

DUBLIN CITY DEVELOPMENT PLAN 2011 - 2017
BACKGROUND PAPER

URBAN FORM / SPATIAL STRUCTURE OF CITY

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1. Introduction to Urban Form / Spatial Structure

The spatial coherence of Dublin is provided by both its natural and man made features. The river Liffey, together with the area between the canals, containing both the old city and the world famous Georgian Squares, all help to convey the city's strong character and identity. Topographically, the area between the Canals lies in a shallow bowl. The edge of the bowl is emphasised by an area of elevated ground encircling the historic city, stretching from Drumcondra through Grangegorman to Phoenix Park on the north side (and offering extensive views across the city towards the Dublin Mountains) and along the Mount Brown / Thomas Street Ridge on the south side.

Dublin's identity is also closely bound up with its pattern of streets urban space and architecture and how these relate to the natural setting of river, bay and mountains. In urban form/spatial we explore the basic building blocks of this urban character, the street, the urban space and the role of architecture and urban design. At a neighbourhood or character area level, we recognise how coherent patterns in the urban structure, in the organisation of streets, in the character of architecture and the use of materials and colour, can help make an area more legible and build identity and a sense of place. At a more strategic level we address issues of urban form and structure at the city scale e.g. the challenge of generating spatial unity and interconnectedness at the scale of the Inner City, Docklands or the suburban city beyond the canals.

A tremendous amount of positive change has occurred in Dublin over the last two decades and most people recognise the collective energy of the city region in projecting Dublin's profile in an international arena. While the pure quantum of re-development is bound to generate aspects of new city character and lead to adjustments in city identity, Dubliners love their city and have an intense interest in how change is being managed and planned for. Aspects of scale, character, density and height are all areas that are relevant to the debate on urban identity. In managing change it is of course important that we don't consider we have to live in an 'urban museum'. It is critical however that in building the quality urban places of the new Dublin, we recognise and appreciate those qualities and physical attributes that make Dublin unique and that we manage the interface with the existing city in a sensitive and creative manner.

The existing City Plan makes a commitment that the City Council will seek to understand those qualities that are to be found in good urban places and will seek to incorporate this understanding into the making and implementation of future plans. Urbanism is a philosophy which underpins this approach and the development of the six themes represents an attempt to make this complex area more user friendly and capable of being managed.

In the implementation of many plans in many different city locations, certain aspects consistently come up as issues and include topics such as public space, density, height, quality of architecture, the idea of neighbourhood, the importance of the street etc. It is proposed to introduce a range of these issues in the following paragraphs.

2. Progress to Date

Background

The 2005 – 2011 Dublin City Development Plan set out policy to steer the future development and growth of the city. The structure of the city at a strategic scale was given expression as a City Core at the heart of the Greater Dublin region, surrounded by an arc of urban centres in the outer city, and of new towns in the adjoining counties.

The development strategy consisted of three key initiatives –

- Inner City - The expansion and consolidation of the city centre
- Outer City - the development of the Prime Urban Centres (PUC's)
- Framework Development Areas (FDA's) for newly developing / regenerating areas

The Development Plan (Chapter 2) articulated the need to develop a holistic approach to urban planning, marking the progression over the past two decades of urban planning in Dublin from a simple two-dimensional land-use approach, through the IAP's and on to three-dimensional urban design frameworks, integrating movement, land use and socio-economic objectives.

The Civic and Urban Design Framework

The Civic and Urban Design Framework in Chapter 3 identified the Key Elements of Spatial Structure for the inner and outer city and sought to bring a new focus to the significant amenity features of the Phoenix Park and Dublin Bay, linked by the River Liffey and Quays.

Inner City

For the Inner City the Plan provided for consolidation and set out the key elements of legibility (the Civic Spine, the River) ordering the public domain and urban spaces, and promoted the diversity and individuality of Character Areas, both historic and newly emerging.

Outer City

For the Outer City 'making sense of the suburbs' was the challenge, and the development principles for the PUC's were set out in the Development Plan to ensure the (re)creation of high-density centres capable of supporting a comprehensive range of community services and a vibrant, retail and commercial centre. Whether for established Victorian towns such as Phibsborough, or for late 20th Century suburban centres such as Northside / Cromcastle, the key to the development of character and identity lies in placemaking and the strengthening of neighbourhoods. The Development Plan promoted strong urban design strategies to achieve these objectives.

