I. No. 209 of 2015 is that the Health and Safety Authority shall advise the relevant planning authority of a consultation distance for a SEVESO III establishment.

It is policy of Dublin City Council to have regard to the provisions of the Major Accidents Directive relating to the control of major accident hazards involving dangerous substances. Its objectives are to prevent major accidents and limit the consequences of such accidents. Dublin City Council will have regard to the provisions of the Directive and recommendations of the HSA in the assessment of all planning applications located within the consultation distance of such sites.

| It is an Objective of Dublin City Council |
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| GI1 To develop a hierarchy of inter-connected open spaces, recreation areas and green landscaped areas, via walking and cycling routes, through the SDZ and ensure that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced. |
| GI2To incorporate open space into the green infrastructure of the SDZ, providing a multi-functional role including urban drainage, flood management, biodiversity, outdoor recreation and carbon absorption. |
| GI3 To require the provision of green landscaping, including native tree planting where practical, on key streets within the SDZ and to improve amenity, increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation. |
| GI4 To respect the integrity of designated nature areas and seek to achieve favourable conservation status of the habitats in these designated areas. |
| GI5 All developments in the SDZ should have regard to the mitigation measures set out in Environmental report. |
| GI6 To require that all development proposals, including internal courtyards, maximise the opportunities for ecological and biodiversity enhancement |
| GI7 To ensure that in new residential developments, public and communal open space is provided which is sufficient in quantity and distribution to meet the requirements of the projected population and includes play facilities for children. |
| GI8 To seek the development of Coastal Park, Village Green and Port Park in the SDZ area offering new amenities and recreational activities and to support the upgrade of existing parks and amenity areas adjoining the SDZ |
| GI9 To require Sustainable Urban Drainage Systems (SUDs) in all developments, incorporating a sequence of SUDS techniques that work together in series to control the flow, volume and frequency of runoff as well as preventing or treating pollution as water flows through the development (Management Train). |
| GI10 To integrate new green infrastructure solutions into new developments and in the public realm to boost biodiversity and improve surface water management within the SDZ area, include the use of permeable materials for surfaces, planted roofs, living walls, swales, retention basin/ponds and provision of storm water tree trenches. |
| GI11 Any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an Appropriate Assessment in accordance with Article (3) of the Habitats Directive. |
| GI12 To promote environmental stewardship by managing invasive species and human-wildlife conflicts with birds' species and to improve water quality. |

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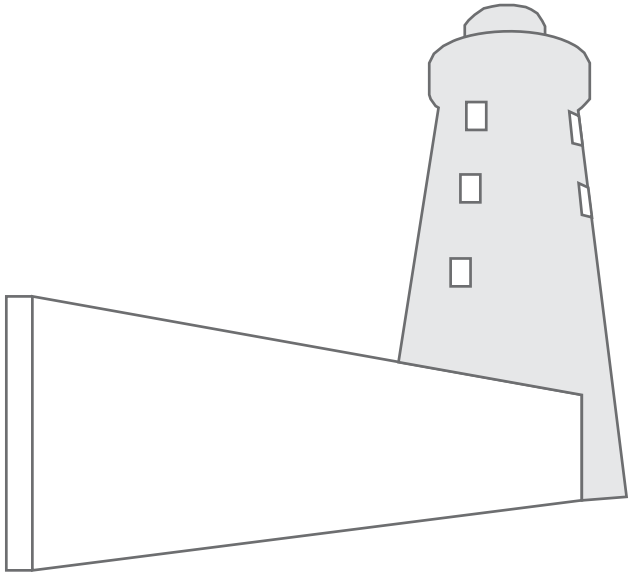


## Land Use & Phasing

# Land Use & Phasing 9

## 9.1 Introduction

The designation of the lands at Poolbeg West as an SDZ by the government set a clear direction for Dublin City Council regarding the land use vision for the area. This designation, alongside the policies and objectives in the City Development Plan for the SDZ, have guided the preparation of this Planning Scheme. The SDZ has two national priority land uses within its boundary; namely (i) the provision of much needed new housing in a sustainable urban setting and (ii) managing the future of Dublin Port, a national asset central to the successful operation of the economy.

In developing detailed land use plans for the SDZ, the Scheme takes cognisance of, and is in accordance with, the objectives set out in Sc. 15.1.1.9 of the City Development Plan.

## 9.2 Challenges

The dual role of the SDZ presents a number of challenges in achieving a successful, sustainable and quality new environment. Poolbeg Peninsula has a unique role within the City, containing a range of large scale, semi-industrial utilities and uses including power generation, shipping, waste water treatment and waste management. These uses are predominantly 24hr in nature and generally are not suitable uses to be located in direct proximity to residential uses. In response to this challenge, the land use and phasing approach taken has been driven by the environmental information and outputs from the Strategic Environmental Assessment process. Also shaping and impacting directly on land use decisions is the impact of key transport reservation corridors, namely the Southern Port Access Route and the Eastern By-Pass reservation corridor, which have a direct impact on two major sites within the SDZ.

A second challenge in shaping the land use is the importance of building communities and integrating these lands into the fabric of urban villages that define the character of this part of the City. The development of new housing in Poolbeg needs to form part of the community that makes this area what it is, not stand alone from it. It also has the potential to bring benefits to the existing community by providing new resources, facilities and connections as well as new opportunities for the local community to continue to live in the area.

The third challenge for the lands is giving adequate recognition and setting for the wonderful setting of the lands in question, particularly the lands to the south which face directly onto Sandymount Strand. Connecting this maritime character back towards Ringsend is a challenge this Scheme seeks to fully address.

In relation to phasing, the importance of ensuring that the delivery of services, public transport, cycling facilities and local retail come forward in tandem with the developing residential community is central; as is the delivery of the necessary buffers and protective buildings that are essential to achieving the mix of uses sought for the SDZ lands.

## 9.3 Approach Taken

This area of land encompasses a point of transition for the City from residential and mixed use land-uses to industrial and port activity and the SDZ Scheme seeks to manage this transition within the land use policy in a practical and sustainable manner. The SDZ Scheme divides the lands into five land use areas (i) port and industrial; (ii) housing with some mixed use, with ratios varied within each block; (iii) commercial; (iv) community/education uses and (v) park and recreational lands.

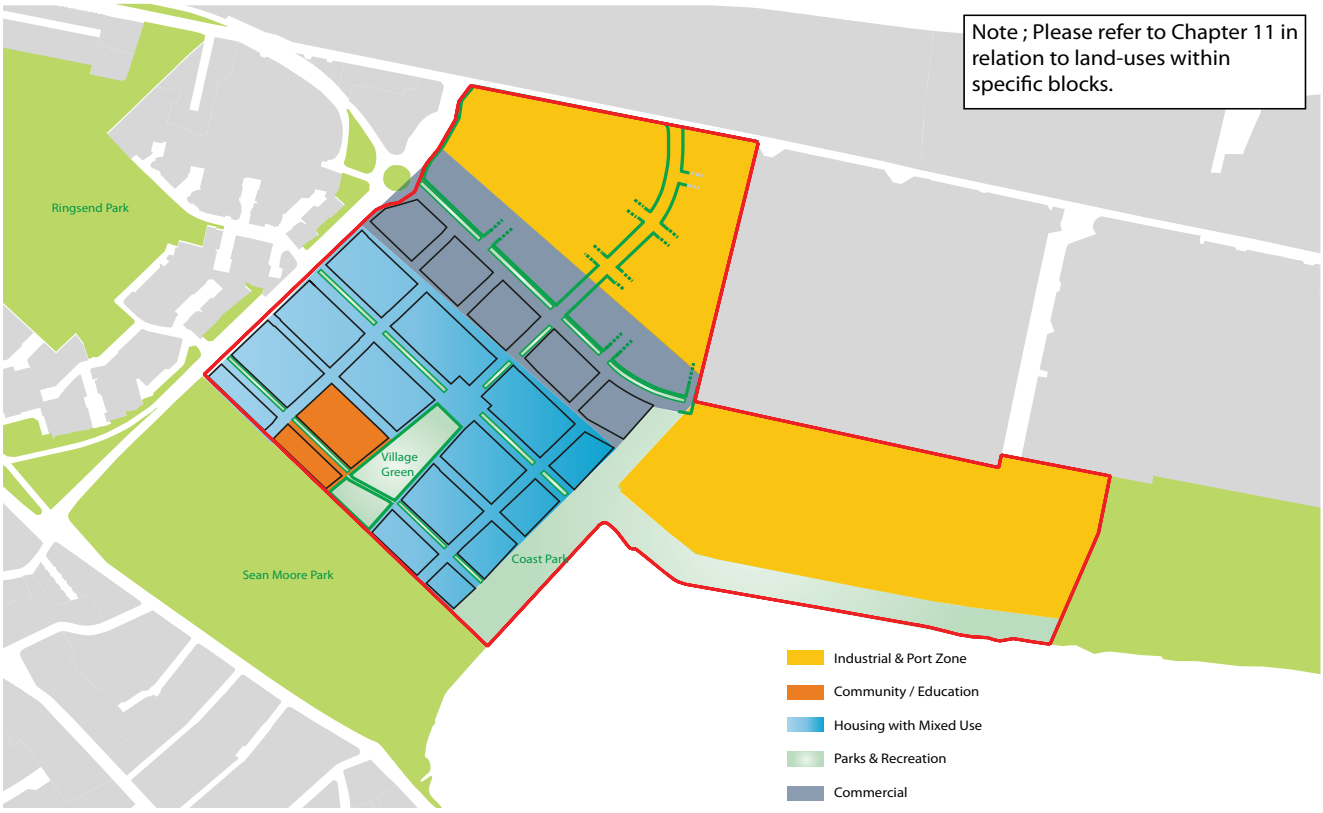
The layout and arrangement of these areas is set out in Fig 9.1. It should be noted that the this is for illustrative purposes only, and the detail of boundaries and land use mix is specified in chapter 11 of this Scheme by individual block. The layout presented in Figure 9.1 responds to the challenges outlined, providing a mix of business, housing and port/utility related uses, served by a generous series of new public spaces and amenities.

The port and industrial areas are located on and adjacent to existing lands currently used for such purposes. This area also contains the two key transport corridor reservations, which restricts the scale and options for land use within the corridors. The locations with this land use provide the capacity needed for Dublin Port to continue to operate as the leading port for the State and to make best use of the existing and future port infrastructure in an efficient and sustainable manner.

The commercial lands provide for office and similar development including hotels, with the option of other ground floor uses such as retail/café/restaurants at suitable high profile locations. This use is separately identified and included in the SDZ for two reasons; (i) to provide a physical buffer zone between the port related activity and the housing and housing/mixed use areas; and (ii) to provide a viable location within the SDZ for employment uses which will provide opportunities for those living in or near the SDZ with a local employment location, reducing commuting needs and providing

# 9 Land Use & Phasing

**Figure 9.1 Land Uses**




activity to the area through the day, boosting local services. A corridor of future commercial development, including hotel uses, along the north of South Bank Road is a longer term development option, and dependent both in relation to its location and extent on the final alignment of the Southern Port Access Route and the Eastern By-Pass.

The housing with some mixed use land use area aims to provide a predominately residential environment, or residential with commercial mix, depending on the specifications for each block. The balance of mixed use within each block is set on the basis of achieving an appropriate level of retail services within the SDZ in the most suitable locations, providing an additional buffer for the northern portion of these lands and creating a new urban village centred on the green. The community/educational space seeks to create a neighbourhood hub within the SDZ, catering for the local demand generated by the new housing for schools and community spaces. The aim is to achieve an integrated design approach to this space that is welcoming and will ensure a flexible and multi-use approach to facilities provided. If, following future analysis, it is decided not to take up these lands for education/ community uses, such uses must then be provided in the next block(s) immediately to the east and the designated site used for new housing. In such a case, the benefits ( land-use and technical) of the repositioned site need to be clearly set out in conjunction with the planned delivery of housing on the designated school site. A clear urban design rationale would be required.

The detail of the balance allowable of residential to other uses for each block is fixed and is defined in Chapter 11.

The land use mix for the SDZ aims for an overall mix of 80% residential and 20% commercial on the lands to the south of South Bank Road (with flexibility as previously defined). For clarity, this percentage is based on the footprint of lands on the site, discounting ground floor uses where residential is above retail or similar, with hotels and apart-hotels considered a commercial use for this SDZ. A range of up to 5% deviation from this figure, i.e. from 75:25 to 85;15, is considered within the tolerance of the SDZ Scheme to allow for some design flexibility within the relevant blocks.

Also required is the allocation of space at ground floor level for social, cultural, creative and artistic purposes. This should contribute towards the 5% target for such uses in the Docklands area generally (see

Chapter 4 for detail). Each block masterplan/application will need to demonstrate how this is being incorporated. Options that can be presented to meet this objective are

- Cultural features or uses / artistic installations within the parks
- Social spaces available to the community that can be used by local clubs/organisations to promote cultural or artistic events/projects
- Provision of artistic studio spaces within the SDZ
- Space within the public realm for art installations.

Other viable, innovative proposals will also be considered, taking into account any identified need for new or upgraded social and cultural facilities in the locality and opportunities for sharing, expanding and/or improving such facilities, without undermining existing facilities.

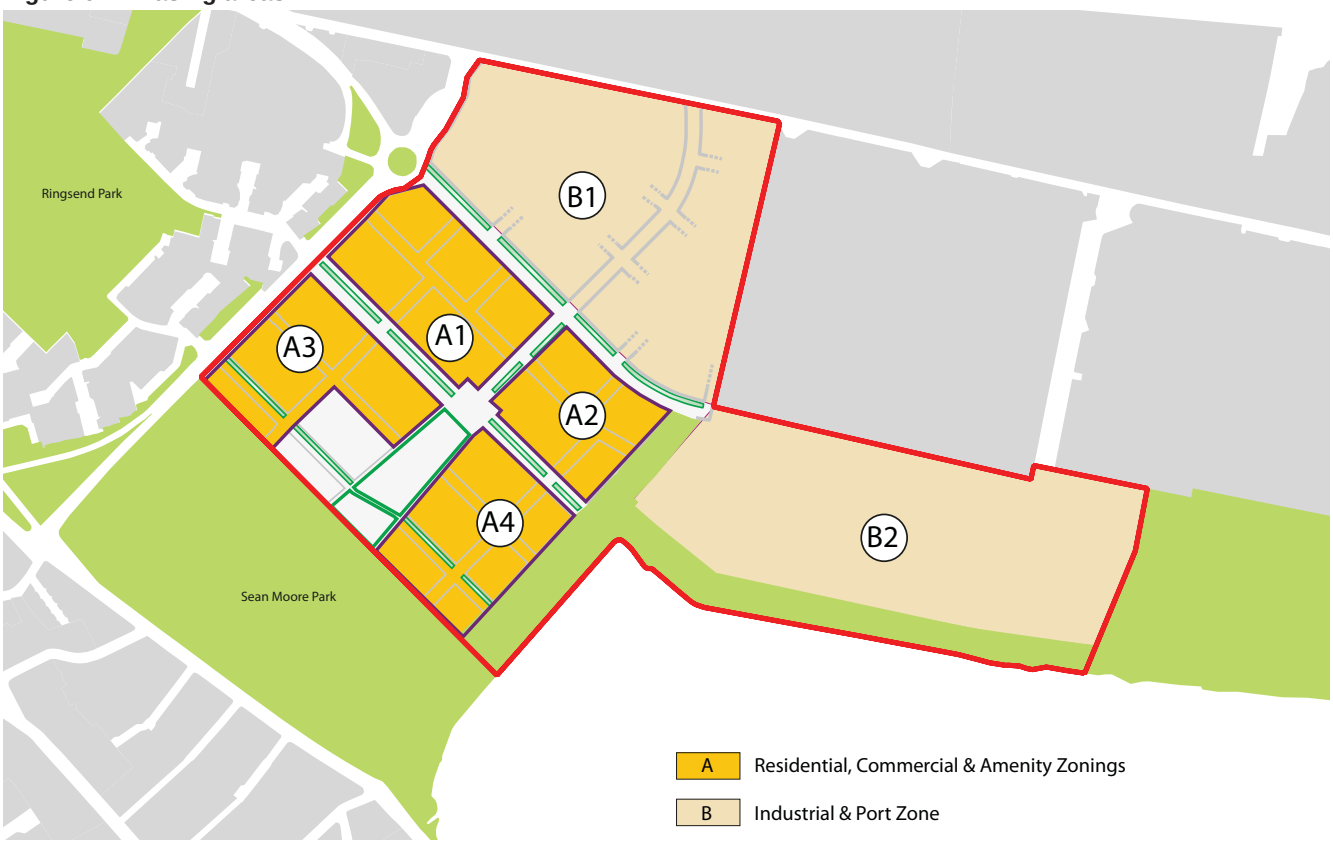
The park and recreational lands provide the amenity space needed to service the new population of the SDZ, and bring a benefit to the wider community. Three new spaces are proposed, each serving a different purpose. This is addressed in more detail in Chapters 8 and 11.

## 9.4 Sequencing of Development

The character of the area is currently in two very different forms, with the port and utility related industry operating on most of the lands designated for such purposes and with the housing and amenity lands currently vacant sites. Because of this environment, a traditional phased approach is not practical or appropriate for this SDZ. The phasing plan developed below addresses three key areas (i) ensuring that new housing provided is adequately buffered; (ii) that the transport requirements for each phase are fully considered and linked to development and (iii) that the differing time-lines that affect each major land use is addressed.

The phasing plan therefore is shaped by two streams of phasing, one related to the commercial, residential, retail and community uses on the southern portion of the site and the second related to the port and port related and industrial activity zonings to the north and east of the SDZ. Both draw extensively from the objectives of the City Development Plan expressed in Section. 15.1.1.9. Figure 9.2 below outlines the two areas.

**Figure 9.2 Phasing areas**



## Phasing Area A: Residential, Commercial, Amenity, Community Zonings

Approach: The phasing requirements for this area are based on 3 principles, for which each application for development must demonstrate compliance ; -

1. Each block shall include supporting uses or services or amenity space to be delivered in tandem with housing.
2. All development north of the boulevard must be delivered in tandem with "buffering" commercial buildings, or other significant landscaping and/or acoustic measures.
3. Transport connections must be prioritised, with certain elements delivered prior to the occupation of any new housing.

