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A number of strategic policy instruments at national, regional and local level relevant to the Master Plan Review 2008 are detailed below.

3.1 NATIONAL POLICY AND PROGRAMMES

3.1.1 SUSTAINABLE DEVELOPMENT - A STRATEGY FOR IRELAND, 1997

Prepared by the Department of the Environment, the central aim of the Strategy is to apply principles of sustainability systematically to policy-making and to integrate them into the decision-making process.

The Strategy provides a comprehensive framework for the promotion of sustainability across all strategic sectors. In terms of urban regeneration, such as in the Docklands Area, it promotes bringing redundant and derelict land and buildings back into active use thus meeting key sustainable objectives of reusing available resources, contributing to energy efficiency, sustaining the urban fabric, reducing the need to develop greenfield sites and protecting the countryside. The preparation of an updated National Sustainable Development Strategy is underway which will replace Sustainable Development – A Strategy for Ireland.

3.1.2 NATIONAL CLIMATE CHANGE STRATEGY, 2007-2012

The National Climate Change Strategy provides a framework for the achievement of reductions in greenhouse gas emissions as an essential step in achieving the targets agreed under the Kyoto Protocol. The Strategy aims to reduce greenhouse gas emissions through cross-sectoral measures in order that Ireland meets its commitments under the Protocol. The aim is that measures already in place and additional measures outlined in the Strategy will reduce emissions from almost 80 million tonnes of CO₂ equivalent per year to 63 million tonnes.

The Strategy is relevant to the Master Plan 2008 in terms energy use, transportation, energy rating of buildings, waste management and flood risk.

3.1.3 NATIONAL DEVELOPMENT PLAN 2007-2013

The National Development Plan 2007 – 2013 sets out a regional development strategy supported by a quantified multi-annual investment commitment in the key areas of education and training, infrastructural development, the productive sector and the promotion of social inclusion.

It is a strategic policy of the NDP to support a strong and competitive Greater Dublin Area (GDA) in order that it continues to drive its own development and that of the State through improved and more public transport based mobility, development of more compact and sustainable communities and high quality international and domestic transportation connections. The NDP recognises that the wider Docklands regeneration has been a factor which has contributed to the recent success of the Dublin Gateway.

3.1.4 NATIONAL SPATIAL STRATEGY, 2002

The National Spatial Strategy, prepared by the DoEHLG, is a twenty year planning framework designed to achieve a better balance of social, economic, physical development and population growth between Ireland's regions. Much of Ireland's recent prosperity has been generated in the GDA. The Strategy is of relevance to the Master Plan 2008 because while it recognises that it is necessary to build up other places and areas to be similarly strong on a national and international scale, it also emphasises that the performance of the GDA will remain pivotal to the overall economic well being of Ireland. A key component of the Strategy is the further development of existing gateways, including Dublin. The Strategy supports Dublin's pivotal role and recognises that it is essential for balanced regional development that the performance of the GDA be built upon and physically consolidated. This needs effective strategic planning and better management of the strong development pressures within it to secure and consolidate that role for the future. It is envisaged that a more efficient GDA will be achieved by improved mobility, urban design quality, social mix and international and national connections.

The Strategy seeks to promote sustainable development through measures which include:

- Maximising access to and encouraging use of public transport, cycling and walking
- Developing sustainable urban settlement patterns and communities to reduce commuting distances
- Contributing to the evolution of socially integrated communities
- Minimising the consumption of non-renewable
- Avoiding adverse impacts on environmental features
- Ensuring that construction design is of a high quality and appropriate to the scale and context of its surroundings

3.1.5 TRANSPORT 21

The Department of Transport Investment Programme – Transport 21 is the capital investment framework through which the transport system in Ireland will be developed over the period 2006-2015. The main purpose of Transport 21 is to address the transport infrastructure deficit that has been identified over a number of years as an impediment to the country's competitiveness by putting in place a modern, integrated and accessible transport system. The framework provides for an integrated solution to current and evolving transport needs that will underpin competitiveness, promote balanced regional growth and enhance the quality of life. The projects and programmes that make up Transport 21 have a strong focus on public transport and aim to increase accessibility, ensure sustainability, expand capacity, increase public transport use and enhance quality.

The implementation of Transport 21 will transform the Docklands Area into one of the most assessable parts of Dublin City. Projects which benefit the Docklands Area include:

- The Docklands Rail Station (opened March 2007)
- The rail interconnector, with a station in the North Docklands
- LUAS Line C extension to the Point Depot (under construction)

3.1.6 NATIONAL BIODIVERSITY PLAN, 2002

The National Biodiversity Plan sets out the framework through which Ireland will provide for the conservation and sustainable use of biodiversity over a five-year period. The overall objective of the Plan is to secure the conservation, including where possible the enhancement, and sustainable use of biological diversity in Ireland and to contribute to conservation and sustainable use of biodiversity globally. Under fifteen themes and sectors, the Plan details actions that will be pursued to achieve these objectives. These include a range of measures for the sustainable use of biodiversity and the integration of the conservation and sustainable use of biological diversity into all relevant sectors. The Plan has as an objective the preparation of the preparation and adoption of Local Biodiversity Action Plans. The Dublin City Council Biodiversity Action Plan was published in 2008.

3.1.7 SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR APARTMENTS - CONSULTATION DRAFT GUIDELINES FOR PLANNING AUTHORITIES, 2007

Produced by the DoEHLG, the Sustainable Urban Housing- Design Standards for Apartments Draft Guidelines aim to promote sustainable urban housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes, including families with children, over the medium to long term.