Urban Design Strategies

Framework Plans for major regeneration areas, were located right across the inner and outer city for areas as diverse as greenfield Pelletstown, brownfield Poolbeg and the historic Grangegorman lands. For each of the FDA's guiding principles were set out in the Development Plan and the urban design strategy was central, providing guidance on core issues such as the layout and configuration of streets and public spaces, land uses and the mix / quantum of development and so on. Each FDA had specific requirements reflecting the complexity of integrating new economies, transport hubs and residential communities into the particular context of each area, with its variety of physical features, landscapes and historic legacy.

3. Future Trends and Developments

Since the Development Plan was adopted in 2005, the expansion eastwards and westwards of the formerly contracted city core has combined with an intensive level of urban regeneration. The demand for new local and framework plans for different locations reflects an understanding of the value of this type of plan and of urban design in responding to the evolving needs of the city and its communities.

The pace of new development has resulted in a degree of fragmentation, and in some cases, communities feel they have been left behind. The challenge of ensuring that the pockets of redevelopment 'hang together', connect and make sense has to be met through the emerging spatial structure for the whole city -

In summary the Dublin City Development Plan 2005-2011 has laid the groundwork and 'armature' for a metropolitan-scale centre - in reviewing the Plan and looking towards the next phase of city development the key spatial issues at the strategic level are: how to set out a coherent and legible structure for the city, strengthening the centre while looking outward towards the region, and ensuring sustainable patterns of settlement and employment are planned for through integrating with the city's man-made and natural assets



4. Main Issues and Challenges

4.1 Density

The central objective of the current City Development Plan is to consolidate the city, in other words to create a more dense compact city and in so doing ensure the city Council plays its part in tackling the long standing sprawl of unsustainable low density across the province. There are many reasons for higher densities, which apply at both a strategic and a local level.

- Costly public transport infrastructure becomes more viable
- There is less reliance on the car and therefore less energy and fossil fuels being used
- In a compact city people spend less time commuting, walk and cycle more and are therefore more healthy
- The provision of a wide range of services including health, education, sports, library requires sustainable densities to be cost effective. The more costly the facility is, the less viable it becomes as densities decrease e.g. a theatre or swimming pool.

It may be surprising to us, but there is seldom a debate about density in European Cities and towns, though there is often one about height. In Europe density is a given, there is a long established tradition of living in a dense urban environment and an expectation of certain benefits and services from this experience. Design is acknowledged to be centrally important in managing change to ensure that the quality of liveability is protected and enhanced.

In the absence of a strong design philosophy, the delivery of higher density can be a disaster. The objective to achieve densities must not stand-alone. It must be supported and paralleled by a holistic urban philosophy that has at its starting point an appreciation of those qualities to be found in good urban places, and a commitment to the craft of good urban design. The application of the 6 themes by the City Council is a way of bringing a user-friendly structure to this very complex task. At a high level each theme can remind us of our core values and can also include any number of indicators to ensure technical compliance as the design gets rolled out.

There is a great level of confusion in the public debate on density and height. In order to provide clarity it is necessary to explain each separately.

The vast majority of the accommodation needs of the city can be delivered on the basis of a density at 8 storeys or under. A clear set of design principles can inform the design process, and ensure that a graded height approach up to 8 storeys will acknowledge existing character and variety of context. At this stage many good examples of this more dense urban environment can be found across the city. Temple Bar West, Mayor Sq environs, the built fabric around Grand Canal Dock, St. Anne's Milltown, Ballymun and Pelletstown are some of the locations where a good design strategy has driven the density objective.

While the objective of density and consolidation applies to all locations, height above 8 storeys will be appropriate in only a limited number of locations. The reasons for height are much fewer than those for density and focus mainly on identity/placemaking and economics. In terms of economics, requirements focus around creating intense activity in tightly defined clusters, creating significant size of floor plate and accommodating H.Q. type activity. Identity reasons focus on the role of taller structures in creating visibility and profile and can range from local landmark buildings of modest scale to city skylines that become part of a city brand internationally.

