

CHAPTER 16

GUIDING PRINCIPLES

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GUIDING PRINCIPLES

16.1 THE PUBLIC REALM, URBAN FORM AND ARCHITECTURE

16.1.1 Design of public spaces

Public spaces should be designed so that they are memorable and can be easily navigated by the people using them in a similar manner to the city's traditional streets and squares. Proposals should demonstrate how they connect to the surrounding network of streets and spaces.

Public spaces should be accessible and inclusive. The design of landscaping and features should be wheelchair accessible and should not create barriers for those with disabilities. The design of spaces should be considered from the point of view of the city's diverse range of communities, age groups and abilities.

Proposals for open space should be appropriate to the surrounding uses and their design should demonstrate this e.g. a residential district may require spaces with a greater emphasis on design for sitting and recreation while spaces in a central area surrounded by largely commercial uses may require a greater emphasis on hard landscaping with a civic character.

16.1.2 Connections

How a street or space is connected to the local network of routes and destinations is critical to its success. The planning of new public routes and spaces should also promote permeability and walkability. Designers must demonstrate how the public realm is logically integrated into the local network of streets. Proposals for new streets should indicate how they align with known or likely 'desire-lines' connecting activities in the area.

Public spaces should be designed to deter crime in so far as possible, promoting natural activity and passive surveillance to discourage criminal or anti-social behaviour as being preferable to needing active policing. The principles outlined in the document Safer Places (UK Home Office, 2003) should be considered in the design of new developments with public spaces and connections.

Buildings should properly address public streets and spaces. Active frontages should be used in as far as possible and blank walls should be avoided. Where active frontages are provided their design should be robust, taking a common sense approach to security and privacy e.g. providing a buffer space of front garden or communal space to ground floor dwellings to give privacy to residents.

The servicing of utilities is an important consideration and the Council will not permit on-street service frontages (such as substations or switching rooms) unless it is demonstrated that these cannot be accommodated elsewhere in the development, for example in a rear service area or a basement car park.

16.1.3 Making Successful Streets

Where new routes are proposed in developments they should be designed in as far as possible as public, open, mixed-traffic streets.

Streets in Dublin should be places which put people first, and where there might be competing needs arising from different users, the following order of importance should be referred to in prioritising design decisions: pedestrians and those with disabilities, cyclists, public transport vehicles, service vehicles, private vehicles.

Proposals for new streets or intervention in existing streets should consider its desired or existing character in relation to surrounding buildings and uses. Is this to be a quiet residential street with a high degree of privacy and natural amenity, or a vibrant, economically active street requiring robust detailing and civic character? Proposals for the activities, landscaping and detailing buildings fronting these streets and for landscaping should respond to the intended character.

Building frontages should provide appropriate enclosure to streets. They should have consistent heights relative to existing buildings and their plan form should prioritise the provision of a consistent building line, giving enclosure to the street or space.

16.1.4 Proportions and Enclosure

It is an objective of the Council to promote streets and public spaces which are human-scaled, are memorable as places and which have a high standard of amenity. The height of buildings relative to the width of a space is an important consideration affecting sunlighting and also the sense of being in a traditional street. For large developments (e.g. occupying more than 20m of street frontage) the height of buildings and how they positively relate to the scale of other buildings along the whole length and on both sides of the street must be demonstrated. The degree of continuity of street enclosures is also an important consideration and frontages with very irregular plan forms should be avoided. A comparison of the proposed street proportions with an existing successful public space can be a useful tool for planning consultation.

16.1.5 Mix of Uses and Activities

In order to promote on-street activity (and hence public safety) the design of adjoining buildings should focus activity on the street. Where different uses are provided they should be directly accessible from the public street in as far as possible.

16.1.6 Movement and Vehicles

Streets should accommodate diverse types of transport and movement and streets which create significant separations or barriers between types of movement should be avoided. Except in areas with very high pedestrian activity (such as the central retail areas), pedestrian-only streets should be avoided. Where a range of transport is required the design of the street should accommodate the needs of everyday users in the following order of importance: pedestrians and wheelchair users, cyclists, public transport vehicles, servicing vehicles, private vehicles. Wherever decisions are required to balance the requirements of different users in the design of a street or space, this order of importance should be referred to.

Where parking is to be provided on streets the general design should reflect the traditional design of a street rather than an on-street car park. Parking perpendicular to the kerb should be avoided.

Where non-residential uses are provided, active frontages should be promoted wherever viable and practically feasible. Where active frontages are provided, a common-sense approach to design should be used considering issues of security and out-of-hours activity.

For residential developments the design of ground floor units should take into account the amenity and security of residents and the quality of the public space. Where possible an intermediate zone (such as a small private garden or railed common area) should be provided to aid security and privacy. The design of ground floor units should also promote overlooking of public spaces with rooms which are frequently used such as kitchens.

16.1.7 Materials and Detailed Design

Materials for public spaces should be appropriate to historical or local character or, where contemporary interventions are proposed, should have a consistent design rationale for their specification. The selection of indigenous materials is also preferable in the interests of environmental sustainability, and materials with a high embodied energy, such as might result from being transported over very long distances, should be avoided where possible.

The design and specification of street furniture should be in accordance with the Council's forthcoming Public Realm Strategy.

Proposals for street furniture and signage should avoid clutter. Unnecessary poles or stands should be avoided by utilising buildings or sharing poles for mounting traffic lights, street lighting and signage where possible. Unnecessary signage should be avoided.

Trees should be incorporated in the design of streets wherever possible, with species selection appropriate to the scale and character of the street. (See Chapter 6 Greening the City)

The landscaping of public spaces should provide for the incorporation of sustainable urban drainage including the use of permeable paving or swales where appropriate. Where attenuation tanks are proposed for developments, consideration should be given to incorporating these above ground as water features within the landscaping scheme.

16.1.8 Urban Form & Architecture

Urban blocks should be designed to promote permeability and walkability. Urban block lengths greater than 100m should be avoided.

