

**STRATEGIC HOUSING DEVELOPMENT
APPLICATION
PLANNING REPORT
FOR SITE AT 1-4 EAST ROAD, DUBLIN 3**

BSM

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**Brady Shipman
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**Built.
Environment.**

Place
Making
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CLIENT
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DATE
17th June 2019

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APPENDIX 1 - Community and Social Infrastructure Audit

1 INTRODUCTION

This Planning Report has been prepared in support of a SHD application to An Bord Pleanála on behalf of Glenveagh Living Ltd. The subject application site is located at 1-4 East Rd, Dublin 3.

For clarity this application relates to the same proposed development at 1-4 East Road, as was subject to a previous application lodged with An Bord Pleanála on 30th April 2019 (ABP Reference: PL06S.304363), that was subsequently withdrawn.

This application falls under the definition of Strategic Housing Development as set out under Section 3 of the Planning and Development (Housing) and Residential Tenancies Act 2016 as it is a proposed development *'of 100 or more houses on land zoned for residential use or for a mixture of residential and other uses'*.

This Planning Report, in addition to a Statement of Consistency with Planning Policy, accompanies the strategic housing development application.

The possible effect on the environment has been examined through the process of an EIAR which accompanies this application.

The development for permission being sought can be summarised as follows:

The development will consist of the demolition of all structures on the site and the construction of a mixed use development set out in 9 no. blocks, ranging in height from 3 to 15 storeys to accommodate 554 no. apartments, enterprise space, retail units, foodhub/café/exhibition space, residential amenity, crèche and men's shed. The site will accommodate car parking spaces, bicycle parking, storage, services and plant areas. Landscaping will include a new central public space and residential podium courtyards.

This report examines the site location, context, and planning history. It also has regard to issues of compliance with the Dublin City Development Plan 2016-2022 and Section 28 Guidelines which are the relevant statutory documents against which the development will be considered.

This application is accompanied by a comprehensive set of documentation which specifically seeks to address the requirements of the Planning and Development (Housing) and Residential Tenancies Act 2016, the Planning and Development (Strategic Housing Development) Regulations 2017 and the requirements of the Dublin City Development Plan 2016-2022.

This Planning Report for a SHD Application should be read in conjunction with the other documentation (reports and drawings) accompanying the planning application, set out in the schedule included in the Cover Letter to ABP.

We confirm that prior to making this planning application the drawings enclosed herewith have been checked with reference to the Planning and Development Regulations, 2001-2018.

Planning Application Boundary

As the Board will note from the SHD Application Form and submitted Site Location Map, some of the lands within the site boundary include lands outside the applicant's ownership and within the public roadway. These lands are within the control of Dublin City Council who have consented to their inclusion (see consenting Letter included with this request).

2 SITE LOCATION AND CONTEXT

The subject site is located on East Rd, Dublin 3. The application site has an area of approximately 2.3 ha and is bound by East Road to the West, the railway sidings to the South, Merchant’s Square to the East and Teeling Way and Island Key Apartments to the North. The 2.3ha site boundary includes lands in the ownership of Dublin City Council whereas the development area relates to 2.1 ha.

The site is currently in use as a warehousing/logistics/light industrial use and has a number of existing industrial sheds. The site also includes an existing redbrick building at No. 4 East Road, which is currently occupied by the East Wall Men’s Shed.

The site sits north of the Docklands SDZ area and with numerous developments completed, permitted and others in progress nearby, is a transition between existing higher density residential to the north of this site on East Rd and East Wall Road, and the Docklands to the south. The site is accessed from East Road.



Fig 1: Scheme Development Boundary (in red) and Adjacencies

The site sits just north of the North Lotts and Grand Canal Dock Strategic Development Zone and within the ‘Docklands Area’ as designated as Strategic Development and Regeneration Area (SDRA) 6 in the City Development Plan. This underutilised brownfield site is located on a current bus route (and a future upgraded Bus Connect route) and within 600m walking distance of the Spencer Dock Luas Stop (and future Dart Underground stop) and the Docklands Rail Station.