The first applications for each block must include a masterplan where the application does not extend across the entire block. If the housing area is to be developed as one entire scheme the preference is that generally development shall take place sequentially across the site to avoid piecemeal build out.

| Phase | Infrastructure Requirements | Responsible stakeholder |
|---|---|---|
| Phase 1: Enabling Infrastructure & development of up to one third of the site. Applications for housing up to this threshold must include the infrastructure identified for this phase. | 1. Remediation works necessary for the development of each site block.<br>2. Upgrade to Sean Moore Rd, including new junction access.<br>3. School site landscaped awaiting DES progression to construction.<br>4. Bus route within site is completed and available to use.<br>5. Cycle routes and service roads connecting from active sites to Sean Moore Road completed.<br>6. Retail services up to 30 % delivered as minimum.<br>7. New amenity space developed (either village green or coastal park) adjoining housing, with parts of central boulevard & coastal link also provided. | Developer/ Landowner<br>Dublin Port/ DCC/ developer/National Transport Authority<br>Dept Education & Skills/Landowner<br>Developer/ Landowner<br>DCC /NTA / Developer<br>Developer/ Landowner |
| Phase 2: Remaining Lands. Granting of permissions for housing units and commercial developments on remaining two thirds of the lands is dependent on these projects having construction contracts signed or under construction or where relevant incorporated into the applications. | 1. Replacement of Sean Moore Roundabout and completion of upgrade of Sean Moore Rd.<br>2. New/Extended bus routes operating within SDZ.<br>3. Delivery of remaining park and amenity areas.<br>4. Community facility either in tandem with or separate to new school.<br>5. Dodder Bridge project under construction and operational before occupation of remaining lands.<br>6. New pedestrian & cycle facilities at Tom Clarke (East-Link) bridge commissioned. | Developer/ Landowner/ Dublin City Council<br>NTA/Bus Operator<br>Developer<br>DES/Developer<br>DCC /NTA / Developer |

## Phasing Area B: Industrial & Port Zone

The lands in this industrial and port area of the SDZ consist of two blocks, B1 and B2, For Block B1, the lands will continue to be used for port and port related activity, with a smaller portion used for utilities. Part of this site is affected by the transport corridor reservation, including the area allocated commercial on the southern boundary. A landscaped buffer strip is proposed for this boundary in the interim.

For the main part of Block B1 it is proposed to move the existing Lo-Lo ('Load on - Load off') container terminal further east outside the SDZ and replacing it with a Ro-Ro ('Roll on- Roll off') facility. This will result in an improvement in the amenity of both existing and new residential communities. New commercial buildings are proposed to form the northern edge to South Bank Road. This development could include hotels and uses associated with the growing cruise tourism facility at the port. Such a development would create an appropriate transition and buffer between the residential areas to the south and the Ro- Ro port activities to the north.

For Block B2, this site is proposed for unitised cargo storage in the long term, with a commercial element on the western boundary facing onto the buffer park zone, which could consist of hotel, office or other commercial and/or leisure and limited retail/cafe type uses. This zone is directly impacted by the transport corridor reservation, and will be reviewed following resolution of the reservation. Meanwhile the area is proposed as a public park to provide a transition between the new residential area and the cargo storage area. Block B2 will be served by a reopened new link extending northwards to Pigeon House Road (outside the SDZ) and not westwards to South Bank Road.

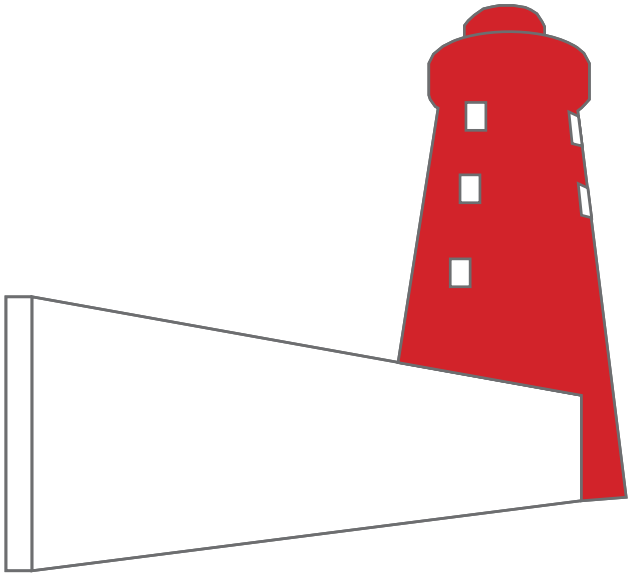
| Phase | Infrastructural Requirements | Responsible stakeholder |
|---|---|---|
| Short and Medium Term: Current operations and limited expansion/ redevelopment within SDZ lands, which do not generate significant increases in traffic movements into the Port lands.<br><br>Expansion and some intensification of operations within Poolbeg Peninsula and within SDZ lands, with traffic generation implications assessed and addressed. | 1. Completion of acoustic protection at Pigeon House Road.<br><br>2. Opening of HGV Route to Block B1 via Pigeon House Road & provision of landscape buffer strip on southern boundary.<br><br>3. Buffer park (Port Park) in Block B2 as part of expansion of unitised cargo use in this area, and link northwards (Shellybank Road)<br><br>4. Replacement of 'Lo-Lo' operations with 'Ro-Ro' in Block B1.<br><br>5. Opening of new route to port and utilities by extending Pigeon House road directly into Port to provide direct HGV access as part of Southern Port Access Route (SPAR) implementation.<br><br>6. Upgrade/ dualing of Tom Clarke (east link) bridge as part of SPAR implementation. | Port leaseholders, Dublin Port.<br><br>Dublin City Council/Port<br><br>Port<br><br>Dublin Port<br><br>DCC<br><br>NTA<br><br>NTA/DCC |
| Long Term*: Commercial uses on boundary areas where practical and significant intensification of use of SDZ lands for port and related activities. | 1. Completion of Eastern By-Pass<br><br>2. Upgrade of South Bank Road to create quality urban environment. | TII<br><br>NTA<br><br>Dublin Port |

**This phase will not be considered necessary if there is a change in policy regarding the Eastern By-Pass or a change in location so that the lands in question are no longer reserved.*

# 9 Land Use & Phasing

| It is an Objective of Dublin City Council |
|---|
| LP1 Land uses shall comply with Figure 9.1, so that only appropriate uses are permitted within each Block. |
| LP2 To provide a land-use mix of 80% residential and 20% commercial ( as set out above)across Blocks to the south of South Bank Road. Office type commercial uses shall be concentrated mainly in blocks adjoining South Bank Road. |
| LP3 Active and commercial ground floor uses to be provided in the vicinity of the village hub and also at the junction of the Central Boulevard/Sean Moore Road. |
| LP4 Development of blocks A1 to A4 inclusive, as shown in figure 9.2 shall be in compliance with the requirements of Phasing Area A, to ensure that the amenities and protections needed for new housing is provided in tandem with housing development. |
| LP5 Future expansion and development of port/industrial/utility type industry within Blocks B1 and B2 ( Fig 9.2) shall be in compliance with Phasing Area B, to ensure that the appropriate infrastructure to serve the Port and related uses is delivered when needed, and that longer term strategic infrastructure can be provided. |
| LP6 Development shall be carried sequentially across the SDZ in order to avoid gap sites detrimental to amenity. |
| LP7 Where possible, proposals for development within Block B1 of the SDZ (port lands) shall include proposals for the conservation/ enhancement of the historic South Bull Wall. |

# 10



## Public Realm

# Public Realm 10

## 10.1 Introduction

*'The Public Realm is an important part of Dublin's identity, of how we understand ourselves and how we want to present ourselves to others. It contributes to Dublin's competitiveness both by influencing the image of the city abroad and by being attractive for people who live in, work in, or visit. The public realm is vital to our city life and this importance requires us to understand it and influence its future through developing vision, appropriate policy and a collaborative approach with people at its centre'*(Dublin City Council, 'Your City, Your Space, Dublin City Public Realm Strategy, 2015)

The public realm can be described as all areas to which the public has access. This includes the publicly accessible space between buildings, along with the spaces and the buildings or other structures that enclose them. It is typically defined by roads, streets, lanes, parks, squares and bridges, and is characterised by the functions and activities that take place within them.

The Planning Scheme will guide the development of an exciting new urban quarter, nestled between the adjacent urban villages of Sandymount, Ringsend and Irishtown to the east and southeast, and the existing industrial/port zones to the north and east. To the south lies the sweep of Sandymount Strand giving views to Dun Laoghaire and the Dublin mountains beyond. The juxtaposition of the area's high natural amenity together with its prominent industrial landscape adjacent, will present challenges and also opportunities, as to how this new quarter is to be designed and developed. It will be home to a mixed-use development of approximately 6,000 new inhabitants and a broad range of commercial/retail functions. The design of the public realm in the Planning Schemes new streets and spaces will play a critical role in how the proposed new residential, commercial, educational and leisure uses will interact with each other, with the adjacent urban villages, with the surrounding natural environment and also how it will connect with the wider city beyond. It will seek to strike a balance between the different functions and demands placed upon it by all these different user groups, while taking into account their interests and objectives.

A public realm masterplan will be prepared within one year of publication of the Planning Scheme, and this will be based on the approach set out within Dublin City Councils Public Realm Strategy, addressing inter alia, materials, planting, street furniture. Broadly, this masterplan for the Planning Scheme will guide the design of socially inclusive and universally accessible urban spaces and streets encouraging pedestrian movement and sustainable transport uses, and facilitate improved connectivity between Poolbeg, the adjacent urban villages and the wider city. The masterplan will seek to protect the area's existing natural heritage and amenities, develop greening strategies to promote bio-diversity, and leverage the area's maritime heritage to develop cultural activities and the arts. It will recommend specifications for high-quality materials and street furniture, 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 and landscape environment for an exemplary seafront quarter.

Key policy documents guiding the public realm Masterplan for the Planning Scheme include:

Dublin City Development Plan 2016-2022

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas

Quality Housing and Sustainable Communities – Best Practice Guidelines

Design Manual For Urban Streets and Roads

National Disability Strategy

Transport Strategy for the Greater Dublin Area 2016-2035

The Legible Dublin Study

Urban Design Manual

Your City Your Space – Dublin City Public Realm Strategy

The Heart of Dublin – City Centre Public Realm Masterplan

North Lotts and Grand Canal Dock Planning Scheme 2014.

Public Realm Masterplan for the North Lotts and Grand Canal Dock Planning Scheme 2014.

## 10.2 Ambition & Aims

The public realm masterplan for the Poolbeg West Planning Scheme will be designed to support the scheme in achieving its vision for Poolbeg West to create a sustainable urban neighbourhood that responds to the areas unique location and enhances the enjoyment of local amenities and connect with the physical, environmental, economic and social fabric of the city, the bay and adjoining neighbourhoods.

The 4 main aims for the design of the public realm stem from the 3 themes 'Connect/Create/Protect' set out in the vision for the area (in chapter 2) . These aims include:

### Place-making:

To create an attractive and high quality public domain with ancillary service infrastructure to create an exemplary mixed-use neighbourhood that residents are proud to call home, and workers and tourists enjoy visiting.

To provide a variety of mixed-use spaces to encourage active and passive recreation for different user groups and ages for play, the arts, cultural and sporting events.

To design streets and spaces that relate to the height and scale of adjacent buildings and achieve satisfactory levels of sunlight and daylight.

To include specific areas that promote interaction and community development, provide shelter and security, and are pleasant to rest and linger in.

To exploit the area's outstanding natural amenity and topography by opening views to the sea, coast, mountains and nature reserves, having regard to solar orientation and environmental comfort.

To design a legible hierarchy of streets and spaces within the SDZ to create micro districts with different urban characters.

To create a clear delineation between public space, private space, and communal space within the SDZ. Insofar as possible, to also ensure that all streets and spaces that are publically accessible are taken in charge, maintained and managed by Dublin City Council .

To create visual improvements on industrial / brownfield lands in the vicinity.

To help ensure pedestrian comfort is achieved in the public realm through appropriate building design, addressing anticipated wind –related impacts through suitable wind moderation measures.

### Environmental protection and enhancement:

To protect the SDZ area's existing natural reserves and amenity, and enhance its biodiversity through the creation of new parks, green infrastructural routes and corridors.

To improve the environmental quality of the SDZ through new water management proposals using SUDS, swales and water attenuation where appropriate to mitigate against flooding.

To plant native flora to support and develop natural habitats for land/ water based fauna.

To create green buffers between new development in the SDZ and the surrounding industrial landscape to soften their visual impact.

To provide green landscaping including tree planting on streets within the SDZ area to increase opportunities for wildlife and contribute to improvements in air and water quality and water attenuation.

To encourage the use of green roofs and vertical greenery on buildings where appropriate.

### Connectivity & Movement:

To provide improved connectivity between the Poolbeg SDZ, its surrounding urban villages, and beyond to the city itself (see Figure 10.1).

To prioritise the design of the public realm for pedestrians, cyclists and public transport, to minimise the use of cars and other vehicular traffic.

To promote universal access for the disabled and mobility impaired to live a full life free from discrimination through the design of an 'enabling' environment.

To provide legible, safe connections for all ages and user groups within and through the SDZ area.

### High Quality palette of materials and street furniture:

To develop palettes for high quality street furniture and develop a materials, fixtures and fittings palette that are appropriate to the needs of different transport and user groups, i.e., pedestrians, disabled, mobility impaired, cyclists, cars, HGV's, buses etc.

To specify materials that take management and maintenance into consideration and that are in compliance with the Construction Standards for Roads and Street Works published by Dublin City Council.

## 10.3 Strategic themes

The public realm Masterplan for the Poolbeg West Planning Scheme is built up and described around a series of different strategic themes. These themes are described individually, but when combined collectively, will produce a holistic and integrated approach and vision for the design of the Poolbeg SDZ's public realm. The themes that will be addressed in detail in the public realm masterplan stem from the vision set out in chapter 2, and also from the urban structure and design chapter. These are ;

- Connectivity
- Greening
- Biodiversity
- Water Management
- Recreation, play and events
- Heritage
- Arts & Culture

10.1 Making a Legible City ; New Key Spaces and Connections
Marino
Drumcondra
Phibsbrough
Fairview Park
Clontarf
Dorset Street
O'Connell Street
East Wall
Dublin Port
IFSC
Point Village
Smithfield
Temple Bar
Trinity College
Ringsend
Ringsend Park
The Liberties
Poolbeg
To Poolbeg Lighthouse
Merrion Square
Irishtown
St. Stephens Green
Sean Moore Park
Irishtown Nature Reserve
Grand Canal
Aviva Stadium
Fitzwilliam Square
River Dodder
Portobello
Ballsbridge
Sandymount
R.D.S
Civic Spine & Liffey Corridor
Primary Street
Existing or Previously Proposed Green Route
Proposed Green Route
Proposed Dodder Bridge

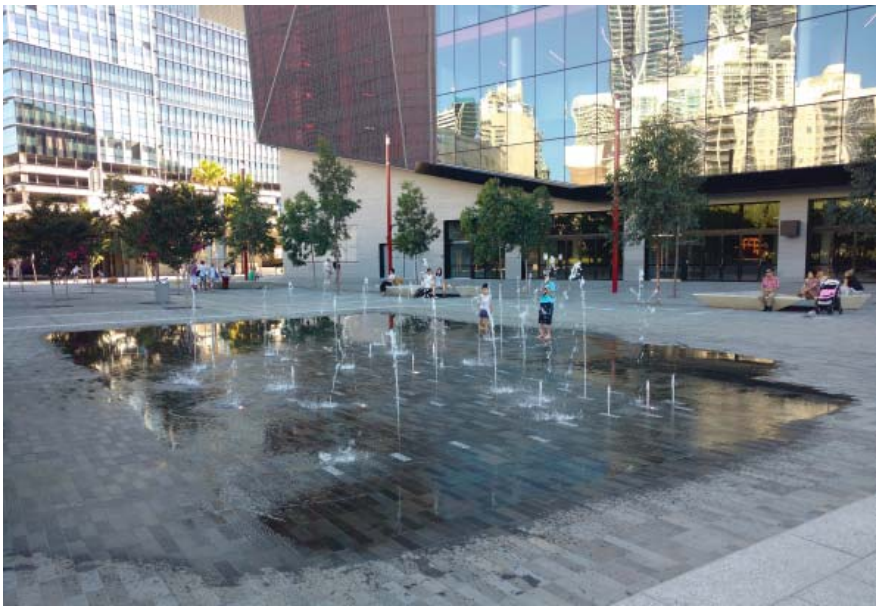
- Materials and furniture

## 10.4 Detail Design of streets and spaces

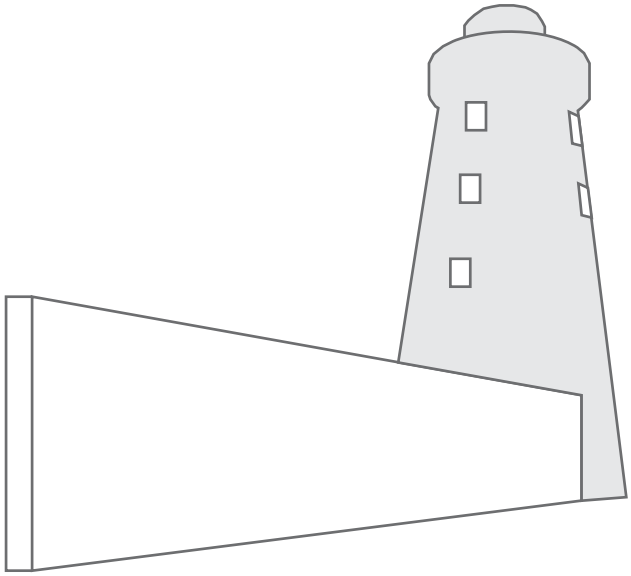
The public realm is an integral part of the urban design layout for the Planning Scheme. Development blocks are orientated in an orthogonal layout from Sean Moore Road in the north-west, to the coastline in the south east, and from the proposed new Main Commercial street in the north east to Sean Moore Park in the south west. This layout also follows the natural topography of the site, allowing open views and connections between the surrounding villages and the seashore beyond. The main central flared space, New Village Green, has a south-westerly orientation to maximise solar gain and to link with Sean Moore Park adjacent. More detailed guidance on each of the public realm components will be included in the strategy and will address four key components.