The Draft Guidelines give recommended minimum standards for floor areas for different types of apartments, for storage spaces, apartment balconies / patios, and individual apartment rooms. They encourage target average floor areas for apartment complexes. In addition they draw attention to a number of specific issues which need to be considered at the design stage of individual apartments including catering for the needs of children, prevention of undue noise transmission between units, sunlighting and daylighting, orientation, floor to ceiling heights, access, energy efficiency, safety and security.

3.1.8 SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS - CONSULTATION DRAFT GUIDELINES FOR PLANNING AUTHORITIES FEBRUARY 2008

Produced by the DoEHLG, the Sustainable Residential Development Draft Guidelines set out key planning principles which should be reflected in Development Plans and Local Area Plans, and which should guide the preparation and assessment of planning applications for residential development in urban areas. The Draft Guidelines promote policies and objectives which underpin the creation of sustainable residential developments. They state that plans should include clear guidance on implementing measures, particularly with regard to the phased and co-ordinated provision of physical infrastructure, public transport and community facilities. The Draft Guidelines state that no substantial residential development should proceed without either adequate existing or new public transport provision.

Increased residential densities are encouraged on brownfield sites, in particular those close to existing or future public transport corridors. Likewise, the substantial investment in public transport under the Transport 21 capital programme is recognised and the Draft Guidelines note the importance of land

use planning underpinning the efficiency of public transport services by sustainable settlement patterns, including higher densities, on lands within existing or planned transport corridors, in order to maximise the return on investment. Increased densities are promoted within 400-500 metres of a bus or light rail stop, and within 1km of a rail station.

3.2 REGIONAL POLICIES

3.2.1 REGIONAL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA, 2004-2016

The Regional Planning Guidelines for the Greater Dublin Area provide a long term strategic planning framework for the future development of the GDA until 2016. The Strategy distinguishes between the Metropolitan Area and the Hinterland Area of the GDA. Development within the Metropolitan Area will be consolidated with a much enhanced multi-modal transport system. For the Dublin City and the Docklands Area the Guidelines recognised that a further increase in residential densities will be required. The Guidelines promote:

- The development of brownfield sites, especially those along public transport corridors
- The delivery of well designed urban environments enhancing the quality of life for residents and workers alike
- The provision and facilitation of an integrated public transport system
- The achievement of a greater use of sustainable transport modes through the integration of land use and transport planning

6.2.1 WASTE MANAGEMENT PLAN FOR THE DUBLIN REGION 2005-2010

The Waste Management Plan for the Dublin Region has been developed jointly by Dublin City Council, Fingal County Council, South Dublin County Council, and Dun Laoghaire Rathdown County Council. The plan establishes objectives and policies for waste management in the region, of which the Docklands Area forms part. The aim is to achieve a regional co-ordinated approach to waste management. Policies are aimed at prevention and minimisation of waste, reuse, repair and recycling. Objectives for household and commercial and industrial recycling are established. The aim is that the Dublin Region will become self reliant in terms of waste management infrastructure. Policies for the management of construction and demolition waste and hazardous and priority wastes are included in the plan.

3.3 LOCAL POLICY / PLANS

3.3.1 DUBLIN CITY DEVELOPMENT PLAN 2005-2011

The Dublin City Development Plan 2005-2011 sets out a planning strategy and framework to steer future growth in the city. The Development Plan sets out the spatial framework for the city which promotes the consolidation of the city, maximising efficient use of land and integrating land use and transport. The vision is to create a sustainable framework that allows for a co-ordinated development approach. The Plan recognises that “the city is now embracing extensive underused dockland areas north and south of the river to the east of the city core where high quality mixed use urban quarters exploit the presence of water and bring the city in closer relationship to the Liffey and Dublin Bay” (DCC, 2005).

Recognising the need to consolidate and facilitate the development of the central area, the city centre zone extends from the Docklands to Heuston Station and encompasses the majority of the land area located within the Royal and Grand Canals. In addition Spencer Dock and Poolbeg are identified as Framework Development Areas in the Plan.

The Plan actively encourages development at sustainable densities, as well as development in city centre locations and in areas within walking distance of public transport infrastructure.

In accordance with Section 24 (50) (a) of the Dublin Docklands Development Authority Act, 1997, Dublin City Council is required, on the adoption by the Authority of a Master Plan, to consider the need for consistency between the Dublin City Development Plan and the Master Plan.

3.3.2 DUBLIN CITY COUNCIL BIODIVERSITY ACTION PLAN, 2008

The Dublin City Council Biodiversity Action Plan 2008 recommends a programme of actions to protect and enhance the city’s natural heritage. The Plan also selects a number of habitats and species for priority action and includes a summary of the range of priority habitats and species of international, national and local importance in the city. Designated sites include South Dublin Bay, North Dublin Bay, the Royal Canal, the Grand Canal, the River Liffey and the River Dodder. The development of an Integrated Management Plan for Dublin Bay and the identification of local biodiversity areas and urban nature reserves are proposed under the Plan.

3.3.3 DUBLIN CITY COUNCIL MAXIMISING THE CITY'S POTENTIAL: DRAFT STRATEGY FOR INTENSIFICATION AND HEIGHT, 2007

The Draft Dublin City Council Maximising the City's Potential; A Strategy for Intensification and Height seeks to consolidate Dublin City in order to achieve a compact urban form. Dublin's population remains low in comparison with other European cities. The City Council aims to achieve a quality, sustainable, dynamic world class city by combining the strategy for intensification and height with 6 identified themes; economic, social, cultural, movement, sustainable and urban form and spatial vision. The development of higher densities and height in selected locations is promoted in the Draft Strategy. Potential high intensity clusters are identified and include Grand Canal Dock, North Lotts, Spencer Dock, Connolly, Tara/ Georges Quay, South Bank/Poolbeg and port lands. All of the clusters are considered to have significant scope for intensification and for clusters of high buildings and/or landmark buildings.