In recommending locations for taller buildings in Dublin it is important that sensitivity and regard is had for the existing urban context, which in Dublin has a highly valued scale and skyline. Any new skyline produced by a height cluster strategy must be based on an analysis of the existing city and must demonstrate how any new higher skyline can co-exist with the scale, identity and skyline of existing Dublin.

4.2 Challenge of Coherence and Interconnectedness

Comparable to cities like Barcelona, Copenhagen, Berlin or Milan, Dublin is now a city region. For Dublin this means a Capital City Core with a dynamic relationship to a number of strong outer or polycentric centres. For a city region to be successful its heart or urban core must be effective. For the Dublin region, the inner city performs this role. Lets take a look at how it is changing. By the 70's and 80's the Central Business District of the Inner City had shrunk and there was extensive dereliction and social problems within the canals. A strong economy through the 90's has pushed investment throughout the inner city, especially in clusters like Docklands, Temple Bar and Heuston. In the process a more extensive inner city has emerged and runs from Heuston to the Point Depot. Understanding how this complex diverse inner city can live up to its role as heart of a capital city and also accommodate a range of modern specialist economies and cultural uses is a major challenge. Two strands of thinking emerge, the need to protect diversity and the need to generate unity.

A positive feature of the identity of the inner city is the strength of local character existing in many areas. In order to acknowledge and protect this diversity twenty-five character areas have been identified and mapped within the extended inner city.

In addressing the challenge of unity, the Legible Dublin Study is concerned with strategies to make the city intelligible, coherent and connected. A major emphasis is placed on the role of public space, particularly a network of major public spaces and the routes connecting them. The public space corridor of the River Liffey is seen as the lynchpin of this network.

While a tremendous amount of urban regeneration has lifted many areas of the new extended inner city over a twenty year period there is still a great sense of unevenness, with pockets of excellence contrasting with areas that still need much attention. Research is needed to benchmark Dublin's inner city against the urban core of a number of similarly scaled capital cities in Europe for the next ten years. This can be seen as a logical next step forward from the IAP phase of intervention.

4.3 Urban Design

The distinction, which the existing City Plan makes between micro urban design and macro urban design, is a very useful one. Micro Urban design deals with how buildings joined together, and their uses, shape and animate the street/public space i.e. the local view of what you see in an urban context at any one moment. Macro urban design begins at the somewhat larger scale, the neighbourhood or character area and can extend upwards to say the scale of the inner city, the borough or indeed the city region. At the macro urban design scale we are concerned with how the city is put together e.g. urban structure and how the basic building blocks or streets and urban spaces and parks are used to generate coherence and achieve urban patterns which are legible and help underpin urban unity and interconnectedness.

Urban design is essentially a tool, which is geared to improving the craft of creating better urban places. Key issues, which are addressed, include aspects of height, density, route structure, permeability and how a desirable architectural diversity can produce a pleasing overall harmony and contribute to an area identity. While urban design has a primary emphasis on the built fabric i.e. buildings, streets and spaces it is concerned to integrate the key economic, social, cultural and environmental goals and strategies into the design process.

Urban design now plays a central role in the preparation and implementation of framework plans and LAPs. The decision to apply the 6 themes has helped structure a very complex area of work. The preparation of indicators under the 6 themes will further assist the process and ensure that the implementation of area plans can be revised to assess whether urban design objectives are being met.

4.4 Public Space

Across the globe and Europe the renaissance of interest in all things urban has placed new public space at the top of the political agenda.

Public space is fundamental to city living and quality of life. Being able to live together as a city community in the public domain, affirms our democracy, tolerance and our ability to enjoy urban life.

Dublin in the last decade has seen the emergence of a promising new network of public space. These range from the grander scale of the GPO Plaza and Smithfield to the more intimate spaces of Meeting House Square and City Hall.

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

Docklands has been a leader in commissioning innovative new designs like the Martha Schwartz space at Grand Canal Dock.

The creation of a sequence of small intimate squares in Temple Bar captures the energy of a bustling cultural quarter and creates visibility for the new cultural institutions clustered around them.

In order to understand fully the changing role of public space in our city, Dublin City Council has embarked on a public domain study. Aimed at addressing issues of design, maintenance and management the study will also help lay down a vision for role of public spaces for the coming decades.