3 PLANNING HISTORY

The application site has been subject to a number of planning applications in recent years as set out below:

Plan Reg. Ref.: 2690/01 and PL29N.128741: Granted 25th January 2002 by ABP
Change of use of storage area at the East Road Industrial Complex, Dublin 3 for cardboard recycling.

Plan Reg. Ref.: 0107/02 and PL29N.129420: Refused 19th March 2002 by DCC
Storage of empty waste skips on zoned industrial land.

Plan Reg. Ref.: 4794/03 and PL29N.205481: Refused 25th June 2004 by ABP
The development will consist of the demolition of 2 houses currently in use as offices, a portable office building, a storage shed and part of a storage shed together with the erection of 4 blocks of buildings containing a creche, retail units, office space and 81 no. apartments with associated underground parking & storage under block 2 and underground parking under block 3 together with surface parking spaces, internal roads, drainage including temporary on-site sewage treatment plant and landscape works. The building comprising block 1 will front East Road and will be 5 stories with retail on ground floor and 4 stories of office space above with exterior balconies. The building comprising block 2 will be 5 stories with a creche and 2 no. of one bedroom apartments at ground floor and 4 stories above containing 20 no. one bedroom apartments with deck access and private exterior balconies. The building comprising block 3 will be generally 5 stories providing 2 no one bedroom apartments and 41 no. two bedroom apartments with deck access and private exterior balconies. The building comprising block 4 will be generally 5 stories with 4 no. work/live units at ground floor and 4 stories above containing 2 no. three bedroom apartments and 14 no. two bedroom apartments.

Plan Reg. Ref.: 4803/08 (and PL29N.232517- Withdrawn): Refused 15th December 2004 by DCC

The development will involve the demolition of all existing structures on the site which consists of 5no. light industrial buildings and 2no. semi-detached houses (currently vacant) the combined area of which is 6,170sqm; and the construction of a mixed use development. The proposed mixed use development incorporates a total of 95,360sqm gross floor area comprising a hotel (7,575sqm), office accommodation (82,564sqm), retail floor space (503sqm), gym and pool (2,769sqm), healthcare centre (920sqm) and cafe/restaurant accommodation (969sqm) in 4no. blocks ranging in height from 4 to 17 storeys.

4 PRE-PLANNING CONSULTATION

Both the context and approach to the application site and the emerging design rationale for the proposed development, have been subject to considerable consultation with the Dublin City Council Planning Department under Section 247.

A series of meetings have been held with the City Council's Planning Department as formal pre-application discussions on the substance of the proposed development. The attendees and dates of these meetings were:

- 21 May 2018- Mary Conway (Deputy City Planner) & Claire Sheehan (Senior Executive Planner)
- 18 June 2018- Mary Conway (Deputy City Planner)
- 26 July 2018- Mary Conway (Deputy City Planner) & Claire Sheehan (Senior Executive Planner), Stephanie Farrington (A/ Senior Executive Planner- Roads and Traffic Planning Division), Peter Glynn (Executive Engineer).
- 6 September 2018- Mary Conway (Deputy City Planner) & Claire Sheehan (Senior Executive Planner)
- 8 October 2018 - Mary Conway (Deputy City Planner)
- 8 November 2018- Mary Conway (Deputy City Planner) & Claire Sheehan (Senior Executive Planner)

In addition meetings and consultation took place with officials from the Roads & Traffic Section, Drainage and Housing Departments.

In addition a tri-partite meeting took place with An Bord Pleanála and Dublin City Council on 6th February 2019 as part of the Pre-Application Consultation Request submitted on the project.