- Major streets –including the central boulevard, Main Residential street, Sean Moore Road, Cross street and the interface with Sean Moore Park.
- Minor streets – commercial and residential streets.
- Parks, Open spaces & Green routes - New Village Green , Coastal Park, Green Routes and screening of port/industrial use lands.
- Courtyards for residential and commercial blocks.

| It is an Objective of Dublin City Council |
|---|
| PR1 To prepare a public realm masterplan for this Planning Scheme within one year of the publication of Planning Scheme, based on Dublin City Councils public realm strategy addressing in detail public realm design, including inter alia, materials, planting and street furniture, for key components of the development lands, including (i) major streets; (ii) minor streets; (iii) parks, open space and green routes and screening; and (iv) courtyards. |
| PR2 To integrate the Planning Scheme with surrounding areas through use of quality design and upgrades of the public realm , and by minimising abrupt changes in levels at site boundaries, to create attractive connections, to and through the Poolbeg West SDZ. |
| PR3 To promote a maritime and ecological character to public realm and street layouts within the Scheme. |
| PR4 That all public realm areas are designed and built to Dublin City Council ' taking in charge standards' and are publicly accessible at all times. |



# 11



## Urban Structure & Design

## 11.1 Introduction

The Urban Structure is a detailed refinement of the Concept Plan (see Figure 2.1) and is depicted in Figure 11.1 - Movement Proposals and Land Use and Figure 11.2 – Block Form and Layout. These figures provide the urban design framework, or masterplan, that will guide the development of Poolbeg West, as further described in the sections below. The urban design framework/masterplan is necessary to balance the need to promote clarity and certainty with sufficient flexibility to ensure that creative design is encouraged.

Various components of the Urban Structure are described as '*fixed*' or '*flexible*', meaning:

- Fixed: These elements are critical to the successful delivery of a cohesive and sustainable Urban Structure in accordance with the key principles of the Planning Scheme and are to be delivered as illustrated and/or described, subject to minor variation only.
- Flexible: These elements must be accommodated for the successful delivery of a cohesive and sustainable Urban Structure. These elements may be varied within the urban block provided the overall cohesiveness of the Urban Structure is maintained and the Key Principles and Objectives, as set out in this scheme, are achieved (see Section 11.6).

All other elements described or depicted within this Chapter are indicative and are shown for illustration purposes to demonstrate how a cohesive urban structure can be formed. Other innovative solutions which achieve the Key Principles of the Scheme are encouraged.

## 11.2 Access and Movement

### 11.2.1 Street Network

The key desire lines between Ringsend, Irishtown Nature Reserve and Sean Moore Park form the 'backbone' of an accessible, integrated and easy to navigate street network (See Figure 11.1). A series of Green Links provide direct links between Ringsend Park, Sean Moore Park and the Irishtown Nature Reserve (see also Section 11.4.5 below). The main points of access to Poolbeg West are Sean Moore Road and South Bank Road via new Local Access Streets/Green Links. An alternative access route to the port/industrial lands is also proposed along the former alignment of the Pigeon House Road to remove traffic (including HGVs) from more sensitive/more intensively developed areas of the Poolbeg West. A number of major junction and crossing improvements are required to facilitate access to the site, as follows:

- The roundabout at the junction of Sean Moore Road and South Bank Road is to be replaced with a signalised junction.
- The junction between Pine Road and Sean Moore Road is to be signalised to cater for movements to/from a new Central Boulevard.
- The junction along South Bank Road and Pigeon House Road will be signalised.
- An existing crossing adjacent to the Clanna Gael is to be moved north to align with Breman Road and the School/Coastal park Green Link.

The street hierarchy and street layouts have been developed in accordance with the Design Manual for Urban Roads and Streets (DMURS) to create self regulating network that prioritises the safety of vulnerable users and the movement of sustainable modes. The alignment and widths of Main Access Streets/Green Links/Boulevard are fixed and comprises; (see also Appendix 2 – Street Hierarchy, Cross Sections & Layout).

A. The new 30 metre wide Cental Boulevard (+/- 2metres depending on specific site circumstances) incorporating bus and cycle lanes, together with wide footpaths and a treed lined landscape strip integrated with SUDS (See Figure 11.3 – Central Boulevard Photomontage). This central boulevard also serves the major function of linking the maritime character of the Bay back through Poolbeg West to Ringsend/Irishtown. The width of the boulevard may be reduced by a further 3 metres to the east of the Neighbourhood/Centre, where a bus lane is not required.

B. A new 22 metre wide (+/- 2 metres depending on specific site circumstances) South Bank link street located between blocks A1 and A2 and connecting to the retail hub/Village Green area.

C. A new 16m wide 'Green' coastal access route ( +/- 2metres depending on specific site circumstances) linking Sean Moore Road to the proposed school site, Village Green and on to the Coastal Park.

D. The alignment and widths of other more local streets is flexible, provided a DMURS compliant grid like network is achieved.

Vehicular access to basement car parking should be discreet.

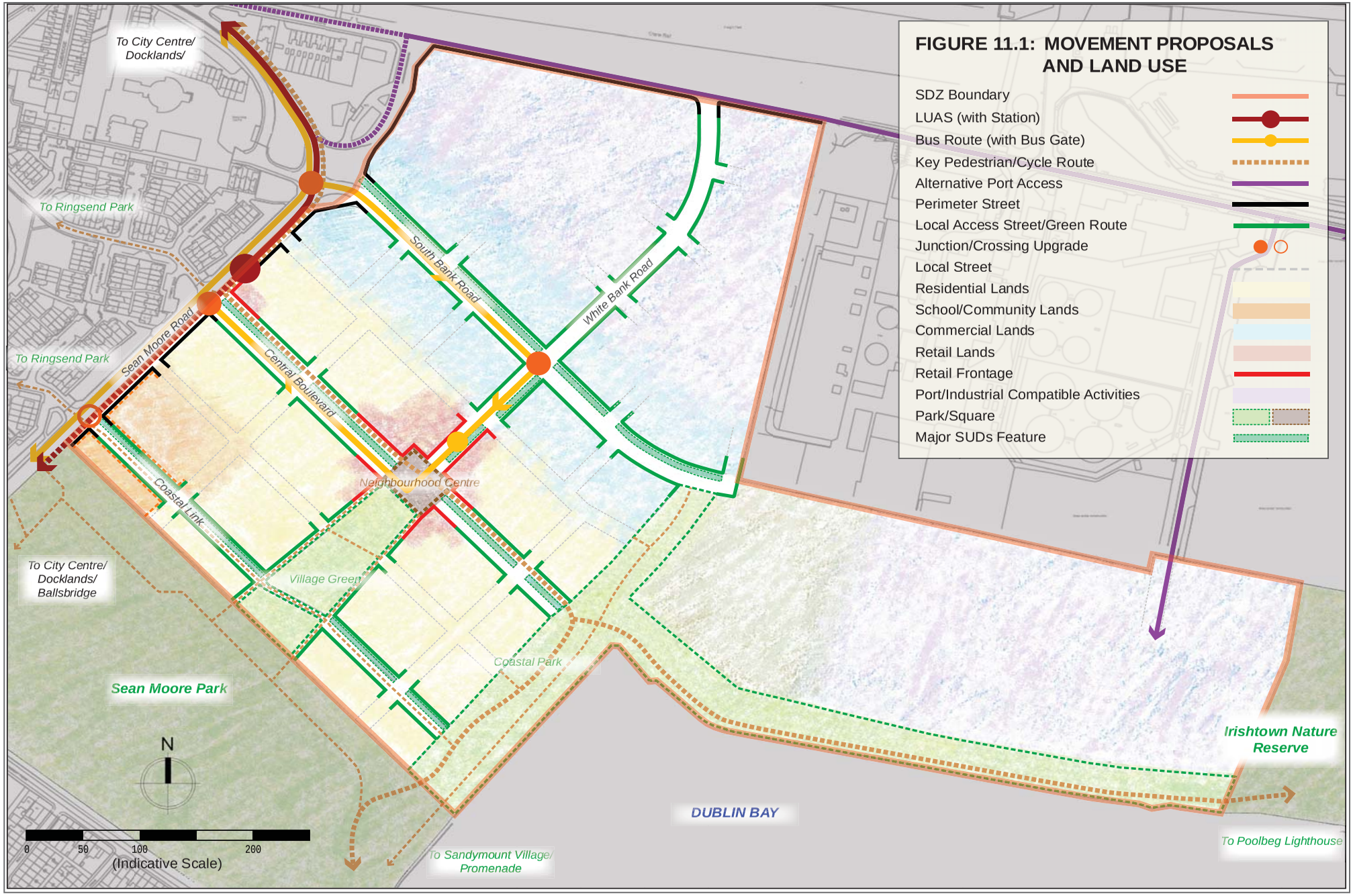


FIGURE 11.1: MOVEMENT PROPOSALS AND LAND USE
SDZ Boundary
LUAS (with Station)
Bus Route (with Bus Gate)
Key Pedestrian/Cycle Route
Alternative Port Access
Perimeter Street
Local Access Street/Green Route
Junction/Crossing Upgrade
Local Street
Residential Lands
School/Community Lands
Commercial Lands
Retail Lands
Retail Frontage
Port/Industrial Compatible Activities
Park/Square
Major SUDs Feature
To City Centre/ Docklands/
To Ringsend Park
To Ringsend Park
Sean Moore Road
South Bank Road
White Bank Road
Central Boulevard
Coastal Link
Neighbourhood Centre
Village Green
Coastal Park
To City Centre/ Docklands/ Ballsbridge
Sean Moore Park
N
0
50
100
200
(Indicative Scale)
To Sandymount Village/ Promenade
DUBLIN BAY
Irishtown Nature Reserve
To Poolbeg Lighthouse

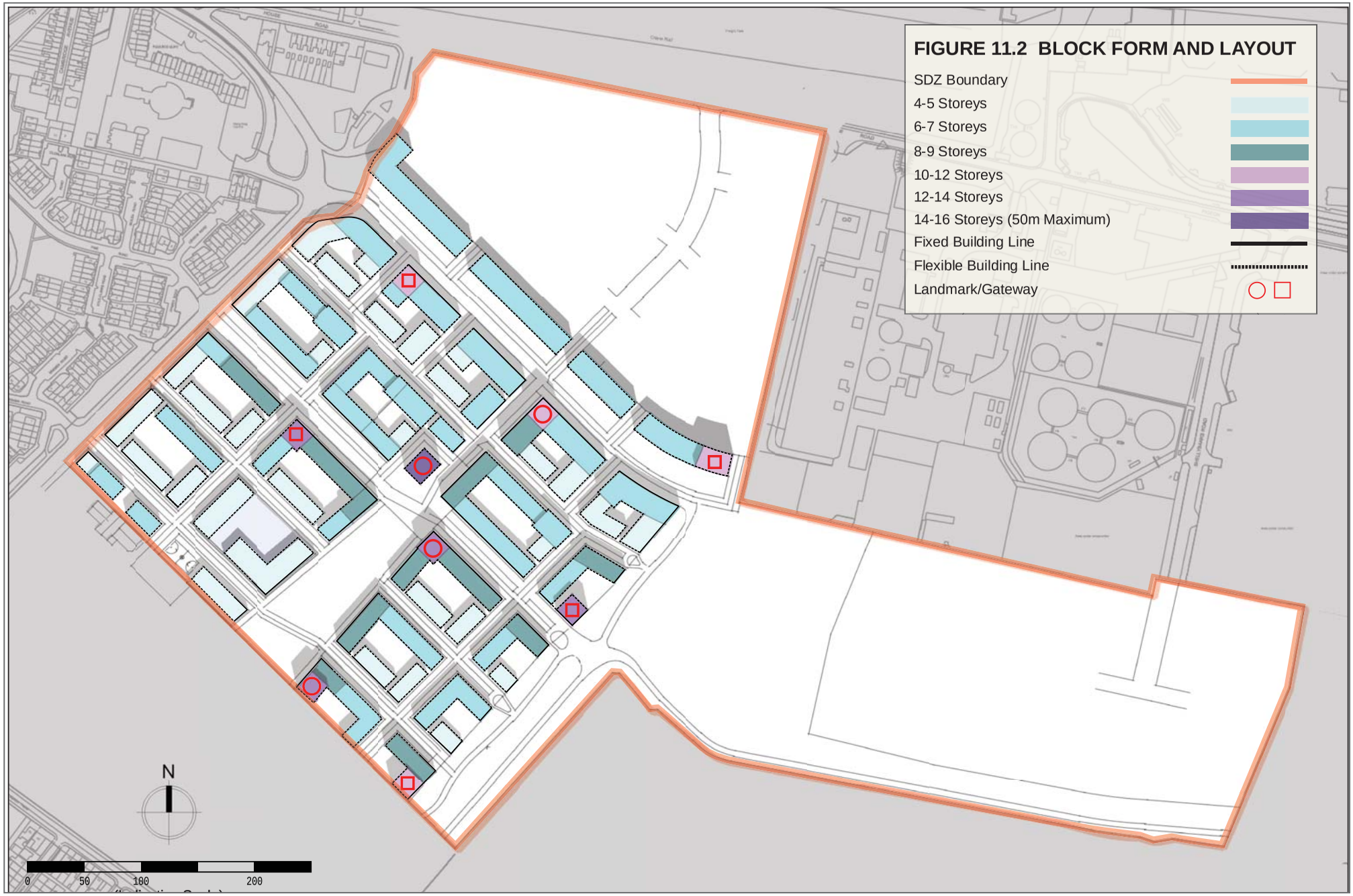


FIGURE 11.2 BLOCK FORM AND LAYOUT
SDZ Boundary
4-5 Storeys
6-7 Storeys
8-9 Storeys
10-12 Storeys
12-14 Storeys
14-16 Storeys (50m Maximum)
Fixed Building Line
Flexible Building Line
Landmark/Gateway
N
0
50
100
200

11.3 Central Boulevard Montage

### 11.2.2 Public Transport

The proposed Red Line Luas extension (NTA Greater Dublin Area Transport Study 2016-2035) is routed along Sean Moore Road with the station located adjacent to a new junction with the Central Boulevard Green Link, maximising accessibility with Poolbeg West and the existing communities of Ringsend and Irishtown. Bus Services are routed through the site along South Bank Road and the Central Boulevard Green Link via a loop system that caters for new services/service extensions from Ringsend, Sandymount and the Docklands (NTA Poolbeg Transport Assessment 2016). Dedicated bus lanes and a bus gate are to be provided along this loop to prioritise services and reduce the amount of vehicular traffic entering the Neighbourhood Centre. All public transport routes are flexible and may be varied in collaboration with the National Transport Authority and/or Transport Infrastructure Ireland.

### 11.2.3 Key Pedestrian/Cycle Links

Major Pedestrian and cycle links follow the key desire lines between Ringsend Park, Irishtown Nature Reserve (INR) and Sean Moore Park. These are to be provided in the form of Green Links, which are fixed elements. The major link between Sean Moore Park and Sean Moore Road via the Central Boulevard Green Link may also provide an alternative route for the Sutton to Sandycove (S2S). This cycle route is also fixed through the Costal Park so as to disperse activity along the sensitive foreshore area. All other routes are flexible, provided universal access and cyclists achieved, and links to adjoining lands maximised (where desirable).

## 11.3 Land Use Distribution

### 11.3.1 Neighbourhood Centre

The Neighbourhood Centre is to contain a maximum of 5000sqm of predominantly retail and retail service uses, in accordance with the Retail Strategy contained in the City Development Plan, centrally located at the convergence point of key desire lines /access routes within Poolbeg West with a possible extension of retail a along the northern side of the Central Boulevard Green Link to Sean Moore Road to pick up footfall toward the Luas Station and drawing people into the site. Retail Uses within the Neighbourhood Centre are a fixed element, with retail frontages placed on all sides

of the Neighbourhood Square. The provision of Retail Frontages along the northern side of the Central Boulevard/Sean Moore Road are flexible, provided all ground floor areas are designed to enable future conversion to retail uses.

### 11.3.2 Commercial Buffer

Commercial uses are provided for along South Bank Road to form a buffer between more sensitive uses to the south and industrial/ port activates to the north. Circa 20% of the Net Developable Area of lands to the south of South Bank Road is to accommodate 80,000-100,000 sqm of commercial uses. The area between the commercial and residential areas to the rear can be considered as a 'Flexible Use Area', to allow for variation in the distribution of uses with a limited number of blocks, subject to residential uses not being directly exposed to north-easterly winds (see also Figure 11.4 – Open Space and Buffer Areas).

### 11.3.3 Residential Neighbourhood

Approximately 3,000 residential dwellings are to be provided within those blocks immediately adjoining the Central Boulevard Green Link and to the south. Residential development is fixed to these locations, however, as above, a more flexible or mixed use approach may be taken within 'Flexible Use Area' provided a buffer is maintained. (as per Figure 11.4).

### 11.3.4 Community/School Sites

New community facilities and a primary school are to be provided to the south-west of the site near the Clanna Gael GAA Club, to enable the co-sharing of facilities. The location of community facilities and the school is fixed to this location. The final form of the school and community facilities is however flexible and will be determined in consultation with the Dept. of Education.