4.5 The Suburbs

Dublin City's urban form is now filling out to the city boundaries, e.g. at the North Fringe, Pelletstown and Park West, such that it now reads as are Metropolitan Area extending beyond the M50. The challenge here is to ensure this area of intensification is integrated with the rest of the city. These new areas lie outside both the Inner suburban belt, characterised by well-defined urban villages e.g. Rathmines, Sandymount and Phibsborough, and a 20th Century suburban belt, characterised by low density, car dependent areas with weak centres and low population growth.

The Strategy in the current Development Plan is to develop a 3 tier hierarchy of suburban centres, which would be capable of responding to the challenge of sustainable development and good urban place making viz:

1st Tier: 8 Prime Urban Centres (Finglas, Ballymun, North Fringe, Northside, Phibsborough, Rathmines, Crumlin Shopping Centre and Ballyfermot) designated to provide distinctive spatial hubs, with increased densities and a comprehensive range of community series with good public transport.

2nd Tier: Village Centres, which will provide important economic, social and retail series for local communities, but have limited growth potential e.g. Donnybrook, Rathgar, Terenure, Pelletstown, Drumcondra, Inchicore, Donaghmede.

3rd Tier: Neighbourhood Centres: Providing day-to-day needs for a local population within reasonable walking distance.

While some of the PUC's are successful in achieving a new spatial form and identity in the suburbs, such as the North Fringe and Ballymun, it is also acknowledged that others, e.g. Crumlin Shopping Centre, have been less successful to date. Others, such as Rathmines,

Phibsborough and Northside are currently the subject of Local Plans designed to deliver sustainable, dynamic suburban centres.

The Transport 21 programme provides an enhanced opportunity to support and consolidate both existing and new Prime Urban Centres, bearing in mind that the new radial motorways and upgraded rail transport corridors could equally result in the dilution of objectives to create quality, sustainable new places. There is scope for intensification within the catchment areas of the major suburban Rail, Metro and Luas lines.

Previous Development Plans have tended to view the city suburbs as a two-dimensional entity, with horizontally defined zones. However, with the growing importance of sustainable place making around a core of 4-8 storey building form with mixed uses both horizontally and vertically, it may be more appropriate to view the suburban Urban Centres as three dimensional forms.

A number of large tracts of industrial lands in the suburbs have been identified as having significant potential for intensification, whilst retaining and enhancing their economic importance to the city, viz:

1) The Naas Road Lands; 2) Dublin Industrial Estate; 3) Jamestown Road Area; 4) Santry; 5) Clonsaugh and 6) Malahide Road Industrial Estate.

While all of these areas have the potential for a more intensive range of uses, in accordance with the 6 themes, it would appear that the optimum area for a new Prime Urban Centre would be a part of the Naas Road Lands, instead of the Crumlin Shopping Centre site.

Key Issues Arising for the Suburbs in the Next Development Plan

1. How do we ensure Dublin retains and builds on its distinctive urban form and character, ensuring more people will decide to live and work in the Development areas, within the M50, as a matter of choice?
2. How to extend and further implement the rationale behind the PUC's to energise the existing PUC's, and by creating possible new PUC's e.g. at Naas Road (instead of Crumlin District Centre) and Park West, in order to ensure the structure and form of the outer city results in new urban centres and neighbourhoods. How do we integrate these areas into the city structure?
3. Should retail provision be concentrated in the 3 tier hierarchy to achieve multiple destination place making, or should it be dispersed more throughout the suburbs?
4. How should we develop the distinct opportunity to identify structural green space and biodiversity networks throughout the city, combined with safe, clean and green pedestrian/ cycle networks, and integrate this into the urban structure of the city?
5. There is some concern that the standard city centre/ Docklands apartment block typology may not be sufficiently adaptable to for many suburban contexts. Do we need to extend the range of residential typologies to ensure appropriate intensification occurs in suburban contexts e.g. in transitional/ infill situations?

4.6 Tall Buildings as part of the Urban Form and Structure of the City

Background

Although Dublin remains predominately a low rise city, it contains a number of taller buildings such as Liberty Hall, O'Connell Street House and Phibsborough Shopping Centre. In previous centuries the city skyline was largely punctuated by church spires and domes. Later, industrial buildings, such as the Saint James Gate Brewery on Thomas Street ridge

and the Pigeon House Chimneys have added to the legacy of higher building forms in the city.