Where a development consists of several buildings, their layout should be considered and consolidated to form coherent, enclosed urban blocks. It should be demonstrated how such layouts relate to the local context of building patterns or typologies.

16.1.9 Architectural design

The role of a building within a streetscape or skyline should be considered. Does it sit within the background, building a local streetscape? Or is it a local landmark, defining the termination of a vista or marking an important connection?

In urban design terms, an important function of the majority of buildings in the city is to form the enclosure or backdrop to the streets and squares which are at the heart of public life. Design proposals generally should be well considered in terms of their interface with public spaces, such as street edges and should demonstrate how proposals will contribute to the character of the spaces. Their planning and design at these interfaces should deal with their functions as 'street walls' in equal measure to their internal functions.

The geometry of a building should be carefully considered to strike a balance between its urban design role and its internal function. The scale of buildings is an important consideration and, for example, frequent setbacks or changes in materials while often thought to reduce the visual scale of a building can often detract from its coherence and generate cluttered streetscapes.

Building materials should be considered so as complement the historical use of materials in a district or, where contrasting to follow a coherent logic which throughs a building's design. Building materials should be appropriate to the scale and importance of the building and frequent changes of material should generally be avoided.

Detailing should be well thought through, as these later details can seriously detract from a building. Details and materials should be sufficiently robust for a building's role. As examples, on lower levels design and materials should deter or withstand graffiti or physical impacts. For upper levels the effects of weathering should be considered. Frequent service penetrations and insufficiently sized flashings will cause streaking over time.

Clutter resulting from materials and equipment should be minimised or where necessary should be considered so that it can be incorporated in an overall design. The need for antennae or satellite dishes should be considered early so that they can be designed out if possible through alternative provision of a service.

16.1.10 Issues for Building Design Assessment Criteria

Among the matters which the Council consider important as the basis for a set of assessment criteria, are:

Clarity

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

Generosity

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

Order

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

Fit

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

Craft

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

16.1.11 Sustainable Urban Form

Orientation of streets and blocks and the heights of their enclosures should be adequately considered in order to aid passive solar design. Designers must demonstrate how this has been considered.

Building heights should be designed to minimise overshadowing of adjacent properties and public spaces, for example, by avoiding taller buildings on the south side of an east-west street.

To minimise the waste of embodied energy in existing structures, the re-use of existing buildings should always be considered as a first option in preference to demolition and new-build. New public spaces should incorporate proposals for Sustainable Urban Drainage (SUDS) in their design.

16.2 GREEN INFRASTRUCTURE GUIDING PRINCIPLES

16.2.1 Guiding Principles for All New Development (See Chapter 6 Greening the City)

The guiding principles relate to sustainable site design, sustainable buildings and green corridors. The overall emphasis is on best-practice sustainable solutions and the principles are as follows:

16.2.2 Sustainable Site Design

The proposal should indicate how existing natural features of the site will inform sustainable urban form and should include the following;

- The potential for the integration of existing natural features of merit, such as watercourses, mature planting and topography. This approach ensures the landscape character of the area is maintained whilst also assisting biodiversity maintenance and more natural forms of surface water drainage. In effect the layout will be informed by the inherent natural characteristics of the site. The connectivity of proposed open spaces to adjoining existing open space or natural assets should also be considered.
- For larger sites, potential applicants should consult the City Council's Parks Department to ascertain the significance of any ecologically sensitive areas which it may be appropriate to retain or integrate into a landscape plan. In such cases the ecological attributes of the site and the impact of any development should be considered prior to final design. All landscaping proposals should comply with the standards on landscaping.
- The development should assist in promoting modal shift to sustainable modes of transport. This is achievable by minimising pedestrian/cycle through route distances to public transport stops or nodes.
- Building design and layout should take account of solar gain and microclimatic impacts.
- Sustainable energy technology, materials and construction methods.
- Sustainable waste management and water conservation measures.
- Connectivity to the green network.

16.2.3 Sustainable Urban Drainage Systems (SUDs)

Proposals should incorporate the principles of Sustainable Urban Drainage Systems (SUDs) in accordance with the requirements and standards of the City Council's Drainage Department. Applications for developments on large sites (0.2Ha or over) should be accompanied by a package of proposed measures addressing the following;

Infiltration - For water soakage into ground through use of trenches, basins and permeable paving

Filtration - In order to capture pollutants by devices such as swales and bio-retention systems

Constructed Wetlands - To reduce run-off and enhance bio-diversity by using stormwater wetlands

Retention - To retain pollutants through the use of retention ponds

Detention - To reduce run-off through devices such as detention basins, filter drains

For smaller developments, the following drainage requirements are sought:

- Permeable paving
- Rainwater harvesting
- Use of appropriately designed soakaways

16.2.4 Sustainable Buildings

All development proposals should incorporate a building design to utilise sustainable energy technologies and innovative design solutions such as living walls, roofs as well solar panels. Proposals should also be accompanied by a construction management plan and waste management and water conservation plan for the operational phase.

16.2.5 Green Roofs

In addition to the above, green roofs should be provided as standard in apartments schemes, industrial parks, utility buildings and larger commercial developments. The use of green roof area for amenity purposes will be dependent on appropriate design with regard to overlooking and impact on adjoining privacy.

16.2.6 The Benefit of Green Roofs

A) Stormwater Retention

Green roofs can store stormwater and slow down the rate of run-off, thus easing pressure on the city's drainage system. The amount of stormwater stored and evaporated is dependant on the depth of the growing medium and type of planting. Grass and herbaceous planting retains stormwater more effectively than sedum or moss.

B) Biodiversity

Roofs which encourage a higher diversity of species than just sedum roofs are known as brown roofs. The use of local substrates such as crushed brick, seeded with a local wildflower mix will attract a higher colonisation of flora and fauna. A roof with an uneven topology will allow for more water storage and is a source of water for wildlife. Sedum roofs have a low biomass and do not support a lot of insect life, which nesting birds depend on. A blend of green / brown roofs can provide both a habitat and an amenity.