5 PLANNING FRAMEWORK

5.1 Dublin City Development Plan 2016-2022

The subject site is located within the administrative area of Dublin City Council. The Dublin City Development Plan 2016-2022 sets the statutory planning policy for development within the City Boundary, having regard to national and regional plans and policies. The Development Plan also provides the planning policy framework and design and development standards for development of the subject lands.

Core Strategy

The Core Strategy of the Development Plan promotes the intensification and consolidation of Dublin city, and the Docklands is identified as one of the **Strategic Development Regeneration Area (SDRAs)** capable of realising this objective.

The plan notes that these SDRA areas ‘represent significant areas of the inner and outer city with substantial development capacity and the potential to deliver the residential, employment and recreational needs of the city’.

The majority of SDRAs relate to a zoning objective which seeks the social, economic, physical development or rejuvenation of an area with residential, employment and mixed-uses (Z14). The Development Plan notes that *‘these SDRAs have substantial development capacity, not only for residential uses...’*

The Docklands is identified as Strategic Development Regeneration Area 6. In respect of SDRA 6, the City Development Plan identifies that *‘the designation of the Docklands, including the Docklands SDZ, as a strategic development and regeneration area (SDRA) provides for the continued physical and social regeneration of this part of the city, consolidating the area as a vibrant economic, cultural and amenity quarter of the city, whilst also nurturing sustainable neighbourhoods and communities’*.

The zoning and standard provisions in the Development Plan have been devised to support the delivery of the core strategy. In particular, the Development Plan notes that *‘the zoning provisions ensure adequate land to meet the population targets and economic role of the city as the national gateway; intensification along public transport corridors and a mixed-use approach to zonings (Z4, Z5, Z6, Z10, Z14) to underpin a compact and sustainable city’*.

Zoning Objective

The subject site is zoned Z14 within the Development Plan. The stated objective of this zoning is to *“to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and “Z6” would be the predominant uses”*.

The Z6 zoning aims to provide for enterprise and facilitate opportunities for employment creation. As such, both employment and residential uses are considered permissible with Z14 zoning making the principle of the proposed development acceptable.

Residential Development

The Development Plan identifies that the provision of quality homes which provide for the needs of the city's population and which contribute to the making of good, connected neighbourhoods is a key priority.

In this regard it is the policy of DCC:

QH7: To promote residential development at sustainable urban densities throughout the city in accordance with the core strategy, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.

QH8: To promote the sustainable development of vacant or under-utilised infill sites and to favourably consider higher density proposals which respect the design of the surrounding development and the character of the area.

The Development further notes that, in Dublin City, it is envisaged that the majority of new housing in the city area will be apartments or another typology that facilitates living at sustainable urban densities.

With regards apartments, the DCC policies are as follows:

QH18: To promote the provision of high quality apartments within sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, and within each apartment development, and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood, in accordance with the standards for residential accommodation.

QH19: To promote the optimum quality and supply of apartments for a range of needs and aspirations, including households with children, in attractive, sustainable, mixed-income, mixed-use neighbourhoods supported by appropriate social and other infrastructure.

QH20: To ensure apartment developments on City Council sites are models of international best practice and deliver the highest quality energy efficient apartments with all the necessary infrastructure where a need is identified, to include community hubs, sports and recreational green open spaces and public parks and suitable shops contributing to the creation of attractive, sustainable, mixed-use and mixed-income neighbourhoods.

6 PROPOSED DEVELOPMENT

Planning permission for the site will be sought by way of a single SHD planning application for this mixed use development. The development which is the subject of this SHD planning application consists of:

- Demolition of all existing structures on site
- construction of a mixed use development set out in 9 no. blocks, over two separate podium, ranging in height from 3 to 15 storeys to accommodate:
 - 554 no. apartments and associated tenant amenity space
 - Enterprise space, retail (3 no. units), foodhub/café/exhibition space, a crèche and a men's shed.
- 241 no. car parking spaces, 810 no. bicycle parking spaces,
- Landscaping will include a new central public space and residential podium courtyards.