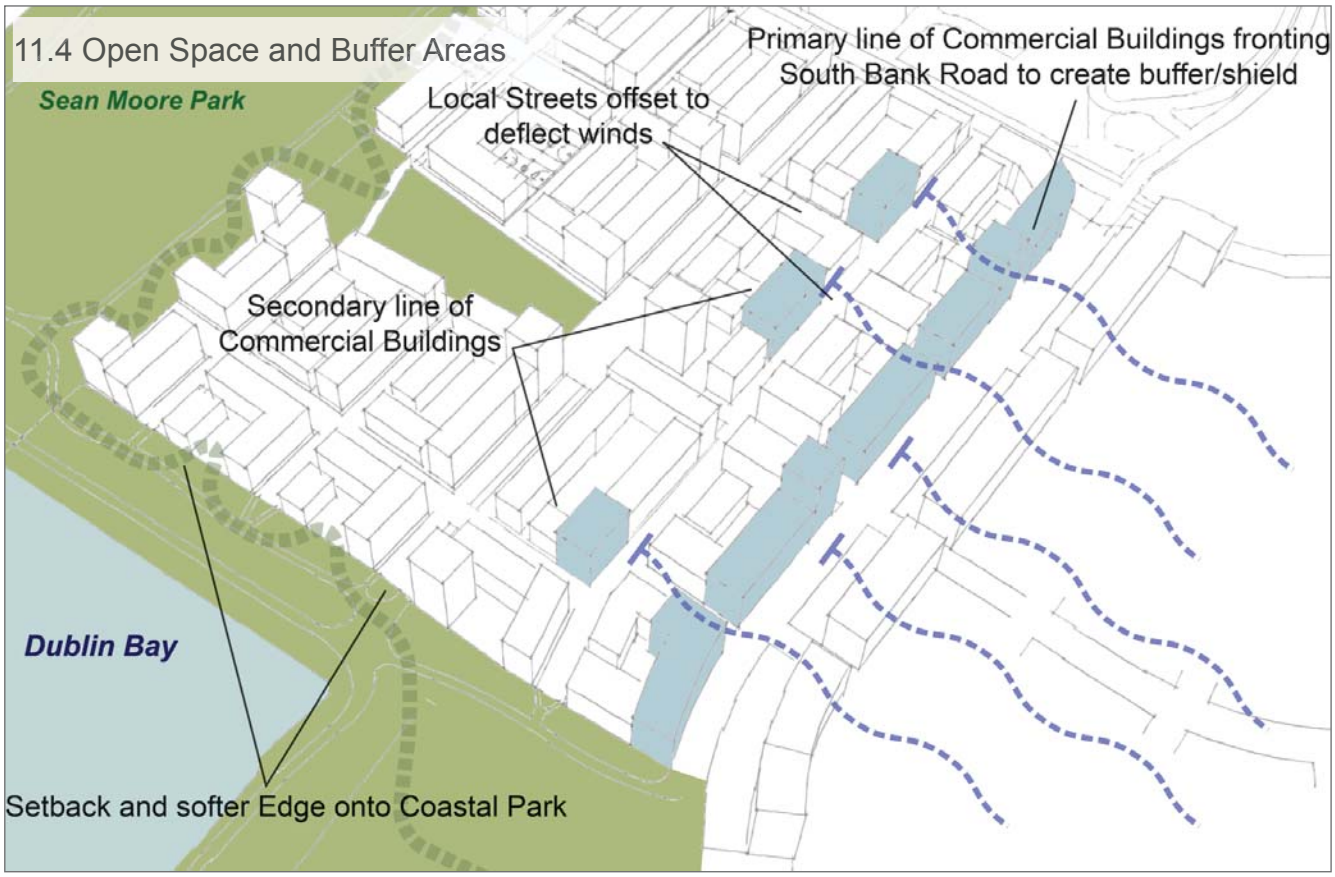
### 11.3.5 Port/Industrial Compatible Uses

Lands to the north and east have been retained for port related/ industrial uses. No set urban structure has been determined for these areas except general maximum heights, however any intensification of development on lands to the north of South Bank Road should seek to establish an urban edge that is reflective of that to the south, taking into account the impact of the future road network planned.

## 11.4 Open Space Network

### 11.4.1 Neighbourhood Square

The Neighbourhood Square is fixed within the Neighbourhood Centre.



A more flexible approach may be taken in regard to its layout and form, subject to active retail and commercial frontages being placed on all sides of the square (and adjacent pedestrian areas). A minimum of 2,000 sq. m. of pedestrian plaza area must be provided and that the square shall have a minimum width of 50m (measured from east to west). The detailed design of the square is to also passively integrate multi model movements as well as providing flexibility for a range of activities.

### 11.4.2 Village Green

The Village Green is centrally located within the site and links to Sean Moore Park. Its south-west orientation will maximise solar access and allow milder south-westerly winds to penetrate the site. The Green is splayed at its southern end to open up views toward Sean Moore Park and the Dublin Mountains, whilst also breaking up the bulk of development along the southern boundary. The green is to contain space for passive and active uses as well as SUDs retention areas (see Figure 8.2 – Sustainable Drainage). The location and form of the Village Green is fixed, with a minimum area of 9,000 sq. m. and minimum widths of 50m and 75m at its northern and southern end, respectively (see also Figure 11.5 – Village Green).

### 11.4.3 Coastal Park

The Coastal Park occupies a highly sensitive area (inclusive of an ESB way leave) and will provide a buffer between more intensive development within Poolbeg West SDZ and the foreshore (as per Figure 11.4). The location and form of the park is generally fixed, with a western edge being setback 50m from the shoreline boundary of the SDZ (see also 11.5.2 below).

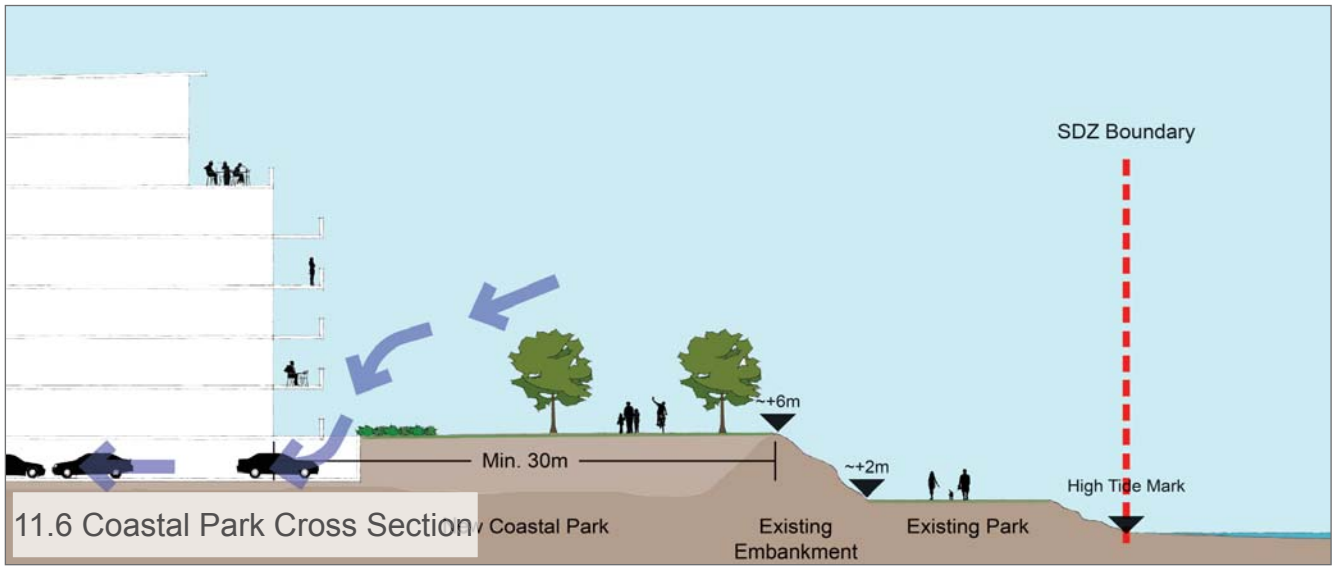
The eastern perimeter building blocks in Urban Blocks A2 and A4 should be designed to engage the park and provide real interest in the area having regards to its coastal location. In exceptional circumstances these eastern blocks can punctuate the Coastal Park in certain locations by extending the end of the block by up to 5m maximum to articulate the park and provide architectural & visual variety in terms of form and scale ( see also section 11.5.2 below).The upper section of the park is also to be raised to the top of the embankment (approx. 6m OD), providing an attractive terraced promenade with views across Dublin Bay and together with a series of SUDs swales and retention areas (see Figure 8.2 – Sustainable Urban Drainage, and Figure 11.6 – Coastal Park Cross Section and Figure 11.7 – Coastal park Photomontage). The lower part of the Park will have

11.5 Neighbourhood Green ; Montage

a more coastal character.

### 11.4.4 Port Park

A large area of open space is to be created as a buffer between port/industrial activities and more sensitive uses to the east (as per Figure 11.4). This area will function as a long term 'road reserve' for the Eastern By-Pass should it be constructed in the future, whilst in the short and medium term it shall be used as a sport and leisure park. The location and size of this area is flexible, though it shall have a minimum size of 1.9 ha, and may be varied over times to meet future infrastructural needs.




11.6 Coastal Park Cross Section

11.7 Coastal Park ; Montage

### 11.4.5 Green Links

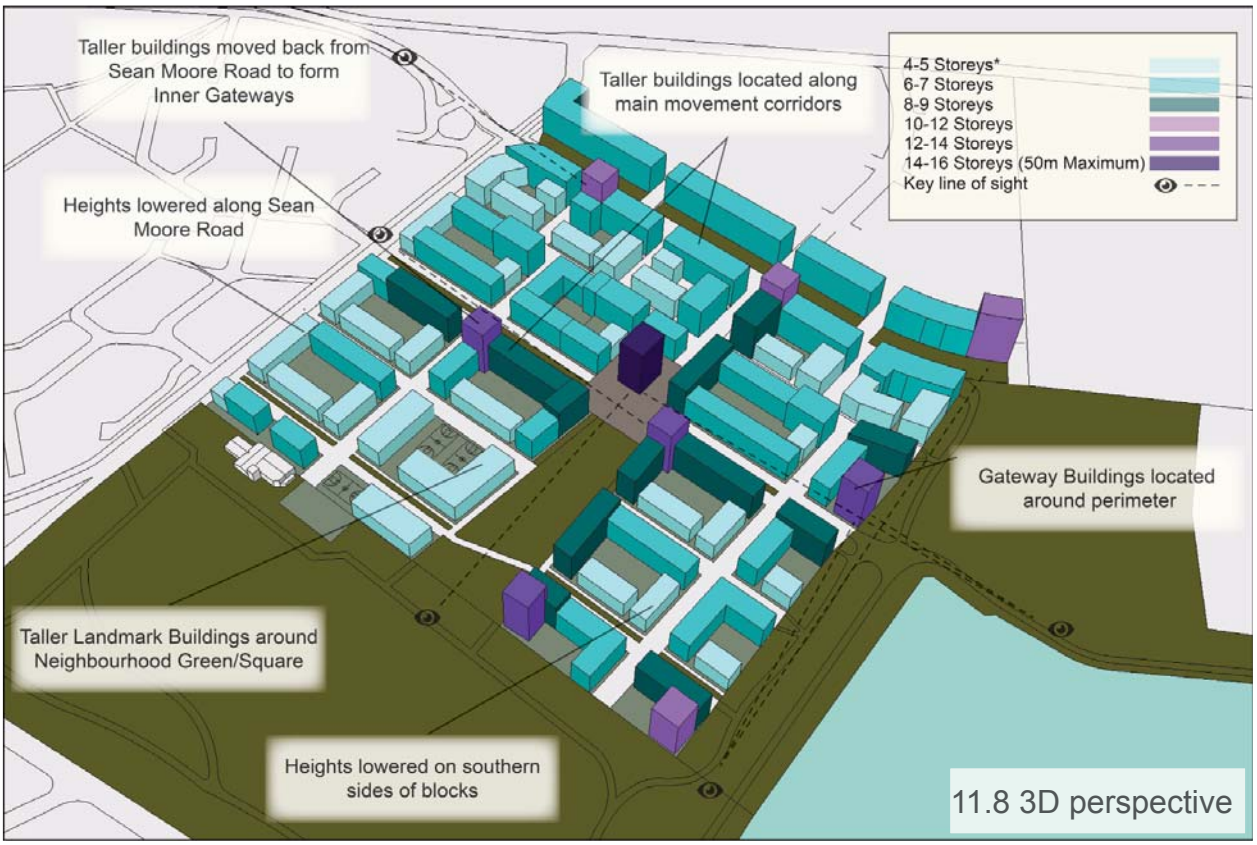
Green Links form a critical part of the street network, providing main corridors of movement through the site and links to major parks within and adjacent to Poolbeg West. As noted above the alignments and widths of Green Links are fixed. Green Links are to be distinguished from other streets by additional planting and features such as SUDs (See also Chapter 8 – Environment, Green Infrastructure and Open Space) to create visual and ecological links between green spaces and contribute to the overall 'sense of place'.

## 11.5 Building and Block Layout

### 11.5.1 Building Heights

Minimum and Maximum building heights (and corresponding building envelopes) are designed to accommodate the quantum of development described in Section 11.3 above. In order to create a visually engaging skyline and reinforce the Urban Structure, building heights are varied through Poolbeg west with (see also Figure 11.8 – 3D Perspective and Height Strategy and Appendix 3 – Site Cross Sections). There is a considered variation in buildings heights in accordance with the following rationale:

- Buildings higher than the general prevailing height are located along the major movement corridors (i.e. South Bank Road and the Central Boulevard Green Link), with taller buildings at access points (i.e. gateways) and convergence points (i.e. central landmarks) to create a strong sense of enclosure on main streets, maximise accessibility to public transport links and assist with way finding. A number street alignments have also been off-set so that taller buildings terminate views.
- Higher buildings are also located around the Neighbourhood Centre to maximise access to services and define the centre of Poolbeg West.
- Buildings above the average height are located along the edges of parks to maximise accessibility to areas of amenity and surveillance of public spaces.
- Lower buildings are located the south-eastern and south western sides of each block (except where fronting onto a major street or space) to maximise daylight access to internal courtyards.
- Lower buildings are located



11.8 3D perspective

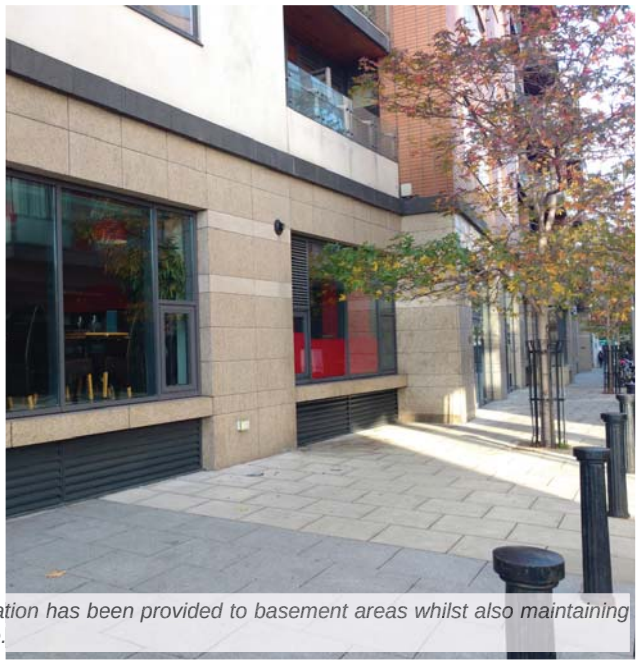
11.9 Sean Moore Road ; Montage

along Sean Moore Road to provide a transition to existing communities.(see also Figure 11.9 – Sean Moore Rd Photomontage)

The height and block layout set out in this Scheme has been specifically framed around achieving a pleasant, attractive living environment. The angle of the blocks and alignment of streets aims to minimise wind conditions to make public areas more pleasant to walkers and cyclists. The height variations within each block have been assessed for their impact regarding shadowing and the heights included in the Scheme minimise the impact of shadow and seek to maximise daylight to each block of the Scheme; with particular attention paid to maximising daylight into residential courtyards, to ensure high quality private and communal residential amenities (see Also Appendix 4 – Shadow Diagrams). All proposals must be subject to Shadow Impact Assessment and Wind Impact Analysis. The Wind Impact Analysis shall include, effects on the public realm of localised increases in wind velocities at ground floor level. In this regard, a range of mitigation measures should be included in each planning application including necessary building off-sets, architectural design and landscaping measures, such that pedestrian comfort is ensured.

Where the height of any building (other than Landmark Buildings, Gateways or at corner locations) exceeds the street width, upper storeys may need to be set back to reduce overbearing impacts, depending on orientation of the street and proximity of public realm. An additional setback storey, above the Maximum Height ( but excluding landmark/gateway buildings), may also be permitted to add further variety, subject to detailed urban design and shadowing analysis.

It is also a requirement of this Planning Scheme that all habitable ground floor areas be located above an undercroft/basement to enable ventilation beneath each building. This will require parts of the site to contain podiums, some of which will contain underground parking and storage areas. Where podiums are unavoidable, the use of low gradients and landscaping shall be used to reduce impact and achieve an integrated transition between levels. To ensure that an active street interface is maintained throughout, the ground floor level of any dwelling should not be higher than 1m from the constructed ground floor (see Figure 11.10). To cater for such changes in levels, the height range depicted in Figure 11.2



11.10 Street Interface Options

*Examples of how ventilation has been provided to basement areas whilst also maintaining an active street frontage.*

is to be taken from the constructed ground floor level. Ground floor residential accommodation should provide for 1.0 metres plus defensible space to the front.

### 11.5.2 Block Layouts

The building envelopes illustrated within Figure 11.2 generally show development massed toward the street edge throughout the development to form perimeter blocks. These building lines are fixed along Sean Moore Road, South Bank Road (except to for essential utility access) the central green Boulevard and to define the Village Green. Building lines are flexible on Local Streets/Shared Streets to allow for variations in street alignment, provided the perimeter block model is maintained to create a continuous urban edge, and strong sense of enclosure (when combined with corresponding building heights) along all streets, private and public areas space is clearly defined and adequate separation is provided between the rears of dwellings.

The fixed building lines are necessary to ensure a defined and generous public realm is maintained. Accordingly, buildings will not project beyond the fixed building lines unless it is demonstrated that they do not impinge on the key principles and objectives set out in this scheme. Examples of where they may be acceptable include projecting canopies, glazed atriums, kiosks, suitably proportioned pavilions, and balconies. Whilst the outer edge of the four main urban blocks (A1 to A4) are fixed, the line of local access streets is more flexible but must be provided to serve the smaller urban blocks ( typically c.60m x 100m). The inner building line of these smaller urban blocks (which are indicatively shown in Figure 11.2) is flexible and is shown by a hatched line.