C) Energy

Green roofs can reduce the amount of energy lost from a building and thus reduce the overall energy cost. Heat loss is mainly prevented by air pockets within green roofs layers, rather than the plants themselves. Green roofs can also improve the efficiency of photo-voltaic panels, by acting as a natural cooling mechanism, thus maintaining the panels efficiency.

D) Carbon Sequestration

Both the substrate and the plant material can sequester and store more carbon. Older green roofs tend to store more carbon than younger roofs and the use of thicker substrate improves sequestration.

E) Air Quality

Vegetation improves air quality by trapping particulates and dissolving pollutants, especially carbon dioxide.

In order to achieve the benefits outlined above the following specification is recommended:

- Substrate depth 6-10cm
- Planting; minimum requirement of extensive green roof planting supplemented with semi-intensive or intensive type planting (see below)

Type of Green Roof	Vegetation Type
Intensive	Wide variety of plants, trees, shrubs and grasses
Semi-Intensive	Restricted to shrubs, perennials and grasse
Extensive	Restricted to mosses, sedums, & grasses

Note that the above specification can be modified to differing conditions/scenarios. For example – an increased substrate depth assists with stormwater storage in flood risk areas, and brown roof design can be beneficial on derelict sites.

16.2.7 Green Networks

The Strategic Green Network Map illustrates a network of routes, some of which are through undeveloped lands, some through proposed transportation corridors, and some through institutional or enterprise/employment lands.

A comprehensive analysis of the existing and potential green routes will be undertaken during the life of the plan, which will help to inform a schedule of enhancement projects and specific measures for particular area. In the interim, where illustrated routes occur within local area plans areas, the policies contained therein will apply.

Where illustrated routes run through areas for which there are local area plans, the policies contained therein shall apply. Where routes run outside these areas, in order to increase the increase the amenity value of these routes, the following will apply:

- Enhanced tree or shrub planting to improve biodiversity and amenity value
- Measures to improve quality of cycle and pedestrian access
- Measures to increase connections and accessibility to the wider network
- Application of Sustainable Urban Drainage (SUDs) and soft engineering solutions

16.2.8 Development Proposals Adjoining Rivers and Canals

Where a proposed development adjoins a river or canal bank, the area adjacent to the waterway should be retained as a linear park or walkway, with linkages into the wider open space network.

The width of the linear park will take into account the existing layout and amenity potential with due allowance for riparian corridors and flood risk. In all case, any existing blockages to permeability, such as boundaries or redundant buildings, should be resolved where possible.

Potential applicants should also demonstrate best practice measures to protect the watercourse from soil, silt or other material during construction and in this regard should liaise with the Eastern Regional Fisheries Board (ERFB).

In the case of proposals adjacent to a canal, appropriate space should be retained for wildlife and it should also be ensured that wildlife have appropriate access to the water. In addition, applicants should consult the 'Dublin City Canals Plan' (Waterways Ireland in conjunction with Dublin City Council, Fáilte Ireland and the Dublin Docklands Development Authority) to ascertain the implications of this plan for any such the site.

16.2.9 Flood Risk Areas (See also Appendix 15)

For coastal areas, soft engineering options are to be applied where appropriate in accordance with best practice.

In relation to rivers, applicants should give consideration to potential river channel impact, adhere to the ERFB guidance and ensure access for wildlife to the river where possible.

16.2.10 Institutional Lands / Large Tracts of Lands / Lands with Open Character

The zoning objectives set out general requirements for open space provision and contribution to the green network or green infrastructure in relation to institutional lands, outer suburban lands and large tracts of land with redevelopment potential zoned for enterprise and employment (Z15, Z10B, Z6).

For these lands, new green routes either through or along the edge of, as shown indicatively on the Strategic Green Infrastructure Map, should be of a adequate width and dimensions to accommodate a footpath, two-way cycle lane and mature planting.

For routes adjacent to canals or rivers, the setback should take into account an appropriate riparian corridor and flood risk factors to the satisfaction of the City Council's.

16.3 PRINCIPLES FOR STRATEGIC DEVELOPMENT AND REGENERATION AREAS

This set of guiding principles relates primarily to former strategic Z14 sites and the former strategic Z13 sites which are now combined.

The majority of these sites are important components of the Key Developing Areas set out in the Core Strategy. However, some of the former social regeneration sites do not fall within the Key Developing Areas. However, all of these sites can deliver significant quantum of mixed-uses to create synergies to regenerate their respective areas.

16.3.1 Strategic Development and Regeneration Areas

SDRA1 North Fringe

1. To create a highly sustainable, mixed-use urban district, based around high quality public transport nodes, with a strong sense of place.
2. To achieve a sufficient density of development to sustain efficient public transport networks and a viable mix of uses and community facilities.
3. To establish a coherent urban structure, based on urban design principles, as a focus for a new community and its integration with the established community, comprising the following elements;
 - A central spine route, in the form of a boulevard or High Street, linking the Malahide Road with the proposed train station to the east
 - Two high quality urban squares (one at the junction of the Malahide Road with the Main Street boulevard and the other adjacent to the rail station) as the main focus for commercial and community activity
 - A series of smaller urban squares as significant place markers and activity nodes e.g. recreation square adjacent to Father Collins Park
 - A flagship urban park in the redesigned Father Collins Park
 - A new perimeter route running north from the Malahide Road via Belcamp Lane, relieving traffic pressure from the N32 and from the proposed Main Street boulevard.
4. An interconnected network of streets and public spaces, including:
5. To promote the creation of a high quality public domain by establishing a high standard of design in architecture and landscape architecture.
6. To develop the amenity potential of the Mayne River in the creation of a linear park.
7. To develop an Urban Design Strategy for the lands at St. Michael's Cottages that is co-ordinated with the overall strategies for the Developing Areas.
8. To include a phasing programme to ensure that physical and social infrastructure is provided in a timely manner, using a sequential approach.