6.1 Overall Design Rationale

The site strategy and design evolution followed a number of key structuring principles including:

- The development will be both a working and living community with a sustainable long-term mix of uses creating a vibrant new addition to the neighbourhood and a catalyst for future social and economic growth and redevelopment in the area. It will become a 'destination'.
- Creating a series of buildings drawing on the wider character of East Wall with variation in scale and material articulation responding to the site context.
- Drawing inspiration from the industrial/warehouse buildings architecture using robust detailing, well-proportioned buildings and brick facades, etc.
- New gateway building and public space defining the site as a destination within the docklands.

The large open space in the centre of the development will act as a focal point and green lung for the site, with all active frontages facing onto it at ground level maximising activity and in turn providing passive surveillance in the development.

The formal residential courtyards at podium level provide amenity for the residents. Generous opening within the building forms will allow views through the site.

The scheme has been carefully considered to identify the various character areas and capitalise on areas of higher footfall along East Rd, as well as providing animation and supervision of the external open spaces.

A detailed analysis of the architectural design strategy is provided in the accompanying Architecture Design Statement prepared by OMP.

6.2 Height

The Development Plan Height Strategy identifies a building height cap of 24m for residential development in this location. However it is submitted that the rationale for increased height at this location goes beyond the specific height limits set out in the Development Plan and should be considered in the context of the wider height policies of the Development Plan, Government policy, and the site context. The Urban Development and Building Height Guidelines (2018) establish the principle for the re-examination of height limits and these now take precedence over the Development Plan height limits on a site specific contextual basis.

The Development Plan states that the:

‘clustering of taller buildings of the type needed to promote significant densities of commercial and residential space are likely to be achieved in a limited number of areas only. Taller buildings (over 50m) are acceptable at locations such as at major public transport hubs, and some SDRAs. For example, the North Lotts and Grand Canal Dock SDZ planning scheme provides for a limited number of tall buildings at Boland’s Mills, the Point, Spencer Dock Square and Britain Quay.’

*‘There are also a few areas where there are good transport links and sites of sufficient size to create their own character, such that a limited number of **mid-rise (up to 50m)** buildings will help provide a new urban identity. These areas of the city are the subject of a local area plan, strategic development zone or **within a designated SDRAs**’ [our emphasis].*

The Core Strategy of the Development Plan promotes the intensification and consolidation of Dublin City, and the Docklands is identified as Strategic Development Regeneration Area 6 (SDRA). In respect of SDRA 6 the City Development Plan identifies that *‘the designation of the Docklands, including the Docklands SDZ, as a strategic development and regeneration area (SDRA) provides for the continued physical and social regeneration of this part of the city, consolidating the area as a vibrant economic, cultural and amenity quarter of the city, whilst also nurturing sustainable neighbourhoods and communities’.*

The SDRA for the Dublin Docklands covers three areas, 1. Docklands Area (which includes the subject site), 2. Strategic Development Zone, and 3. Poolbeg West.

The SDRA objectives for the 'Docklands' as a whole include:

- *To achieve successful interaction between the SDZ scheme and surrounding streets and public realm to retain and foster a strong sense of neighbourhood within communities.*
- *To ensure that residential developments optimise the unique Docklands character in terms of visual context, maritime location, heritage assets and community identity.*
- *To safeguard residential amenity and to ensure appropriate transition in scale, the design of new development shall have regard to the context, setting and amenity of existing housing within the*
- *SDZ and wider Docklands area*
- *The Government's designation of the SDZ reflects a keen awareness of the strategic importance of this area. However, it is acknowledged that to facilitate the continued socio-economic regeneration of the wider Docklands area, there is a need to address areas beyond the SDZ Boundary*

The East Rd site sits at a transition point between the 'SDZ' and the wider 'Docklands Area' as identified in the Development Plan, and adjacent an existing 12 storey building permitted prior to, but outside of, the former Dublin Docklands Development Authority area/SDZ area.