Existing Development Plan Policy

The policy for building Height in the current City Development Plan is largely based on the DEGW Report “Managing Intensification and Change: A Strategy for Dublin Building Height, 2000”. That report recommended that taller buildings should be located mainly in identified zones for large-scale change, such as the Docklands, and also concentrated in Clusters at the main railway stations of Heuston, Connolly, Tara and Pearse. The DEGW report was largely silent on the suburbs in relation to height.

The current Development Plan Policy states that any proposed high buildings must be sensitive to the historic city centre, the River Liffey and Quays, Trinity College, Dublin Castle, Georgian Squares and canals whilst also allowing high buildings in certain locations to promote investment vitality and identify. A number of criteria are set out for the assessment of high buildings, including the need for good urban design and positive contribution to the city’s skyline; the need to respect important views and prospects; and the need to minimise overshadowing and micro-climatic downdrafts etc..

However, this criteria based approach appears to have resulted in a lack of clarity for both developers and the public. Considerable resources have been taken up over the last 5 years dealing with ad-hoc pressure for tall buildings in various parts of the city. The new Development Plan needs to consider the potential for tall buildings in the context of the Transport 21 programme for the City.

Rationale for Height

It is generally acknowledged that the main reason for tall buildings in a city context, and particularly that of a capital city, is to confer identity and status including an international profile. Also tall buildings can have an economic function as corporate headquarters etc, projecting an image of economic power. Research has also shown that tall buildings are not essential for the provision of sustainable densities (www.mac.llp.co.uk). For example, a residential density of 280 units per Hectare (110 u/p/acre) can be provided in either an 8-storey format or a 5 storey with one 20 storey tower.

Definition of Height

The current Development Plan does not define height per se, although it states that the definition of appropriate building height in context is relative.

The issue arises as to how the New Development Plan can provide more clarity on height definition in the Dublin context.

How to achieve more clarity

The Central Issue is how to achieve a strategic policy for the provision of taller buildings which would add to the identity, structure and economic profile of the city, without compromising the much celebrated historic urban form, which is already an international brand.

One option would be to –

- Separate density from height and explain what can be achieved under each
- Combine the criteria based approach in the current Development Plan; overshadowing, conservation etc. with
- A layered analysis, which will identify areas of the city which are appropriate for taller buildings. The layered analysis would include a citywide mapping of the economic and cultural engines of the city; the major public transport interchanges; the Georgian and residential Conservation Areas; views and prospects; the natural topography; the developing areas in the outer suburbs, and major regeneration areas.

The resulting vision for the taller buildings in the city could be:

The Historic Inner City: the character of Dublin Streets, Squares and key views will be protected, with height only acceptable at the main stations on the edge of the bowl e.g. Heuston, Tara, O'Connell. Also included are two elevated areas (at Digital Hub, Grangegorman) to reflect the digital / knowledge economy.

The Docklands: again in specific locations, where the under river, longer block structure and emerging public transport infrastructure combines to create new identity.

The New Suburbs: where a limited number of mid rise buildings have already been used to confer a new identity. This approach could be continued other redeveloping area e.g. the Naas Road, Park West and Cherry Orchard.

Main Issues and Possible Options Arising for the New Development Plan

1. How can a new Height Strategy provide sufficient clarity and certainty for both Investors / developers and the public, which would add to the identity and structure of the city in a coherent way, without compromising the world renowned urban heritage, which is also an international brand.
2. Should the City pursue the making of a scaled, topographically accurate model of the inner city, so that taller buildings can be fully considered?
3. Should the Development Plan set out strategic views and vistas, which need to be protected / framed / or enhanced, or is the existing policy approach working?

4.7 A City Of Neighbourhoods

1. Dublin City Development Boards " City of Neighbourhoods" Strategy 2002 – 2012 is to be achieved through the development of Prime Urban Centres, character areas, village and neighbourhood centres, as set out in the current Development Plan
2. The key challenges here is to ensure that this hierarchy of centres allows for good neighbourhoods to flourish, but what is a good neighbourhood? The NESR Report, 2004 refers to mixed use, inter generational integration, employment opportunities, balanced work-life arrangements and crime prevention as key components of a good neighbourhood.