SDRA 2 Ballymun

1. Maximise the economic potential of Ballymun and its surrounding areas in accordance with its strategic location, the proposed Metro North and its designation as a Key District Centre (KDC).
2. Enhance existing, and establish new and appropriate land uses that support a growing mixed-use community, and seek innovative planning responses for the key sites in the area, that respond to the environmental, social, cultural and economic issues and demands facing the area.
3. Create internal and external links throughout the area – removing barriers to movement and establishing a strong and interactive relationship with Dublin City and the wider environment.
4. Create a network of well connected, sustainable mixed neighbourhoods, providing a range of facilities and a choice of tenure and house types, promoting social inclusion and integration.
5. Promote and enhance Ballymun and the wider area's reputation as a sustainable urban environment.

6. Promote Ballymun as a leading arts and cultural hub serving the city and wider region.

SDRA 3 Pelletstown

1. To provide for a sustainable living environment, prioritising public transport, more compact urban form, mixed use and the creation of a strong sense of urban place.
2. To achieve a sufficient density of development to sustain public transport and a vibrant mix of uses.
3. To develop a coherent spatial structure, based on a hierarchy of linked streets and public spaces and determined by urban design principles.
4. The main components of this spatial structure are:
5. Two high quality village centres, one to the east and west respectively, as the focus for mixed use development and community activities
6. A tree lined canal side boulevard linking the two village centres and providing the potential for developing a range of different experiences, including recreation and compatible commercial uses
7. A central park to provide the setting for leisure uses and community activities
8. North/south linkages facilitating good access to public transport and to the amenity of the Tolka Valley
9. To promote the creation of a high quality public domain by establishing a high standard of design in architecture and landscape architecture.

SDRA 4 Park West / Cherry Orchard

1. To create a vibrant and sustainable new urban area with work, living and recreational opportunities, based around high quality public transport nodes.
2. To create a place with distinctive urban character, based on urban design principles with strong physical and psychological linkages to the city.
3. To provide for sufficient densities of development, to sustain public transport and a viable mix of uses.
4. To provide for an integrated public transport system, with bus and commuter rail as the main components.
5. To provide for the integration of the new community with the established community.
6. To provide for a balanced mix of residential tenure.
7. To develop a coherent spatial framework, incorporating the following elements:
 - Two axial routes, defined by buildings, providing the main structuring components, linking the proposed new rail station with Ballyfermot Road to the north and Park West Road to the south
 - A Main Street at the intersection of the two axial routes, providing a safe and vibrant mixed use environment
 - Two major new linked civic spaces adjacent to the rail station, creating a high profile for public transport and a strong sense of place for the local resident and working population
 - A series of nodal spaces at key junctions to act as place markers
8. That in the creation of the 'new town' in the Park West/Cherry Orchard area as a policy and priority that the key historic and existing deficits with regard to lay-out, community underdevelopment, policing, anti-social activity, lack of provision for childcare etc. be factored in to be provided for in the new proposed development and that a new Charter for Cherry Orchard be articulated and become an integral part of the overall plans and initiatives for the area.

SDRA 5 Naas Road

Future development in the Naas Road Industrial Area shall be guided by the strategic policy objectives of the Development Plan in tandem with the vision and strategic aims of the Naas Road Lands Strategic Plan which seek to:

1. Link the Plan area with the surrounding environment, to assist in enhancing a living community in and around the area

2. Create connectivity throughout the Plan area – removing barriers to movement and opening up attractive links between key areas
3. Use existing and proposed infrastructure to establish a strong and interactive relationship with Dublin City and the wider environment
4. Establish new and appropriate land uses that assist in creating relationships between one another, and support a growing mixed use community
5. Seek innovative design responses for key sites (collectively and individually) that respond to the environmental, social, cultural and economic issues and demands facing the Plan area
6. Provide public accessible open spaces and green infrastructure which contribute to the amenities of the area and the green network.

SDRA 6 Spencer Dock North, Docklands

This Spencer Dock North Strategic Redevelopment Area forms part of the wider redevelopment area of the Dublin Docklands Development Area (DDDA) which includes the three major areas of Spencer Dock North, Poolbeg, Grand Canal Harbour as set out in the DDDA Masterplan 2008. Section 25 Schemes have been prepared for Poolbeg and Grand Canal Dock.

1. To develop a new urban neighbourhood based on sustainable densities and with a strong sense of place, a 'bridge' between the established communities of East Wall and North Wall/Sheriff Street.
2. To facilitate the provision of a socially cohesive community through the provision in an integrated manner of a wide range of housing types and tenures.
3. To create a high quality physical environment through the development of a coherent spatial structure based on a hierarchy of linked streets and spaces.
4. To open up the Royal Canal as a central component of this spatial structure, as a linear park - a 'green lung', a vital connector to the River and a generator of a network of linked public spaces.
5. To improve accessibility from this new neighbourhood and the adjoining neighbourhoods to the city centre and the I.F.S.C. through the development of an integrated public transportation system.
6. To create a permeable quarter by removing existing physical barriers between these lands and the adjoining neighbourhoods of East Wall and North Wall/Sheriff Street and developing of a network of pedestrian and cycle linkages.
7. To explore alternative and innovative ways of creating a new public dynamic and energy within the linear park and forging a physical synergy between the park and future developments on the adjoining lands to the east.

SDRA 7 Heuston & Environs

1. To develop a new urban gateway character area focused on the transport node of Heuston Station and incorporating sustainable densities in a quality contemporary architecture and urban form which forges dynamic relationships with the national cultural institutions in the Heuston environs.
2. To facilitate sustainable urban densities in new development and ensure such densities are underpinned by access to an integrated public transport system.
3. To ensure the application of best practice urban design principles to achieve:
 - A coherent and legible urban structure within major development sites
 - A prioritisation on the provision of public space
 - A successful interconnection between the development site and the adjacent urban structure
4. To resolve conflict between key modes of transport, rail, light rail, bus, taxi and national primary routes, with particular reference to the need to take pressure off the space in front of Heuston Station.