The urban blocks fronting the 50 metre wide Coastal Park and Sean Moore Park as shown on Fig 11.2 are to be designed to avoid the appearance of a continuous wall of perimeter block development. The " U shaped" plan form comprising well-designed,articulated projections and set back areas will assist in the achievement of the urban design objectives, including maximising views from these blocks towards the park and the Bay. Occasional projecting or overhanging elements up to 5m maximum from the U shaped blocks may be considered in exceptional circumstances where they contribute to coastal activity (including ground floor cafes etc), shelter, variety and quality of the upper promenade. Perimeter blocks enclosing the 'U plan' form will not be permitted.

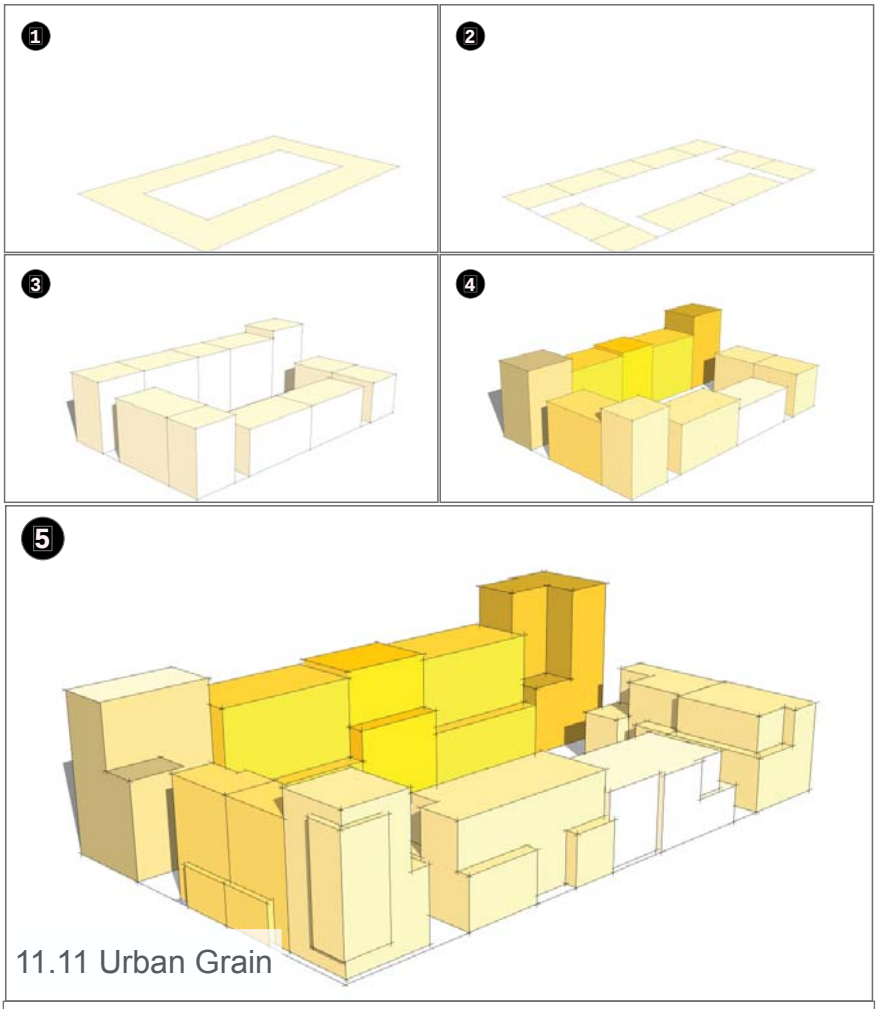
Proposals will be assessed at planning application stage in accordance with development plan standards in relation to communal/ shared open space, day lighting/ shadowing and other amenity considerations, which will determine the nature and extent of the flexibility in any given circumstances.

A greater range of block layouts may be considered in commercial areas and the Neighbourhood Centre where public access may be desirable to all sides of a building. Alternative block forms may also be provided along the edges of Sean Moore Park and the Coastal Park

(as described above) to provide a softer edge, provided any public and private areas are clearly defined by planting (as per Figure 11.6).

### 11.5.3 Architectural Language

Architectural design within the SDZ must be of high quality. A highly varied design approach should be applied throughout Poolbeg West to break up the bulk and scale of buildings and promote greater architectural integration with the communities of Irishtown, Ringsend and Sandymount. The design approach should seek to place an emphasis on vertical features and maximise 'own door' access. An design approach should be employed where each block is expressed on its frontage to consist of a number of different individual buildings, rather than a single expansive building (see also Figure 11.11).




11.11 Urban Grain

1) The base of the building envelope is laid out around the perimeter of the block.

2) Frontage widths are applied and the base of the building envelope is sub-divided into a number of floor plates to establish the blocks grain.

3) Buildings are given height to create a series of subdivided 3D envelopes

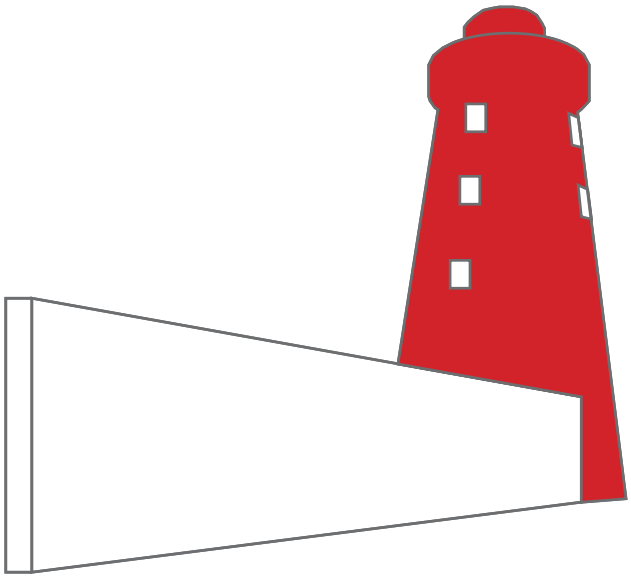
4) Building envelopes are varied through slight adjustments to height. On sloping sites, buildings should be adjusted to take advantage of the topography.

5) Buildings are articulated to further enhance variations.

Variety will be expressed by changes in the applied architectural language and elements such as building widths, articulation, fenestration, parapet heights, roof profiles and materials and finishes. (see also Figure 11.12)

| It is an Objective of Dublin City Council |
| --- |
| US1 To create an integrated, highly connected and cohesive Urban Structure that facilitates the development of a sustainable, high quality, high density mixed use neighbourhood. |
| US2 To create a legible, permeable and traffic calmed street network that prioritises the movement of sustainable modes of transport and provides direct connections with the existing communities of Ringsend, Irishtown and Sandymount, and to Sean Moore Park and Dublin Bay. |
| US3 To distribute land uses throughout Poolbeg West site in a manner that responds to surrounding constraints, protects sensitive areas and residential amenities and creates a series of focal points for residents and workers. |
| US4 To create a varied open space/green infrastructure network that protects the coastal area, integrates with Sean Moore Park and provides a series of ecological and visual connections across Poolbeg West. |
| US5 To create a distinctive and varied built environment that reinforces the urban structure, promotes a strong sense of place, minimises the impacts of overshadowing and ameliorates wind conditions. |

# 12



## Implementation & Monitoring

# Implementation & Monitoring 12

## 12.1 Role of Dublin City Council

Dublin City Council has been designated by the Minister for Housing Planning and Local Government as the Development Agency for the implementation of the Poolbeg West SDZ Planning Scheme. In delivering on this responsibility, Dublin City Council will promote the successful implementation of the Planning Scheme and work with other agencies, community groups and stakeholders for the achievement of this ambition.

The Council as the Planning Authority will ensure that all planning applications made within the Scheme are assessed fully for their compliance with the objectives outlined in the Scheme and decisions made shall ensure that future development delivers the Planning Scheme as prescribed.

The Council also has a much wider role in relation to achieving a successful outcome, in that it is responsible for the delivery of a range of public services that are critical to making Poolbeg West a successful new neighbourhood within the wider community. Alongside the more traditional aspects, such as road, cycling and pedestrian routes investment and drainage are the community building blocks of social housing, community services, parks, events and library services; all of which have a role to play. Dublin City Council is committed to investing in these areas to aid the achievement of a successful sustainable neighbourhood in the long term.

The recent establishment of the Docklands Forum as a committee of Dublin City Council will play a key role in ensuring that Council services deliver within the area to support this Planning Scheme. The Forum will have a unique role in addressing regeneration issues for the wider Docklands area, including Poolbeg, and has been established under statute as part of the dissolution of the Dublin Docklands Development Authority. Its role and functions, set out in legislation, addresses (inter alia) planning, education and social regeneration policy and they also will make recommendations in relation to investment and funding within the area. For this reason, both this Planning Scheme and the North Lotts and Grand Canal Dock Planning Scheme for which Dublin City Council is the development agency for both; are uniquely positioned to have statutory structures in place to actively focus and work on their successful implementation, and will receive regular reports and updates on both Schemes. The decision by the Council to establish a dedicated Docklands office and staff provides the resources and coordination necessary to enable this. This office resource, on the making of the Planning Scheme, will now also focus on the Poolbeg West SDZ and work to achieve the vision contained in the Scheme for the area.

An annual progress and implementation report shall be prepared and presented to the Docklands Forum to aid the members in their important function of oversight and monitoring. This report shall address progress made from a planning and construction perspective and environmental monitoring from the National Transport Authority; and also address the wider regeneration issues of implementation-community events held, clubs supported, local investment that builds links physically and socially between old and new.

## 12.2 Providing Coordinated Delivery

The Scheme sets out in chapter 11 the detail of the Scheme's requirements for each development block. These must be read in conjunction with Chapters 3-12 which list thematically the objectives of the Scheme that impact on the form and shape of development.

Where a block is not under single ownership, the Council will require the preparation of a City Block Roll-Out Agreement between the relevant parties, setting out in detail how the block will be developed, the phasing plan, location and mix of housing types, and the various physical and social infrastructure and public realm/spaces will be delivered. This agreement shall be assessed and agreed with the Development Agency (i.e. Dublin City Council), prior to lodging any planning applications on the lands in question.

All planning applications except minor applications categorised as such by the City Council, will be required to submit a Planning Scheme Compliance Statement. This Statement shall demonstrate how the proposed application accords with the objectives of the Planning Scheme and the site specific objectives. All planning applications must accord with the General Principles and fixed elements of the Planning Scheme, in addition to those elements addressed in the Compliance statement for each block. Applications shall address in how they meet the requirements of each of the relevant Planning Scheme objectives to their proposal.

In locations where significant redevelopment is not planned in the short term, works which are furtherance of, or extensions to existing establishes uses shall

be considered on their merits, in accordance with the policies and objectives of the City Development Plan.

Where policies, objectives, principles or standards are not specifically addressed in the SDZ Planning Scheme (e.g. apartment size standards) those in the City Development Plan shall apply.

## 12.3 Assessing SDZ Planning Applications

Planning applications made within the Poolbeg West SDZ shall be allocated the prefix "PSDZ" in addition to their normal planning reference number to identify their Strategic Development Zone status.

All SDZ planning applications must be assessed in the context of the approved Planning scheme. Where a planning application is made for a development within the SDZ, the normal provisions governing planning permissions apply, except that there is no appeal to An Bord Pleanála against the decision of the planning authority.

Planning permission shall be granted where the development, if carried out in accordance with the application or subject to any conditions which the planning authority may attached to a permission, would be consistent with the Planning Scheme. Planning permission shall not be granted for any development which would not be consistent with the Scheme.

All planning applications must comply with the objectives in the SDZ planning scheme and where policies, objectives, principles or standards are not specifically addressed in the SDZ Planning Scheme (e.g. apartment standards), those in the Dublin City Development Plan shall apply.

In order to assess planning applications under the SDZ and determine whether planning permission should be refused or granted, a compliance matrix will be prepared as part of the compliance report assessing the application against the vision and objectives of the Scheme, plus the individual thematic and location objectives contained in sections 3 to 12 inclusive. Applicants lodging compliance statements with their proposals will be required to contain and populate such a matrix, showing how their proposal successfully addresses each objective.

## 12.4 Infrastructure Delivery & Development Contributions

As the development agency and the local authority for the area, Dublin City Council is uniquely positioned to successfully achieve a sustainable integrated new community at Poolbeg. The City Council will work closely with the Docklands Forum and the Members of the Council to ensure that there is a clear and continuing programme of investment in the areas surrounding the SDZ to achieve the many objectives identified in the Planning Scheme. To deliver this the City Council will use the development contribution scheme from new development to deliver on these objectives, and where necessary, supplementing the levies with additional funding. The Council will also work with the Department of Housing, Planning and Local Government, the National Transport Authority and other funding agencies where appropriate to bring forward key projects and funding resources that will aid successful implementation. Based on the proposed scale of development within the Planning Scheme it is estimated that the contribution levies collected will provide funding for investment in public infrastructure in the range of 25- 30 million euros over the lifetime of the Scheme. As such, major projects such as the Dodder Bridge will require investment from national funds to be delivered.

In the interest of ensuring viability and competiveness on what is a complex area, and recognising the high costs of bringing the land forward for development, it is not proposed that an additional contribution scheme will accompany this Planning Scheme. This is not to exclude the possibility that a special scheme to address the expansion of the Luas service to serve this area may be put in place in the future.

Each of the five key categories of development levies are identified below, and the objectives and key projects that are proposed to benefit are outlined. It should be noted that decisions on projects, capital programmes and development contribution scheme are reserved functions of the Council, and this list is not considered to be definitive.

### Road Infrastructure & Facilities (Class 1)

This category will see investment by Dublin City Council in a number of major projects, some of which will be supported by the National Transport Authority and the Department of Housing, Planning and Local Government under the LIHAF scheme. The projects funded will include:

- Construction of the public transport, pedestrian and cycle bridge over the River Dodder
- Construction of new pedestrian and cycle facilities at the Tom Clarke (East-Link) bridge over the Liffey
- Removal of Sean Moore roundabout and replacement with signalised junction
- Upgrade of Sean Moore Road

to improve conditions for cyclists and pedestrians and inclusion of signalised crossing points and access points into the Planning Scheme area

- Investment in cycleways through Ringsend, along the coast, on the Liffey and Dodder to improve connectivity for cyclists travelling to and from the SDZ.

## Drainage –Surface Water & Flooding (Class 2)

Dublin City Council is now responsible for surface water management and in partnership with the OPW, for flood protection in the City. Investment in this area will deliver local improvements to the surface water network to ensure that capacity is available. With regard to flood protection, the Flood Risk Assessment demonstrates that this area is not vulnerable to flood risk. The Council will, however continue to invest in research and monitoring of flood risk, to the benefit of the Planning Scheme area and the surrounding communities.

## Community Facilities & Amenities (Class 3)

This category of funding will play a key role in supporting integration of the new and existing communities of this part of the City. It is not the intent of the Planning Scheme that the new community will have its community needs met solely within the SDZ but that a combination of some locally scaled new facilities and investment in the expansion of existing community spaces that can and do provide a range of services to existing communities at Ringsend, Irishtown and Sandymount and will also cater for the new residents of Poolbeg.

The areas that will be targeted for support by this SDZ are:

- Upgrade and expansion of the Ringsend & Irishtown Community Centre so that it is the leading community hub for the area.
- Add value and flexibility to the investment by the Department of Education & Skills in a new school(s) in the Planning Scheme so that the facilities on site are available and used by local clubs, societies and residents groups.
- Seek local provision within the developments for community/ artistic uses within the Planning Scheme area to provide diversity and a wider range of local services.
- Supporting local clubs that benefit new and existing communities, particularly those that target young people, such as the local boating clubs, sea scouts and sports clubs.

## Parks and Open Space Facilities (Class 4)

The location of the Planning Scheme is one with unparalleled amenities within the heart of the City. The coastal location with a stunning expanse of strand to the south east is matched by a range of high quality parks and sports grounds in very close proximity to the SDZ boundary. However all of these amenities would benefit from investment to improve what they can offer to the public, and also to encourage greater use of the facilities. For this reason, the Planning Scheme has sought to place the objectives and vision for the SDZ in the wider context of a wider vision by the Council for the Poolbeg, Ringsend and Irishtown areas. The coastal park of which a part falls into the Scheme, forms part of a larger vision by Dublin City Council to create a high quality promenade around the Poolbeg Peninsula, a vision shared and supported by Dublin Port in their Masterplan.