The Bristol accord 2005, states that a sustainable neighbourhood has **8** characteristics:

- Active, inclusive, safe
 - Well run
 - Well connected
 - Well served
 - Environmentally sensitive
 - Thriving
 - Well designed and built
 - Fair and tolerant
3. In essence, the urban neighbourhood in Dublin should be big enough to support a range of services and small enough to foster a sense of belonging and community; it should be sufficiently dense to enable all of its essential facilities to be within easy walking distance of the urban centre.

In addition, the neighbourhood should be mixed-use, combining work, living and essential services; it should be well designed with attractive pedestrian –oriented open spaces; it

should be planned around public transport with less driving for everyday needs; its should be diverse and adaptable to future demands; it should consolidate the structure and form of the urban core. Neighbourhoods should also have an identity and character which creates pride in the community.

The principal advantage of the urban village concept is that it can deliver efficient, economic use of land, provision of services and effective public transport.

Main Issues for the next Development Plan.

1. How to ensure that good neighbourhoods area created and maintained, each with a sustainable range of uses, yet with a distinctive identity? Should the 6 themes approach be applied to neighbourhood making at both district and more local level.
2. How do we ensure that Local Plans deliver an appropriate range and quantum of community facilities for each neighbourhood, with out inefficient duplication?

Recent local Plans (Phibsborough, Drimnagh, Rathmines, Liberties) are using a "Community Audit" to identify the community facilities needed to create successful neighbourhoods. Should this model become a standard for all Local Plans and required to ensure identifies facilities are economically viable?

3. How can the Development Plan best provide for and protect local retail facilities in neighbourhoods?

4.8 Urban Form- Architecture

Introduction

We must be highly ambitious for our built environment. Architecture is an art form with a captive audience, as it inescapably shapes and structures the inhabited world. Quality of architecture is a determinant for quality of life. 'A good environmental image fosters emotional security, self-esteem and most importantly enables us to establish a harmonious relationship with the outside world'.

Buildings and structures are critical components from which urban places are made. In order to achieve urban quality, we must 'consider places before buildings' in order to achieve quality of edge to the public realm.

Current Issues or Architectural Quality

New development in Dublin often fails at the most fundamental levels leading to disappointment and unease. Contemporary architecture is too often,

- Confused in expression and use of materials.
- Perfunctory and mean in meeting functional requirements.
- Inadequate in addressing the human or the civic scale.
- Poor in response to context and in contribution to place making.
- Poorly detailed and constructed.

Core Objectives

- (a) We want the citizens of Dublin to enjoy the highest quality built environment. One which meets the core objectives set out below and gives proud expression to our civic identity. An architecture which is clear, generous, appropriately scaled, positive to context and well made.

- (b) Excellence in the ordinary. We must achieve excellence in and value the ordinary. Most buildings must work quietly and collectively as a backdrop or foil, providing a setting for those buildings that have legitimate call to be distinctive. Only through achieving excellence in the ordinary will we achieve magnificence as a City.
- (c) We must learn from the past in creating an architecture for the future. Dublin, our inherited city, is remarkable in terms of scale and setting. The Georgian core is unique yet, in places, undervalued and fragile. The inner suburbs generally robust and successful. The outer suburbs too often dull, fractured and very much places of potential. Contemporary architectural intervention and expression must match the quality and longevity of earlier models while serving to strengthen or remake place as appropriate.
- (d) We must facilitate an architecture that is contemporary both in substance and style. Architecture performing to the highest environmental standards and clearly reflecting the spirit of our age, concerned with climate change and culturally cosmopolitan.

Need for consensus on principles on what is good architecture

It is possible to define universal qualities which are embedded in good works of architecture and against which architectural proposals can be measured objectively. It is suggested that the following five principles, which are overlapping and interdependent, be discussed as criteria, which can be demonstrably considered and applied in all development proposals.

Clarity

- Clarity of meaning, intent and purpose.
- Clarity of articulation, form and scale.
- Clarity of material and detail.