5. To forge spatial interconnection between the national cultural institutions which cluster loosely in the Heuston environs but which are currently isolated due to a poor public domain and fragmented urban structure.
6. To provide a new urban edge to Victoria Quay containing the plaza space in front of Heuston and interfacing with the expanding centre of gravity moving westwards from the city core.
7. To incorporate mixed use in appropriate ratios in order to generate urban intensity and animation. This will require the major uses of residential and office to be complemented by components of culture, retail and service elements.
8. To ensure brownfield sites are developed within a co-ordinated framework including the provision of an elevated urban space and river bridge to the rear of Heuston Station.
9. To co-ordinate the redevelopment of the area within an overarching framework which will include the definition of common infrastructure funded by a ring fenced contribution scheme.
10. To support Guinness Brewery in their continued development to safeguard employment, industry and tourism in the south west inner city.

SDRA 8 Grangegorman/Broadstone

1. To ensure that the development framework for Grangegorman/Broadstone provides for a high quality character area/urban district with strong physical linkage to the H.A.R.P. Area/Smithfield, Phibsborough, Manor Street and to the City Centre through Henrietta Street.
2. To create a highly sustainable urban campus at Grangegorman as a new home for Dublin Institute of Technology with the capacity to develop strong links with other knowledge sector engines located elsewhere in the inner city.
3. To develop a legible, attractive spatial and urban character which marries the provision of new urban space with high quality contemporary architecture and with the integration and re-use of protected historic structures and other buildings of architectural/artistic merit.
4. To ensure that the existing open space is developed both for the benefit of the new campus and for adjacent existing communities.
5. To co-operate with existing stakeholders in Broadstone to promote the development of a range of higher value economic uses that would be complementary to the campus uses at Grangegorman
6. To provide for the physical integration of Grangegorman and Broadstone with each other and the city centre through the development of a series of physical connections including pedestrian and cycle linkages and new transport infrastructure.
7. To ensure that the requirements of the North Area Health Board in the provision of health care facilities shall be accommodated in any future development of Grangegorman.
8. To examine in conjunction with the relevant educational agencies including Educate Together the primary and secondary education uses to support this third level campus.
9. To have regard to the physical integration and regeneration potential of Manor Street/Stoneybatter as important streets / radial routes in the redevelopment proposals for this area.

SDRA 9 Saint Michael's Estate

1. The development of a high quality, vibrant, mixed use urban quarter will be promoted. New facilities will be located in accessible locations and maximise the opportunities to connect with the wider neighbourhood.
2. The development will compliment the regeneration of Inchicore by encouraging a natural extension of the village centre eastwards along Emmet Road. The development will provide strong connections between the site and the functions of the village centre.
3. The development of high quality streetscape onto Emmet Road with accessible civic spaces, active frontages and an appropriate transition in scale, height and character between the village centre and the site will be promoted.

4. Strong permeability will be promoted sought through the site, including pedestrian and cyclist connections, to achieve strong north to south connections between Emmet Road and the LUAS/Grand Canal corridor and east to west connections between St Vincent Street West and Bulfin Road. Active streetscapes along these routes will be promoted.
5. The important heritage features on and adjoining the site shall be respected and highlighted by urban design with particular regard to the tourism, heritage, community and amenity value of assets such as St Michaels Church, Richmond Barracks, Goldenbridge Cemetery and the Grand Canal.
6. Innovative proposals that create a landmark destination within the city for combined facilities of a community, recreational, leisure and sports nature will be promoted. Such facilities shall integrate positively with the existing sports facilities on site.
7. A positive integration of new developments with the Phase 1 section of this site, in terms of connectivity, positive urban design principles and appropriate land uses, will be required.

SDRA 10 Dominick Street

1. The development of a high quality mixed-use scheme will be promoted to strengthen the functions and urban character of the north city centre. Active street frontages accommodating a range of high quality mixed uses and services will be promoted at street level with quality residential units above to create vibrant city centre streetscape.
2. The design of the re-development will respect and integrate positively with the Georgian streetscapes of Dominick Street Lower and shall respect, in terms of its design and scale, the special architectural quality of this local area including Parnell Square. The new development shall promote high quality contemporary architecture to add to the rich legacy of the built heritage in this part of the north city centre.
3. The development will create a new public plaza at a central location directly adjacent to Dominick Street Lower. This civic space will provide a new landmark for the city centre and provide a focal point for the rejuvenation scheme for recreation, events and community interaction. Active frontages shall address the square including opportunities where possible for access to community, cultural and recreational facilities accessible to the wider community.
4. The rejuvenation of side streets in the local area connecting Capel Street (moving west) to Parnell Square (moving east) passing through the new development will be promoted. The layout of a scheme will encourage these connections by providing pedestrian through routes and clear lines of visual permeability to encourage east to west movement.
5. A high quality public realm will be promoted for Dominick Street Lower, new side streets and new areas of civic space to encourage pedestrian movement through the scheme. The quality of new streetscapes shall reflect the civic importance of the location within the city centre.
6. The opportunities presented by the proposed LUAS Line BX-D to place the street strategically on the city's integrated public transportation network will be integrated positively with the regeneration proposals.

SDRA 11 O'Devaney Gardens

1. The strategic location context of this site within the city (close to the amenities of the Phoenix Park, Heuston Station, the new emerging courts complex on Infirmery Road), its potential positive contribution to the character of the city and the potential that exists for greater synergies to Stoneybatter and Grangegorman will be valued and promoted.
2. The development of a high quality mixed use quarter comprising of quality new homes supported by a complimentary range of mixed commercial, community and recreational facilities will be promoted for this site.
3. The development of attractive new streetscapes with mixed typologies of high quality accommodation, a high quality public realm and active street frontages will be promoted

to compliment the architectural legacy of streetscapes adjoining this location including the special streetscapes of the North Circular Road, Infirmary Road and Oxmanstown areas.