Investment planned by Dublin City Council to serve the Planning Scheme residents and the wider community include:

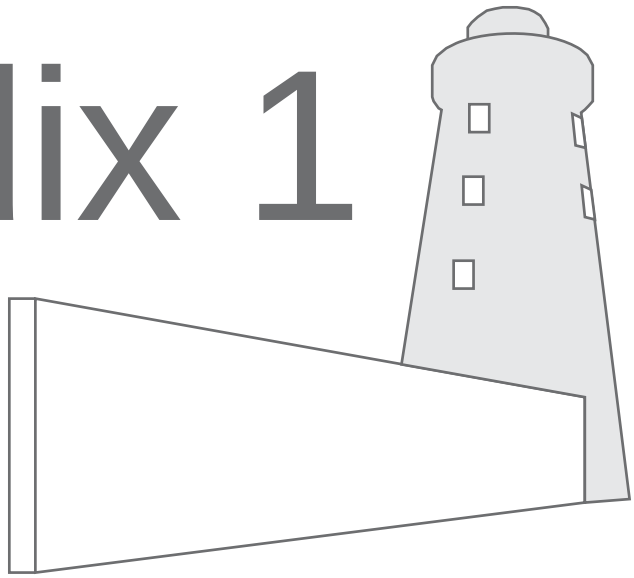
- Coastal Park and Promenade connecting Sandymount to the South Bull Wall
- Upgrade of Ringsend Park including improved entrances, lighting, planting and connections
- Continuing investment in Irishtown Sports Stadium

## Urban Regeneration Facilities & Amenities (Class 5)

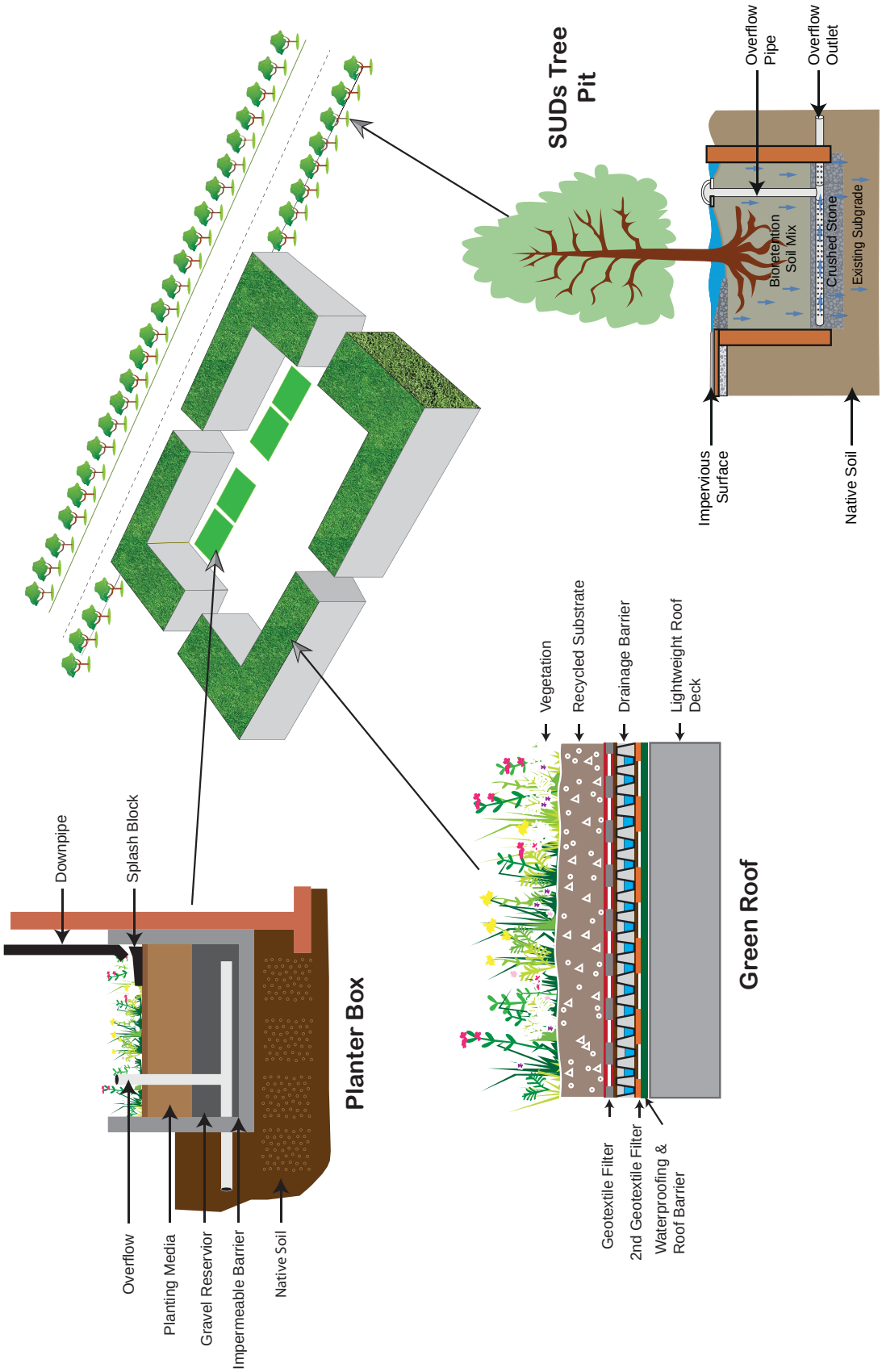
This category provides for investment in the public realm and well as a range of projects that benefit the City. An important channel for this type of resources are Village Environmental Improvement Plans, which are being put in place for Ringsend/Irishtown. This type of investment allows spaces in the area to be upgraded and improved to a much higher standard, bringing new life and interest to key spaces as well as improving legibility and connections to the Planning Scheme area and creating a sense of continuity between new and old. It is the intent of the Council to support local public realm improvements that will benefit both the Scheme and the wider area in building connections and improving local amenities through supporting projects such as:

- Ringsend Library precinct upgrade
- Explore possibility of boardwalk on Dodder
- Improvements to Cambridge Road and Pigeon House Road.

# Appendix 1

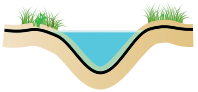


**SUDs Measures for New Development**


SUDs Tree Pit
Overflow Pipe
Overflow Outlet
Bioretention Soil Mix
Crushed Stone
Existing Subgrade
Impervious Surface
Native Soil
Vegetation
Recycled Substrate
Drainage Barrier
Lightweight Roof Deck
Green Roof
Geotextile Filter
2nd Geotextile Filter
Waterproofing & Roof Barrier
Downpipe
Splash Block
Planter Box
Overflow
Planting Media
Gravel Reservior
Impermeable Barrier
Native Soil

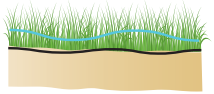
# Appendix 1

## SUDs Measures for new Development



Pond / Basin

Ponds can be used to store and it provides detention, sedimentation, filtration, adsorption and bio-degradation. 'Wet' ponds have a constant body of water and run-off with aquatic vegetation growing at the edges, while 'dry' ponds are empty during periods without rainfall. Ponds can be designed to allow infiltration into the ground or to store water for a period of time before discharge



Filter Strip

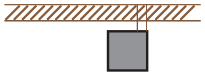
Filter strips are grassed or planted areas that runoff is allowed to run across to promote infiltration and cleansing. A filter strip's purpose is to filter and capture nutrients and sediment in surface runoff before the contaminated runoff reaches any surface water. They are intended to reduce impacts of sheet flow and velocity of stormwater and help improve its water quality. Urban filter strips are thought capable of removing a minimum of 35% of solids and 40% of nutrients.

Green roofs

Planting green roofs and walls enhances buildings and benefit the environment. It creates habitats for birds and beneficial insects thereby increasing biodiversity. A planted soil layer is constructed on the roof/wall of a building to create a living surface. Water is stored in the soil layer and absorbed by vegetation. As well as providing environmental benefits, the installation of green roofs or walls allows for more efficient use of space. Properly placed roof terraces and vertical walls visible from offices or residential units within a building enhance the aesthetic experience of the building and open up additional space for amenity, recreational and commercial use.

Sunken Squares

Sunken Squares water features can be used to store run-off above ground within a constructed container. Storage features can be integrated into public realm areas with a more urban character. It can provide additional storm-water management functionality by storing overflows from the primary drainage stage during extreme storm events. A slow drain-down mechanism should be incorporated so that flows can be directed back into the drainage network following a high tide or extreme rainfall event.

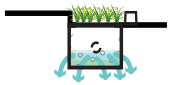


Underground storage

Water can be stored in tanks, gravel or plastic crates beneath the ground to provide attenuation.

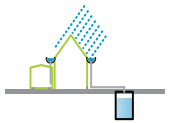
Swale

Swales are formed, vegetated depressions (or channels) that are utilised for the conveyance of runoff from impervious areas. They are typically linear, shallow and wide. Swales can become features of a landscape, require minimal maintenance once established and are hard enough to withstand large flows. These can be 'wet' where water gathers above the surface, or 'dry' where water gathers in a gravel layer beneath. Can be lined or unlined to allow infiltration.



Bioretention area

A vegetated area with gravel and sand layers below designed to channel, filter and cleanse water vertically. Water can infiltrate into the ground below or drain to a perforated pipe and be conveyed elsewhere. Bioretention systems can be integrated with tree-pits or gardens.



Rainwater Harvesting

Rainwater is collected from the roof of a building or from other paved surfaces and stored in an over ground or underground tank for treatment and reuse locally. Water could be used for toilet flushing and irrigation. A well-designed green installation (roof/ wall) and rainwater harvesting two-stage treatment train could provide a close to optimal solution for the management of surface-water in developments with a high percentage of site coverage as it creates the conditions for the possibility of achieving zero runoff during summer storms depending on saturation levels and use of harvested water.

Permeable Paving

Paving which allows water to soak through. Can be in the form of paving blocks with gaps between solid blocks or porous paving where water filters through the block itself. Water can be stored in the sub-base beneath or allowed to infiltrate into ground below. Where courtyards and walkways in landscaped areas are proposed, it is suggested that permeable surfacing is considered. A variety of new durable permeable surfacing solutions is now available on the market. Where tidal ingress may be an issue, a suggested solution would be to retain surface-water drainage from the permeable surfacing in a tanked or piped retention facility for possible re-use.

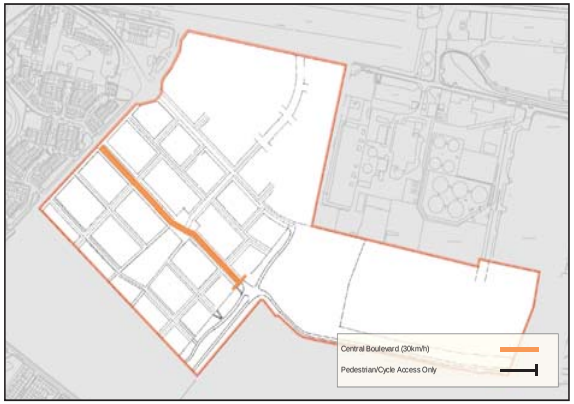
# Appendix 2

**Street Hierarchy,**
**Cross Sections and Layouts**

# Appendix 2

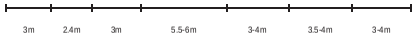
## Street Hierarchy, Cross Sections & Layouts

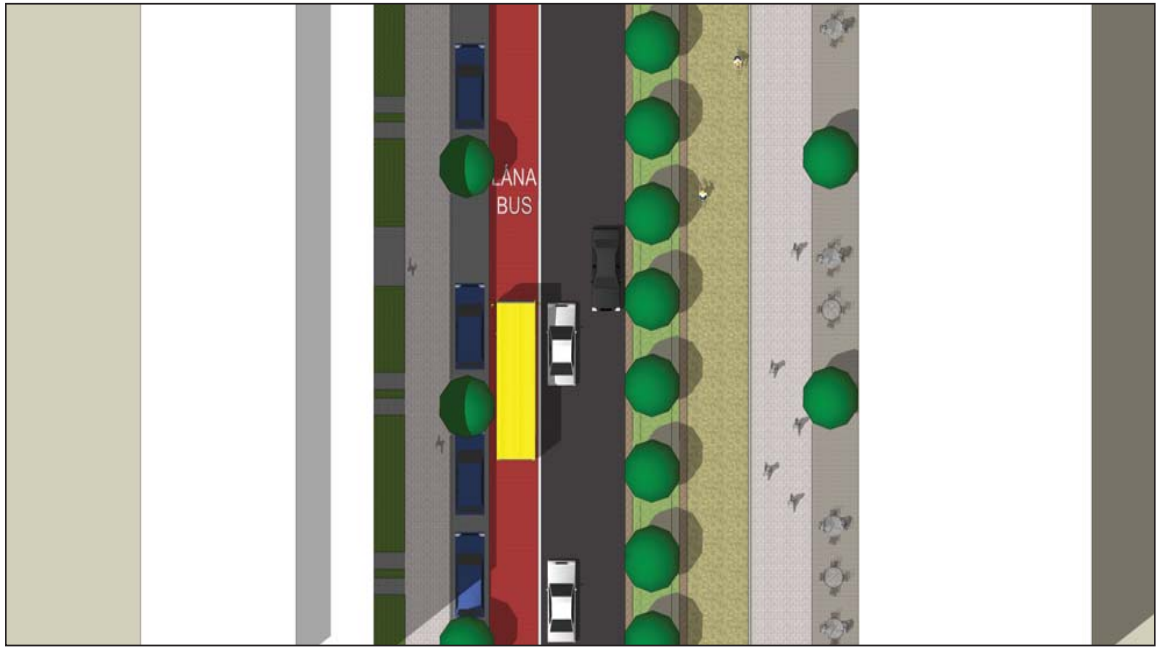
### 1. Central Boulevard




| | |
|---|---|
| Function | Major pedestrian/cycle link between Ringsend, the Neighbourhood Centre and the coastal area. Also provides vehicular access from Sean Moore Road. |
| Character | Green Link with boulevard qualities. |
| Design Speed | 30 kph |
| Cycle Paths | 2 way segregated cycle path on northern side |
| Bus Lane | Westbound between Neighbourhood Centre and Sean Moore Road |
| Car Parking | Integrated parallel on-street parking on southern side |
| Materials | Paved Footpaths<br><br>Planted or paved verges<br><br>Paved parking bays<br><br>DMB carriageway surface with large paved area at Neighbourhood Centre |

Approx. 30m



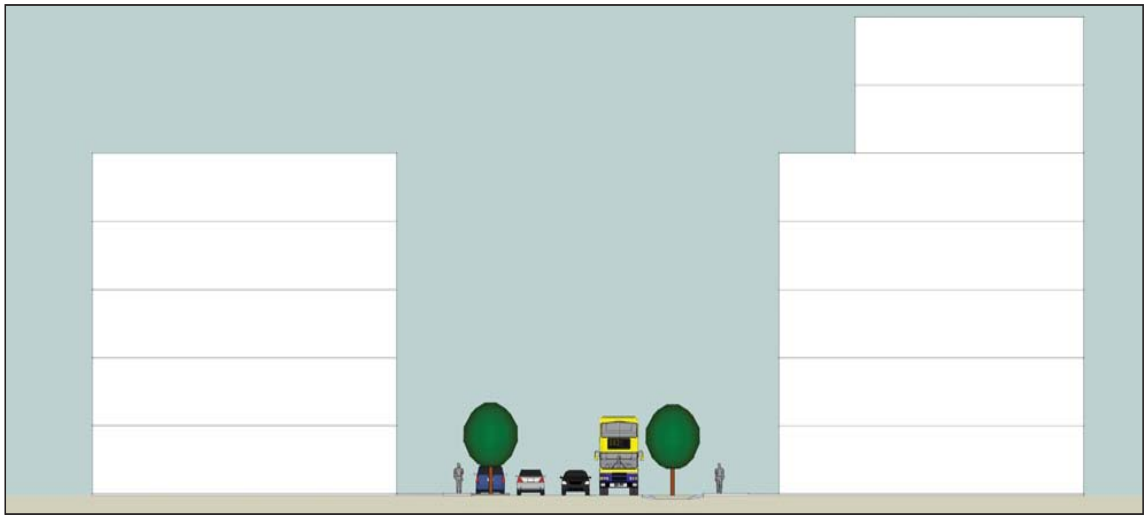



# Appendix 2

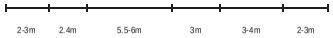
## Street Hierarchy, Cross Sections & Layouts

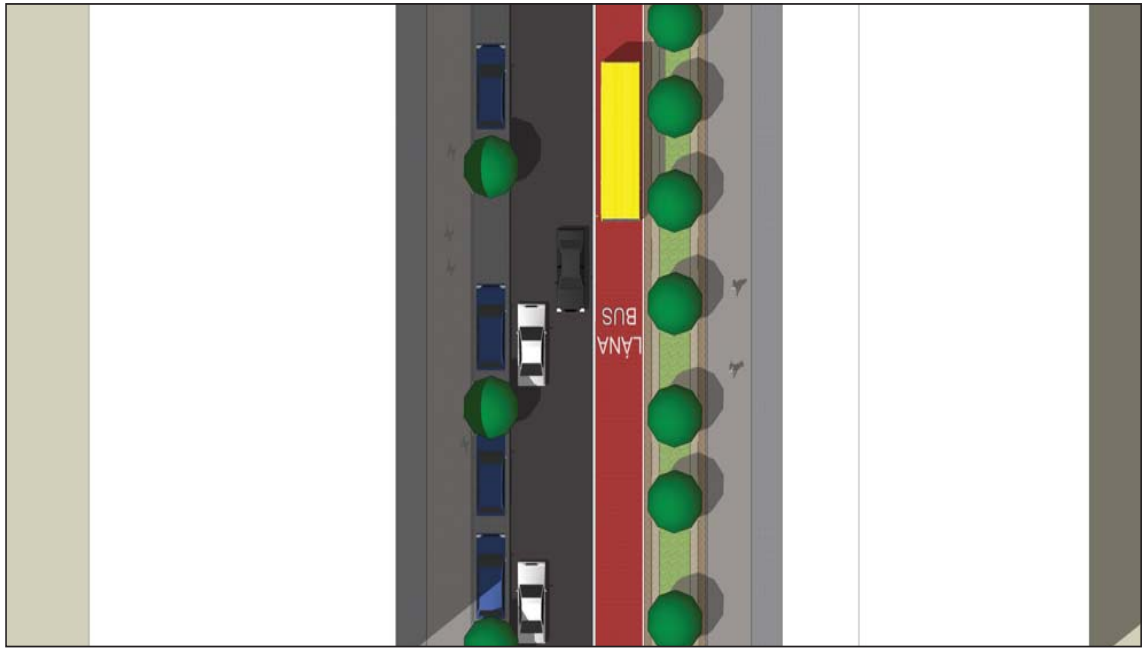
### 2. South Bank Link Street

| | |
|---|---|
| Function | Local street providing pedestrian, cyclist access between South Bank Road and the Neighbourhood Centre (note: A bus gate will limit the accessibility of private vehicles to the Neighbourhood Square) |
| Character | Local Access Street with SUDs swale |
| Design Speed | 30 kph |
| Bus Lane | Southbound between South Bank Road and the Neighbourhood Centre. |
| Cycle Paths | Optional |
| Car Parking | Integrated parallel on-street parking. |
| Materials | Paved Footpaths<br><br>Planted or paved verges<br><br>Paved parking bays.<br><br>DMB carriageway surface with paving/imprinted treatments at junctions with other local streets |