Generosity

- Generosity in consideration of routine elements and delivery of functional requirements.
- Generosity through discovery of opportunities for enhanced enjoyment in use.
- Generosity in creation of distinctive and memorable places.

Order

- Order of scale responsive to the individual the communal and the transcendent.
- Order of composition of plan, section, elevation and components.
- Order of articulation of sequence.

Fit

- Fit response to context, that is positive, enriching, well-mannered and considered.
- Fit expression of time.
- Fit for life-cycle and intended use.

Craft

- Craft applied to design.
- Craft applied to detailing.
- Craft applied to construction.

Main Issue

Whether the suggested principles on what constitutes (as outlined above) good architecture should be incorporated in appropriate format in the next Development Plan, which would assist, the developer, the public and development in the appreciation of development proposal.

5. Summary of Main Strategic Issues

The Structure of the City

- How to set out a coherent and legible structure for the city, strengthening the centre while looking outward towards the region.
- How to ensure that the urban structure can underpin the most sustainable patterns for settlement and employment, living and working.
- How to ensure that the structure can continue to build on and enhance the city's strategic assets, both the natural elements – the Bay, the Liffey, the river valleys of the Dodder and Tolka, the Phoenix Park – and the man-made elements – the canals, the circular roads and radial routes, the railways and new transport corridor, the built heritage, parks and squares.
- Is the growth of the city to be a gradual densification outwards from the centre, or is there potential for a 'finger-type' plan as in Copenhagen, developing to high densities along the transport corridors, and opening up/enhancing greener wedges between?
- How to bring the underutilised areas (inner and outer city) into the frame
- How to ensure urban regeneration is continued and the uneven form and structure of parts of the city is eliminated.
- How to ensure the 6 themes can be applied to enhancing the city structure.

The Suburbs

- How do we ensure Dublin retains and builds on its distinctive urban form and character, ensuring more people will decide to live and work in the Development areas, within the M50, as a matter of choice?
- How to extend and further implement the rationale behind the PUC's to energise the existing PUC's, and by creating possible new PUC's e.g. at Naas Road (instead of Crumlin District Centre) and Park West, in order to ensure the structure and form of the outer city results in new urban centres and neighbourhoods. How do we integrate these areas into the city structure?
- Should retail provision be concentrated in the 3 tier hierarchy to achieve multiple destination place making, or should it be dispersed more throughout the suburbs?
- How should we develop the distinct opportunity to identify structural green space and biodiversity networks throughout the city, combined with safe, clean and green pedestrian/ cycle networks, and integrate this into the urban structure of the city?
- There is some concern that the standard city centre/ Docklands apartment block typology may not be sufficiently adaptable to for many suburban contexts. Do we need

to extend the range of residential typologies to ensure appropriate intensification occurs in suburban contexts e.g. in transitional/ infill situations?

Height

- How can a new Height Strategy provide sufficient clarity and certainty for both Investors / developers and the public, which would add to the identify and structure of the city in a coherent way, without compromising the world renowned urban heritage, which is also an international brand.
- Should the City pursue the making of a scaled, topography accurate model of the inner city, so that taller buildings can be fully considered?
- Should the Development Plan set out strategic views and vistas, which need to be protected / framed / or enhanced, or is the existing policy approach working?

Neighbourhoods

- How to ensure that good neighbourhoods area created and maintained, each with a sustainable range of uses, yet with a distinctive identity? Should the 6 themes approach be applied to neighbourhood making at both district and more local level.
- 2. How do we ensure that Local Plans deliver an appropriate range and quantum of community facilities for each neighbourhood, with out inefficient duplication?
- Recent local Plans (Phibsborough, Drimnagh, Rathmines, Liberties) are using a "Community Audit" to identify the community facilities needed to create successful neighbourhoods. Should this model become a standard for all Local Plans and required to ensure identifies facilities are economically viable?
- 3. How can the Development Plan best provide for and protect local retail facilities in neighbourhoods?

Urban Design and Architecture

- Whether the suggested principles on whether is good architecture should be incorporated in appropriate format in the next Development Plan, which would assist, the developer, the public and development in the appreciation of development proposal.
- Should Development Plan include "10 Key Questions Checklist" to ensure quality urban design and architecture is achieved in all proposals