4. Accessible locations for commercial and community facilities to encourage interaction between the site and established communities adjoining will be promoted.
5. The development of a neighbourhood park will be integrated into the masterplan as a key feature of the design to provide recreational amenities, encourage community interaction and provide a focal point/meeting place for the wider local community. The location will be bounded by high quality streetscapes accommodating commercial, community and residential uses to generate activity, encourage active use of the space and provide passive surveillance.
6. The established character of streets and residential amenities for adjoining residents will be respected in the urban design proposals and layout of a new development. Opportunities for new building forms to aid legibility through the scheme and create streetscapes of visual interest will incorporate appropriate height transitions from site boundaries and propose locations that avoid negative impact on adjoining residential boundaries.
7. Permeability through the site will be promoted to integrate the location more successfully with the adjoining community. The existing bus route will be retained and incorporated along a main boulevard route connecting the North Circular Road to Montpelier Gardens. Opportunities for connections with streets to the northeast boundary, with particular emphasis on walking and cycling routes, will be encouraged.
8. To have regard to the physical integration and regeneration potential of Manor Street/Stoneybatter as important streets / radial routes in the redevelopment proposals for this area.

SDRA 12 St. Teresa's Gardens

(inclusive of former Player Wills and former Bailey Gibson sites)

1. The development of a network of streets and public spaces will be promoted to ensure the physical, social and economic integration of three key sites in this area (St Teresa's Gardens, former Player Wills and former Bailey Gibson sites) with further integration potential with the sites of the Coombe Hospital and White Heather Industrial Estate.
2. A vibrant mixed-use urban quarter will be promoted with complimentary strategies across adjoining sites in terms of urban design, inter-connections and landuse.
3. A new public park is proposed as a landmark feature and integral part of the masterplan with passive supervision by residential and other uses. This park will have a comprehensive landscaping strategy to provide significant greenery within the scheme and will make provision for a diverse range of recreational and sporting facilities for use by the wider neighbourhood.
4. Strong permeability through these lands will be encouraged to generate movement and activity east to west (connecting Dolphins Barn Street and Cork Street with Dunore Avenue) and north to south (connecting Cork Street and Dunore Avenue with the South Circular Road and Grand Canal corridor). A high quality public domain, provision of pedestrian and cyclist routes and provision of active streets will be promoted.
5. A community hub will be incorporated into the scheme to provide a wide range of community facilities accessible to the wider neighbourhood. Opportunities to highlight the heritage of the local area by proposing community uses close to important landmark buildings such as St Teresa's Church will be promoted.
6. The regeneration lands and Dolphins Barn will be promoted as a significant destination point at the southern end of the Cork Street corridor with potential benefits filtering through to other locations close by. In particular, synergies will be promoted moving northwest towards St James Hospital and the LUAS line and to the north and northeast to rejuvenation proposals under the Liberties Local Area Plan.

SDRA 13 Dolphin's House

1. The development of a vibrant mixed use urban quarter will be promoted to consolidate the southern end of Dolphins Barn and provide an important destination point at the south end of the Cork Street corridor.
2. The development of high quality streetscapes onto Dolphins Barn to form a natural southward extension of the existing mixed use commercial zone in the village centre to promote the reinvigoration of Dolphin's Barn village centre.
3. The development of a strategy to ensure an integrated approach for the regeneration of Dolphin House and adjoining commercial sites fronting the South Circular Road and Dolphins Barn will be promoted. An integration of landuse and design principles will promote coordination in the event of future redevelopment on these adjoining sites.
4. The heritage, tourism and recreational opportunities of the Grand Canal will be promoted as a key feature for the site and for Dolphins Barn.
5. Permeability will be promoted through the site to encourage active streets and connections to the adjoining neighbourhood, in particular pedestrian and cyclist routes. East to west connections from Dolphins Barn towards Herberton Road and north to south connections from the South Circular Road to the Grand Canal will be encouraged. The feasibility of a new pedestrian crossing point over the Grand Canal to connect with Dolphin Road will be explored.
6. The development of synergies with other regeneration areas in close proximity will be promoted for co-ordination in the provision of new facilities. New parks, recreation and community facilities will be promoted as features accessible to the wider neighbourhood for inclusion and integration of the site with the adjoining area.

SDRA 14 Croke Villas

1. The site at Croke Villas benefits from a close association with a national landmark (Croke Park). Opportunities for a development that mixes high quality residential development with commercial, tourism and recreational uses associated with the stadium and its functions will be encouraged. See also SCO5 in relation to Croke Park, Ballybough/North Strand
2. The development of a high quality mixed use quarter comprising of quality new homes supported by a complimentary range of mixed commercial, community and recreational facilities will be promoted.
3. An excellent standard of architecture, urban design and public realm will be encouraged to maximise the benefit of the site frontages.
4. The heritage, tourism and recreational opportunities of the Royal Canal will be promoted as a key feature for the site and for the local area.
5. An integrated approach for the regeneration of the site and adjoining lands, will be promoted having regard to the potential future development along adjoining backland or infill sites. The character and amenities of established residential streets adjoining the regeneration area will be respected as part of a design proposal.
6. The opportunity for pedestrian and cyclist connections along a green corridor by the Royal Canal and strong synergies between this regeneration area and the Docklands will be encouraged.
7. Strong permeability through the site will be encouraged along high quality active streetscapes to connect with the wider area. In particular, legibility via walking and cycling routes towards existing and future proposed rail and metro services at Drumcondra Station, towards Connolly Station, linkages to the recreational routes along the Royal Canal Corridor and routes connecting with the Main Civic Spine (Parnell Square and O Connell Street) will be encouraged.

16.4 PRINCIPLES FOR BUILDING HEIGHT IN A SUSTAINABLE CITY

These principles should be read in conjunction with the standards for building heights and the development principles set out elsewhere in the Development Plan. Areas with an existing Framework Plan, Local Area Plan or Section 25 Planning Scheme are indicated.