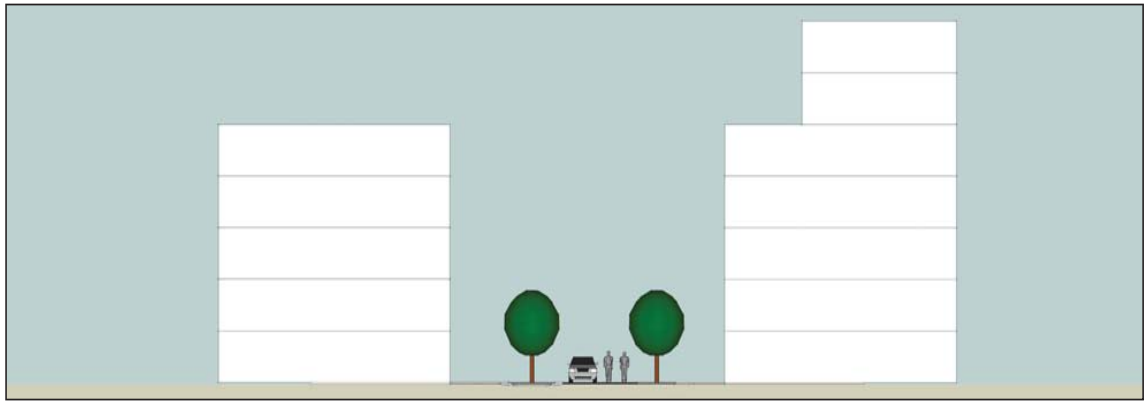


Approx. 22m



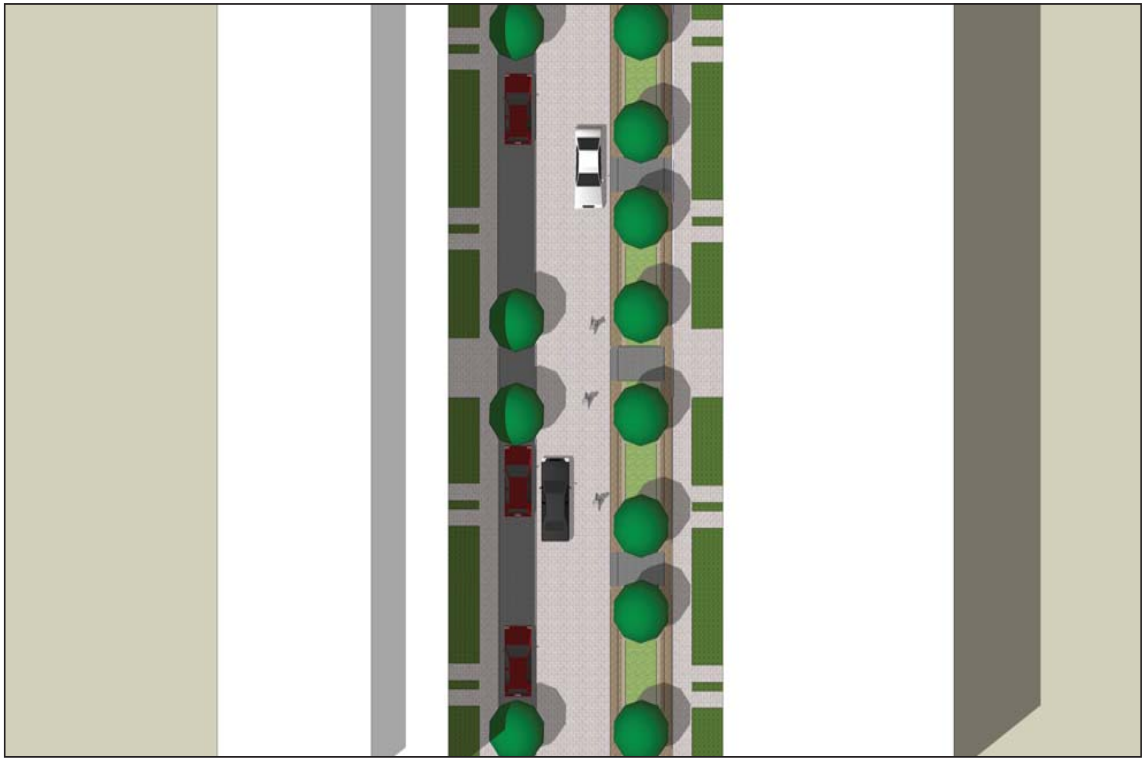



### 3. Coastal Access Street



Approx. 16m

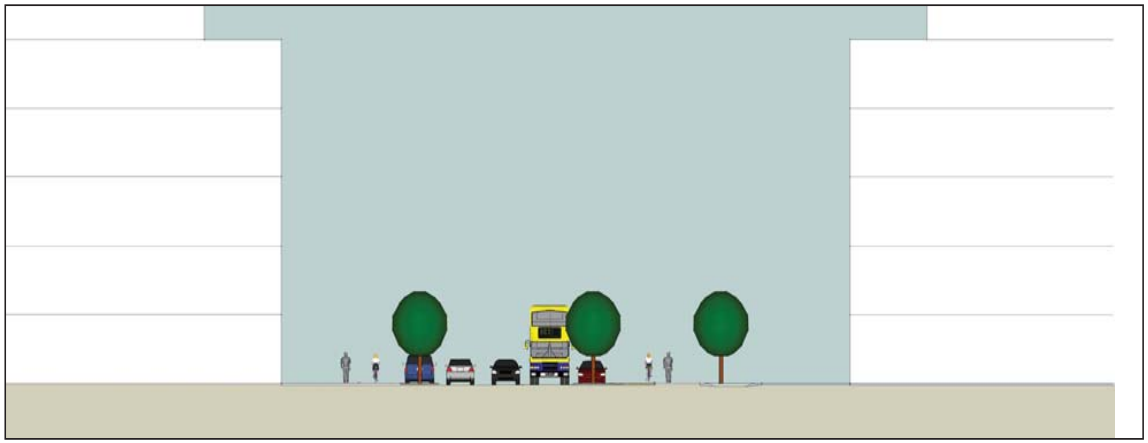
1m 2.4m 4.8m 3-4m 1m



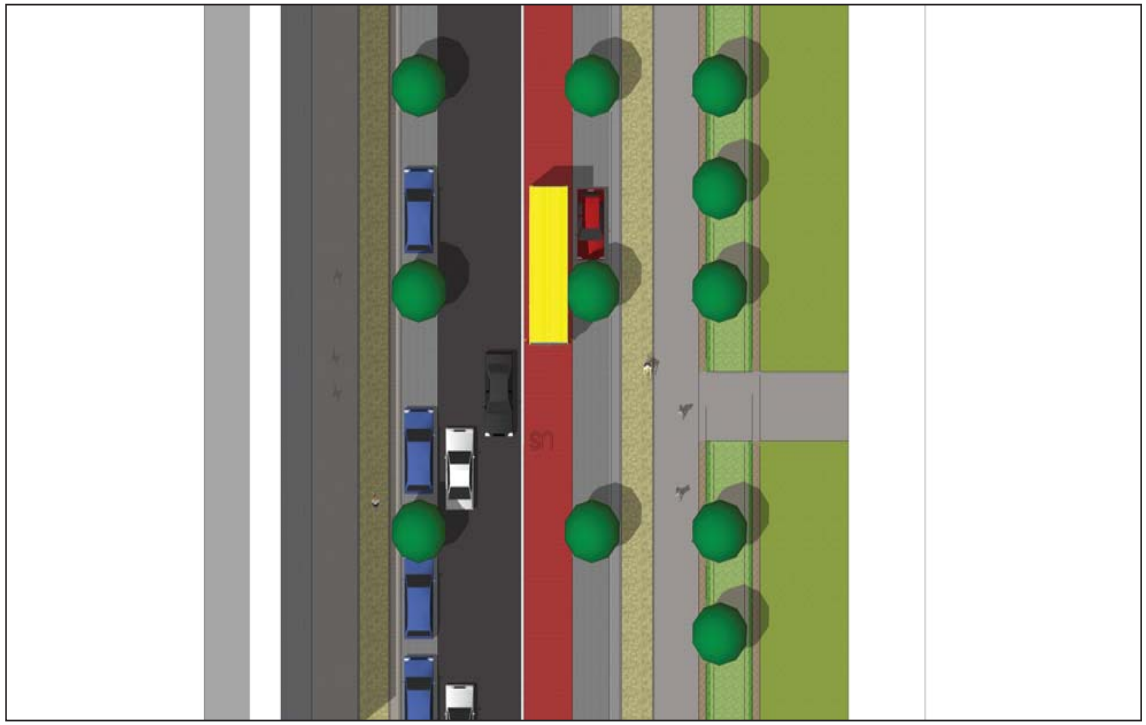
| | |
|---|---|
| Function | Major pedestrian/cycle link between Ringsend, the Community Hub (School) and the coastal area. Also provides limited vehicular access. |
| Character | Shared surface street with homezone characteristics and SUDs Swale |
| Design Speed | 10-15 kph |
| Cycle Paths | Not required |
| Car Parking | Integrated parallel on-street parking. |
| Materials | Paved Verges<br><br>Paved parking bays.<br><br>Paved carriageway surface. |

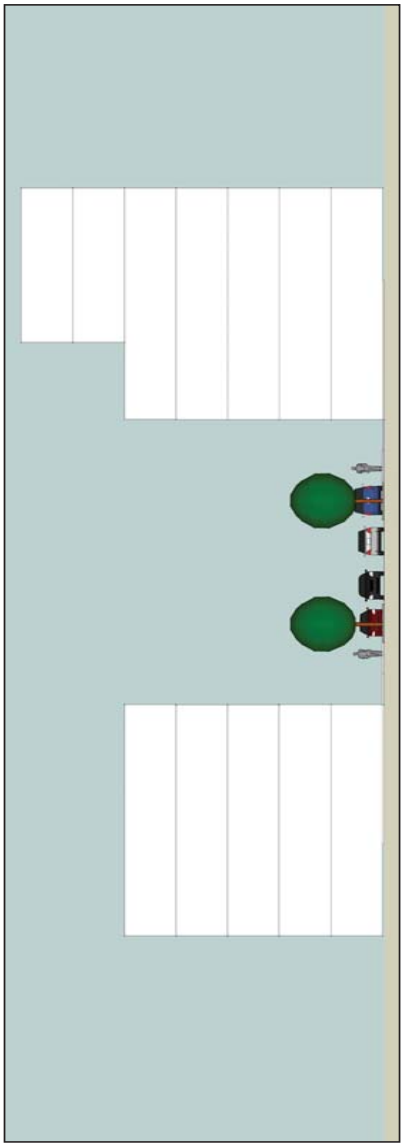
## 4. South Bank Road

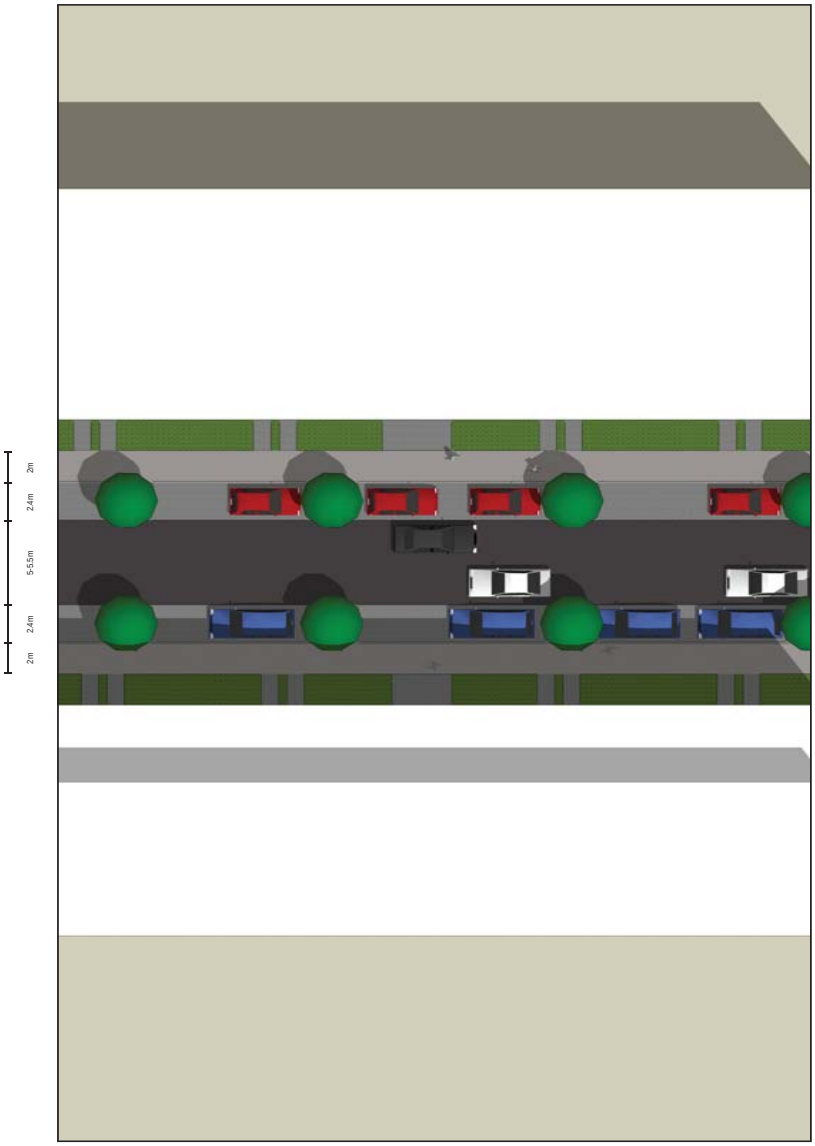
| | |
|---|---|
| Function | Local street providing pedestrian, cyclist access from South Bank Road. Several waylaves are located along the northern side of the road, which may also provide a reservation for the Eastern By-Pass |
| Character | Busy multi-modal street |
| Design Speed | 30 kph |
| Bus Lane | Eastbound between Sean Moore Road and the South Bank Link Street |
| Cycle Paths | Required |
| Car Parking | Integrated parallel on-street parking. |
| Materials | Paved or concrete footpaths<br><br>Planted or paved verges<br><br>Paved parking bays.<br><br>DMB carriageway surface |



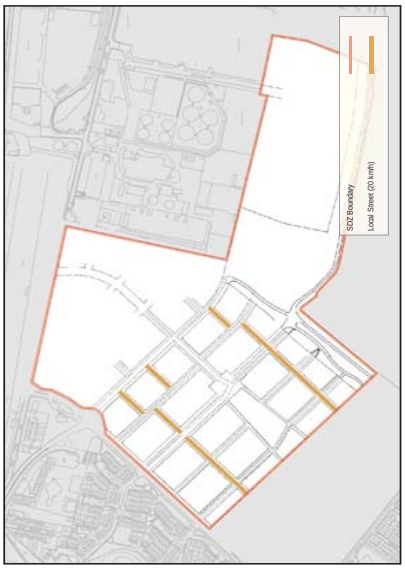
Approx. 28m



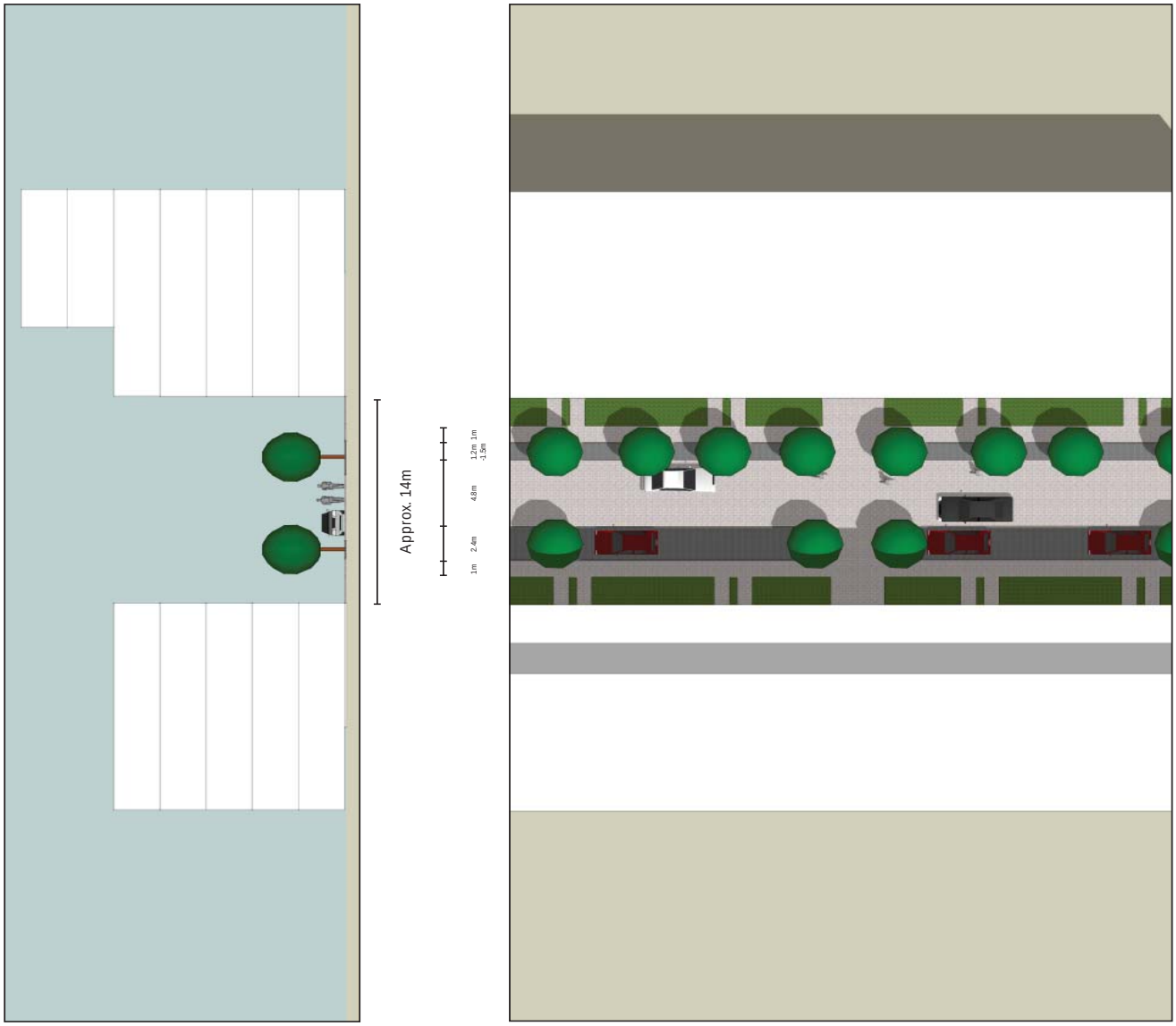





**5. Local Street**



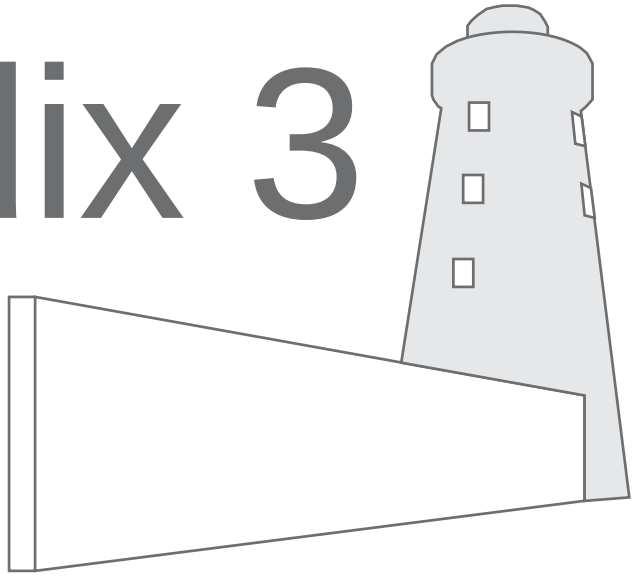

| | |
|---|---|
| Function | North-south access routes throughout the site |
| Character | Low speed street |
| Design Speed | 20 kph |
| Cycle Paths | Not required |
| Car Parking | Integrated parallel on-street parking. |
| Materials | Concrete or paved Footpaths<br>Planted or paved verges<br>Paved parking bays.<br>DMB carriageway surface with paving/imprinted treatments at junctions with other local streets |




**6. Local Shared Street**

| | |
|---|---|
| Function | Local street providing east-west access |
| Character | Shared surface street with homezone characteristics |
| Design Speed | 10-15 kph |
| Cycle Paths | Not required |
| Car Parking | Integrated parallel on-street parking. |
| Materials | Paved Verges<br>Paved parking bays.<br>Paved carriageway surface. |

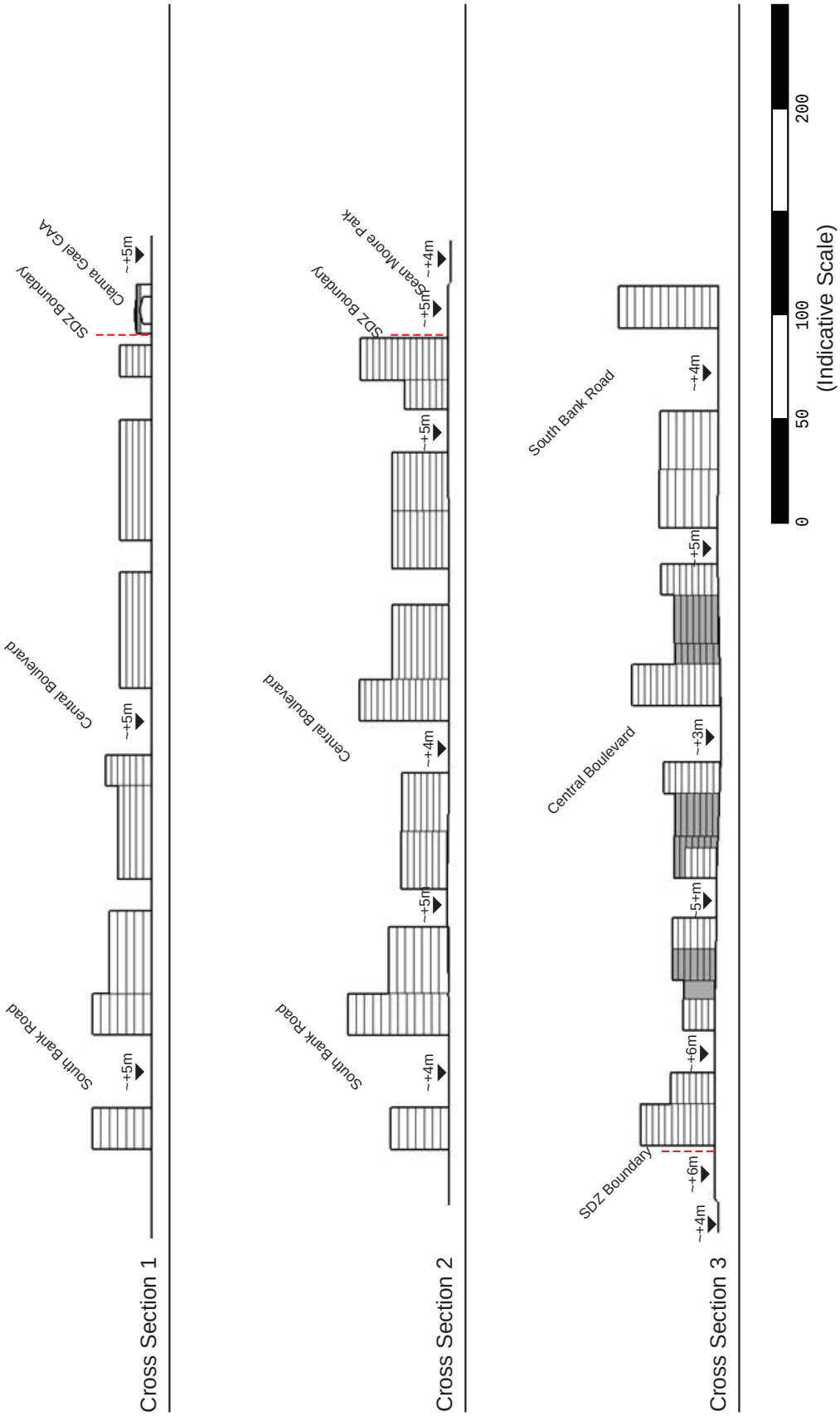
# Appendix 3

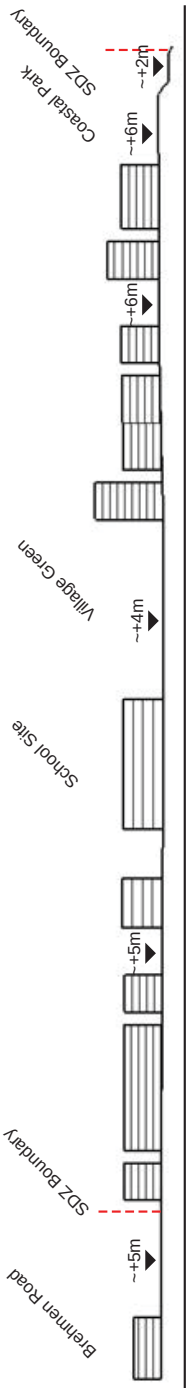


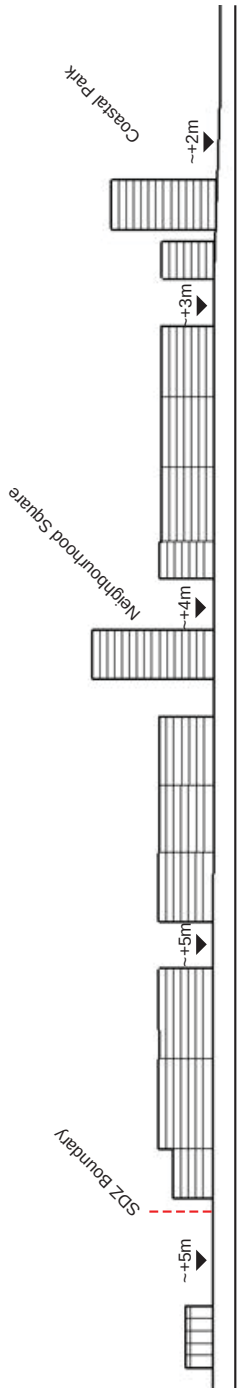
## Site Cross Sections

Site Cross Sections
1
2
3
4
5

# Appendix 3 Site Cross Sections




Cross Section 4
Brennen Road
SDZ Boundary
School Site
Village Green
Coastal Park
SDZ Boundary
~+5m
~+5m
~+4m
~+6m
~+6m
~+2m


Cross Section 5
SDZ Boundary
Neighbourhood Square
Coastal Park
~+5m
~+5m
~+4m
~+3m
~+2m

0
50
100
200
(Indicative Scale)

# Appendix 4

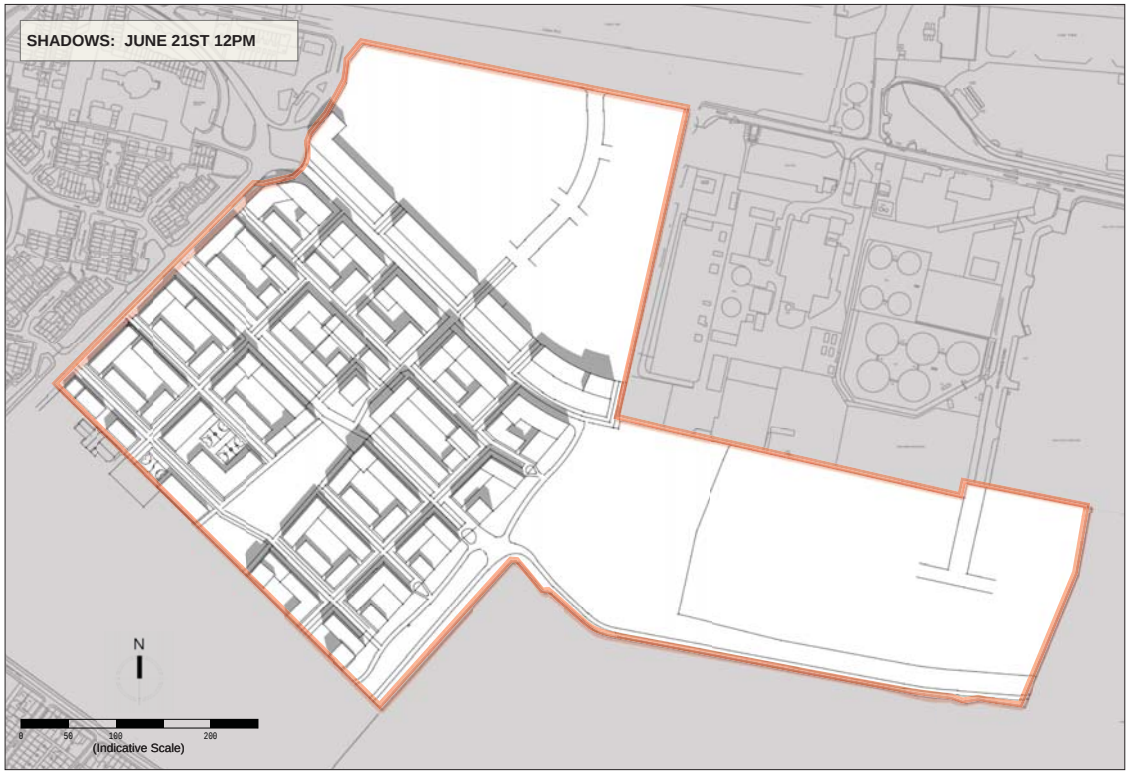
**Shadow Diagrams**

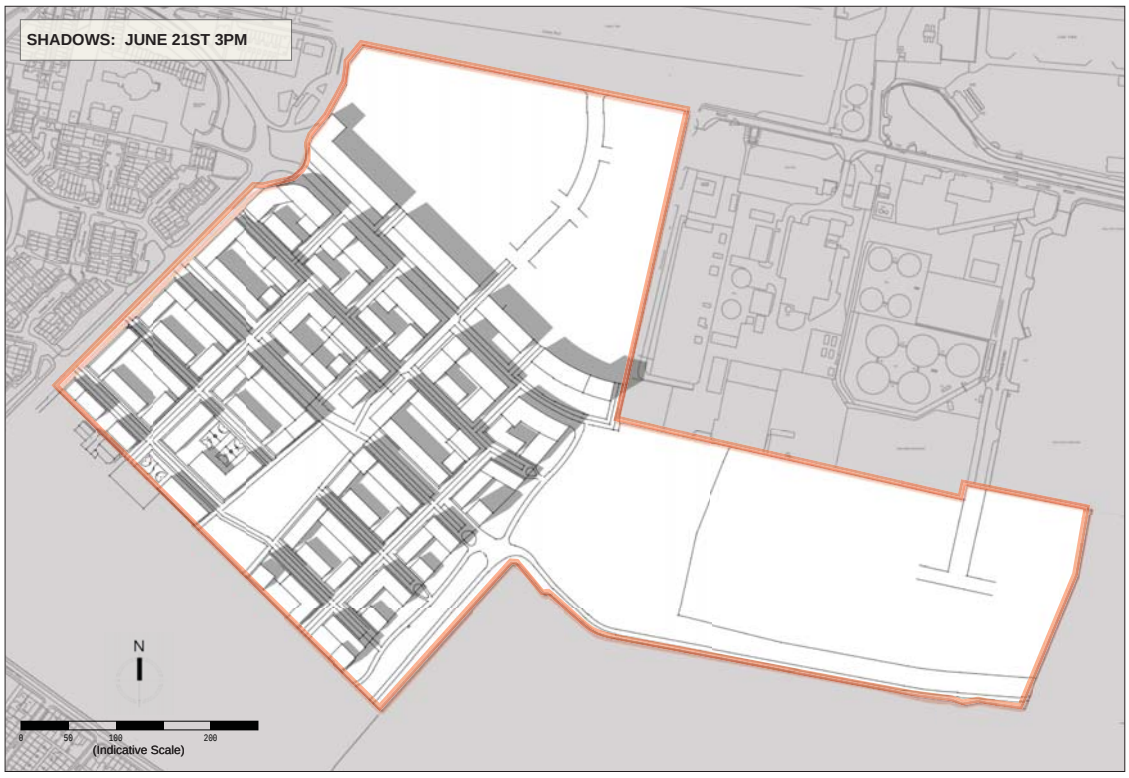
Minimum and Maximum Heights have been distributed throughout Blocks A1-A4 (and as indicated in Block B1) to reinforce the Urban Structure, and create a visually engaging skyline. The height distribution process was also informed by an overshadowing analysis that seeks to minimise the extent of overshadowing associated with the proposed quantum of development, with buildings being generally lower on the south-eastern and south-western sides of inner blocks to maximise daylight access to internal courtyards. Building heights are also lower along Sean Moore Road to reduce the extent of overshadowing to existing residences opposite.

The following illustrates the extent of overshadowing at key times (9am, 12pm and 3pm) at the summer solstice (21st June) and Equinox (21st March/September). It should be noted that the extent of overshadowing is illustrative only and does not account for existing shadows cast by existing structures, fences and street trees.

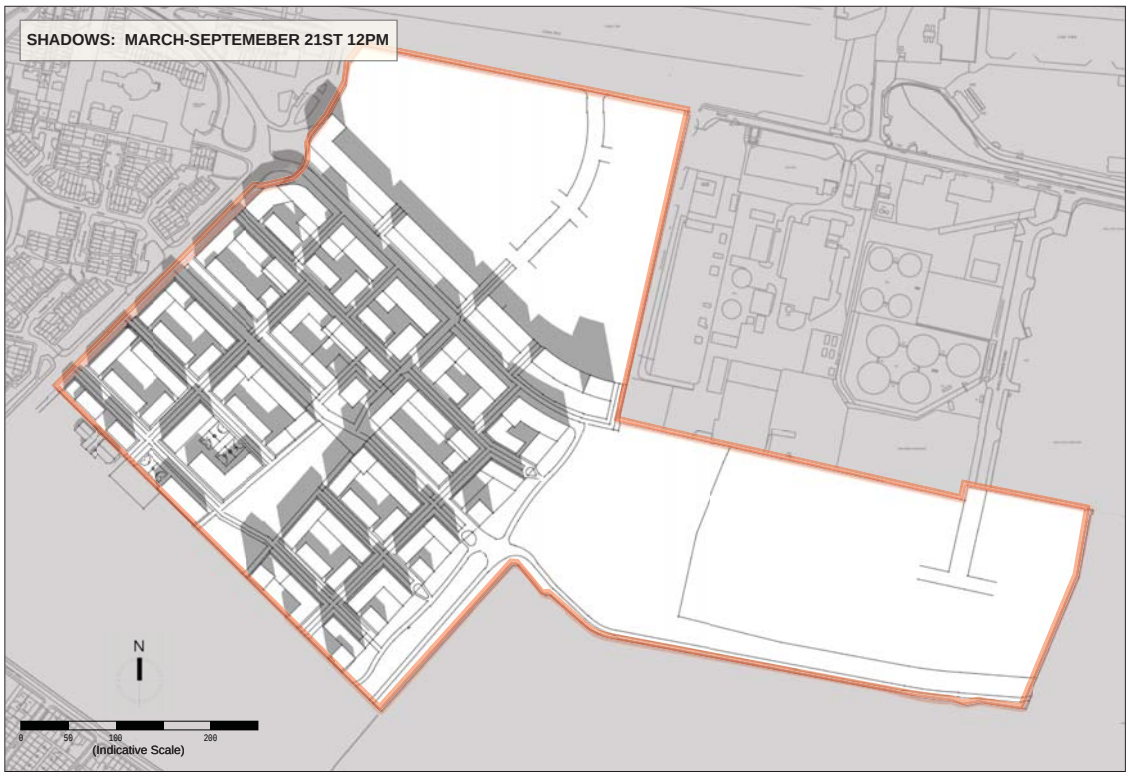
It should also be noted that the illustrated shadows are based on maximum building heights (and corresponding building envelopes) and therefore does not account for any variation in height setbacks to upper storeys or changes to building width, as may occur during the detailed design process.

# Appendix 4 Shadow Diagrams



SHADOWS: MARCH-SEPTEMEBER 21ST 9AM
N
0 50 100 200
(Indicative Scale)


SHADOWS: MARCH-SEPTEMEBER 21ST 12PM
N
0 50 100 200
(Indicative Scale)

# Appendix 4 Shadow Diagrams