16.4.1 General Principles

- All proposals for high buildings must form part of a sustainable, mixed use urban district at appropriate density, well served by high quality public transport, with a strong sense of place, a coherent urban structure, and with sufficient neighbourhood facilities for both the existing and new communities, including people friendly civic spaces.
- All high buildings must be of the highest architectural quality and should aim to have a slenderness ratio of 3:1 or more and have regard to the existing urban form, scale and character, and the built heritage of the area.
- The key principles outlined here must be applied in conjunction with other policies and standards in the Development Plan, including those designed to ensure good community infrastructure, a pleasant public realm, compliance with the apartment quality standards, energy efficient development, and the promotion of employment, especially in the knowledge economy.
- Applications for high buildings will also be subject to assessment under the Development Management process, including matters such as a shadowing, amenity and microclimate, including an Environmental Impact Statement where appropriate. All development involving higher buildings must be designed to mitigate the effects of climate change.
- Each of the identified areas for high buildings will (unless there is one already in existence) be the subject of a Local Area Plan, Schematic Masterplan or Section 25 Planning Scheme as appropriate, to include a co-ordinated urban design strategy which takes on board the guiding principles outlined herein.
- Each Plan shall have regard to the overall city form and structure, in order to prevent visual clutter or negative disruption of the skyline.
- High buildings should be associated with significant open space, to promote appropriate setting, daylighting and amenity.

16.4.2 KEY DEVELOPMENT PRINCIPLES FOR EACH AREA

1. **Eastern Cluster** (the Docklands including the Spencer Dock Area, the Grand Canal Dock Area, the area between Spencer Dock and the East Link Bridge and Poolbeg Peninsula- see Docklands Masterplan and Poolbeg Planning Scheme).(See also SDRA6)
 - Given that the River Liffey has always been at the heart of the city's identity, high buildings and high building clusters must enhance the character of the Liffey corridor, including key views and vistas, as it widens towards the east.
 - High buildings along the corridor should contribute to a coherent extension of the city's form (e.g. sited at the confluence of canals/ harbours with the river and public transport interchanges such as at the Spencer Dock, in the vicinity of the proposed Dart Underground station, and at Grand Canal Dock) and must not result in a wall of high buildings or a sporadic approach.
 - To ensure that high buildings and high building clusters contribute to the creation of a new identity and character for the Docklands while providing a coherent skyline, which builds on Dublin's character.
 - High buildings should relate coherently to the prevailing "shoulder" level or "datum level" of building along the new river corridor and associated streetscape, and also respect the setting of protected structures and conservation areas.

- To ensure that high buildings contribute to high quality neighbourhoods, in terms of quality design, attractive, useable public realm, community facilities and connectivity to sustainable transport.
- That the use of taller buildings be used to support a “differentiated character” approach, within an overall landscape that will allow for the consolidation of specific activities, and clusters.
- To concentrate higher buildings on the northern side of the Poolbeg Peninsula having regard to matters such as the urban scale of the waterfront, overshadowing etc.

2. Connolly

- To ensure that the development of Connolly Station as a major transport interchange in the city is integrated with the sustainable redevelopment of adjacent lands, including a more efficient use of lands currently used as surface parking and marshalling areas.
- To ensure that any high building is designed and located so as to enhance the character of the main station, which is a protected structure, including the protection of the key vista along Talbot Street.
- To secure enhanced mixed uses and vitality outside office hours on Seville Place and Sheriff Street Lower.
- To ensure that any proposed high buildings have regard to the amenity of the residential areas to the east.
- To provide greater pedestrian permeability from the east to improve access to the station, and the city centre.
- To consider height as part of a coherent approach with the International Financial Services Centre to the south.

3. George’s Quay

- To strengthen and make key public realm nodes throughout the area, including an improved concourse at Tara Street Station at the end of the new diagonal route across the “Hawkins House Site”; and new civic spaces around City Quay Church and School.
- To provide for a high building at Tara Street Station, in the context of a 6-storey quayside ‘shoulder’ line. The landmark building at this point would acknowledge the station as a key city centre transport node, while responding to the change in the character of the Liffey and views along it at this point. Any high building at Tara Street Station should not intrude on the character of the main square at Trinity College.
- To provide for 1-2 mid rise buildings combined with a new public realm around the City Quay Church/School, which would support the residential communities of the City Quay Areas, well set-back from the river 6-8 storey shoulder height.
- A mid-rise marker building could be incorporated in the Hawkins House redevelopment to announce the entrance to the new diagonal civic route.

4. Western Cluster (Heuston Area – See Framework Development Plan) (See also SDRA7)

- To facilitate sustainable urban densities at this major transport interchange, which is being planned to act as a new centre of gravity moving westwards from the city core, and the western gateway to the City Centre.
- To forge spatial connections with cultural institutions and spaces in the vicinity.
- To integrate the Diageo lands fronting Victoria Quay into the Western Cluster, by means of a new Heuston Plaza, the proposed Dart Underground station, and links south to the Digital Hub. This area could accommodate some local mid-rise buildings, set back from the Quays, and which enhance views from Phoenix Park.
- Any proposals for high buildings must have regard to existing views and vistas, e.g. those between IMMA and Phoenix Park and along the Liffey, while also enhancing and protecting the setting and character of the main station building, and the scale of the Liffey Quays.

- As a western counterpoint to the Docklands, the Heuston Gateway potentially merits buildings above 16-storeys in height in terms of civic hierarchy. However, any buildings must provide a coherent skyline and not disrupt key vistas and views.

5. Digital Hub / Grand Canal Harbour & Basin Area (See Liberties Local Area Plan)

With regard to the Digital Hub Area:

- In this context one or more carefully placed mid-rise buildings on the two Digital Hub sites (Crane Street and Windmill) would respond to the industrial legacy of taller buildings as part of the Guinness complex and as symbols of the new digital economy. Such buildings must be located to provide a coherent profile along the Thomas/ James's Street Ridge, when viewed from the historic city, including from the Quays, the environs of the St. Catherine's Church, and St. John's Church.

With regard to the Grand Canal Harbour & Basin Area:

- To provide for a cluster of height including mid-rise and taller buildings. Locations must be selected to protect the setting of protected structures. The grouping and profile of the cluster must be mannered to avoid clutter on the skyline.

6. Phibsborough (See Phibsborough / Mountjoy Local Area Plan)

- To ensure that height and massing do not impact negatively on protected structures and the social and historic heritage of the area.
- To ensure that high buildings create a visually and architecturally coherent and attractive contribution to the skyline, in terms of slenderness ratio and height.
- To protect and frame important views and vistas, and to ensure proposals for high buildings will have no negative local or city-wide impacts.

7. Grangegorman/ Broadstone (see Draft Grangegorman Masterplan)

- To create a high quality educational campus and healthcare facilities at Grangegorman, with strong linkages to Phibsborough, Manor Street and the City Centre through Henrietta Street.
- To promote the physical integration of Grangegorman and Broadstone with each other and to the City Centre.
- To promote the identity and character of this new educational campus by the location of an elegant mid-rise building towards the centre of the main site on elevated ground overlooking a large open space and the city.
- To signify the main gateway to the campus by the use of 1 or 2 mid-rise buildings on the proposed main entrance from Constitution Hill/ Broadstone.

8. North Fringe (See also SDRA 1)

- To use a limited number of mid-rise buildings to enhance the central spine or boulevard linking Malahide Road with the new train station to the east. The boulevard will be terminated at either end by 2 high quality urban squares, which will become the main hubs for commercial and community activity, with a series of smaller civic spaces along the route.
- Given the extent of the area, the flat topography and the significance of the 2 main urban spaces, it is considered that 1 or more mid-rise buildings would add to the character and the identity of the area. Such buildings should also be located and designed to terminate and or frame vistas along the boulevard/street.

9. Clonsaugh Industrial Estate

- To promote the potential of this large industrial area of strategic significance to provide a major landmark gateway to the city from the north given its proximity to the M1 Motorway, the Airport and Belfast. It is considered that height should be concentrated in a co-ordinated manner on the site to confer the necessary identity.

- High Buildings should respect the character and setting of Woodlawn House (a protected structure) and the Conservation Area to the north of the IDA Estate.
- To consider height in conjunction with an extensive public transport system, including well-used QBC's e.g. the Oscar Traynor Road.

10. Ballymun (See also SDRA 2)

- The key principle here is to deploy a limited number of high buildings to symbolise the new emerging Ballymun, by creating vibrant sustainable neighbourhoods, well connected to the rest of the city by public transport including the proposed new metro.
- The key urban structure element is a new main street running north to south, which will also serve as a public transport corridor. In this context high buildings will be confined to gateway elements at either end of the street, to announce the new town centre, and frame vistas along the street.

11. Pelletstown (See Pelletstown Action Area Plan and SDRA 3)

- To ensure that a limited number of mid-rise buildings enhance the main urban structure components of Pelletstown including the quality village centres at the east and west end respectively as the focus for mixed uses and community activities.
- It is considered that mid-rise buildings serve to strengthen this urban structure by providing identity and aiding navigation around this developing area, particularly in close proximity to the railway corridor.

12. Park West/ Cherry Orchard (See also SDRA 4)

- To create a vibrant, sustainable “new town”, with work, living and recreational opportunities, based around quality public transport and a mixed use economy, all re-integrated with the city, by the use of carefully sited mid-rise buildings.
- To enhance the identity and character of the new town by the presence of one or more mid-rise buildings located in a co-ordinated manner in the vicinity of the new railway station. Such a building(s) should also be visible from the motorway, thereby further increasing the profile of the new Park West / Cherry Orchard.

13. Naas Road (See Naas Road Lands Strategic Plan) (See also SDRA 5)

- To create a new identity this 60 Ha approximate area of industrially zoned land is strategically located at a visually prominent entrance point to the city, on the main Cork/ Limerick Road and on the Red Luas Line to Tallaght.
- To provide for a limited number of mid-rise buildings, to complement proposals for a new Key District Centre, with a sustainable mix of employment, residential, retail and community uses supporting the surrounding areas.
- To develop a significant node at the junction of Naas Road, Walkinstown Road and Kylemore Road, which would acknowledge the strategic nature of the site as a Key District Centre and Gateway to the city. The area has the potential for a small cluster of mid-rise buildings in a coherent pattern.
- Innovative proposals that create a landmark destination within the city for combined facilities of a community, recreational, leisure and sports nature will be promoted. Such facilities shall integrate positively with the existing sports facilities on site.
- A positive integration of new developments with the Phase 1 section of this site, in terms of connectivity, positive urban design principles and appropriate land uses, will be required.

16.5 PROMOTING ECONOMIC DEVELOPMENT AND EMPLOYMENT GROWTH

The role of cities and planning and development policies are increasingly critical factors in economic development, employment growth and prosperity. Sustainable development has economic, environmental and social aspects; there is a need for planning to be responsive to changing economic circumstances and to balance complex sets of economic, environmental or social goals. The Development Plan and management system are crucial in promoting economic development and employment growth. The following criteria will be an integral tool to aid assessments of strategic planning and development opportunities:

1. Do the density, scale and quality of the development optimise the consolidation of the City Region?
2. Is there significant regeneration benefit within the area, and/or the potential for follow-on future development?
3. Does the development maximise the economic return on public investment in infrastructure?
4. Will the development support an existing or create a new tourist attraction within the City Region?
5. Does the development support the development of agglomeration economies and clustering?
6. Does the development contribute to the achievement of other strategic objectives for the City Region such as enterprise and employment creation?
7. Does it contribute positively to the image and identity of a Creative City Region?
8. Does it contribute to an enhancement of quality of life?
9. Does it lead to increased market competition in the area?
10. Does it contribute to or increase the competitiveness of the City Region?