Site Context

Consideration of height is attributable to the entirety of the SDRA and is to be considered at suitable locations within the SDRA.

In this regard, the East Road site is a key brownfield site within the city centre (approx. 2 kms from O'Connell Bridge) and Docklands. To date, it has been in industrial use, and the opportunity now arises to regenerate the site as a key residential and employment location.

It is located at an important transition point in the Docklands, from East Wall Road to the North Lotts, adjacent to the Dublin Port railyards, and less than 200m from Sherriff Street junction with New Wapping Street. East Road represents a key entry point to the Docklands and the wider city area, as a connector back to East Wall Road principal artery. It affords a more attractive pedestrian and cycle route into the City than East Wall Road currently provides.

East Wall, while an established residential enclave in the former largely industrial docklands area of the city, has seen significant regeneration interventions over recent years, whether through transformation of industrial brownfield lands to residential or commercial uses, or redevelopment of sites to deliver more modern and attractive urban scale facilities.

The redevelopment of this site, immediately adjacent to the East Road bridge, at the edge of the traditional residential community of East Wall, represents a significant opportunity to transition the Docklands SDZ area and associated form of development (increased density and height), through to East Wall Road. It presents the opportunity to cohesively link the urban grain on both sides of the bridge and to extend the city grain of the Docklands northwards beyond Sherriff Street, connecting into newer recent development at East Road and East Wall Road. Additionally, it extends the major employment location of the Docklands along East Road, by the provision of *enterprise space* which is complementary to the commercial office space being provided on the larger SDZ development blocks. This accords with DCC and Docklands policy in relation to supporting the major employment centre of the Docklands with complementary smaller scale opportunity employment hubs with a diversity of offer.

The Urban Building Height Guidelines identify that as reflected in *'the National Planning Framework ... that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas'* and that *'securing compact and sustainable urban growth means focusing on reusing previously developed 'brownfield' land, building up infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities'*.

The Guidelines reference NPO 13 (from the NPF) which states that *'in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected'*.

It recognises that in meeting the challenge set out above, new approaches to urban planning and development are required and that securing an effective mix of uses within urban centres is critical. To bring about this increased density and increased residential development in urban centres, the Guidelines state that *'significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels'*.

The consideration of increased density for residential development can be seen within other DCC SDRA areas, e.g. SDRA 12 St. Teresa's Gardens, where heights to 15 storeys at specific locations within the site area are promoted in the Framework Plan approved by Council. Increased residential density and height was approved at this location as it is recognised as a key residential location

within the city. The East Road site, subject of this SHD planning application, shares the rationale for increased residential density and height due to its excellent accessibility and proximity to the City's major business district and to the specific location and boundary opportunities presented by the site.

As such the proposed scheme, as set out in this SHD Application to ABP, has set out to achieve greater height and density above current Development Plan permitted levels. The site's suitability for this approach is further set out below, as considered against the Urban Development and Building Height Guidelines and in its design approach as set out in the OMP Design Statement that accompanies this application.

Site Location

The Guidelines identify that '*locations with the potential for comprehensive urban development or redevelopment (e.g. brownfield former industrial districts, dockland locations, etc) should be identified where, for example, a cluster of higher buildings can be accommodated as a new neighbourhood or urban district or precinct. Such areas, particularly those in excess of 2 ha (approx. 5 acres) in area...*'

The subject site, at a developable area size of 2.1ha, is a brownfield dockland location, which given its scale, can accommodate elements of increased height. The approach to the site has been to provide a height strategy which responds to the existing and emerging context, and using height as a way of both meeting existing scale considerations, and as a landmark to the scheme and the wider East Wall area as approached from the North Lotts.

The increased height of 15 storeys is appropriately located on the site at the juncture of the East Road Bridge, the rail yards, and the site itself, where it is perceived as a locator on the East Road. At this location it is buffered by residential accommodation in the wider environs. The location for increased height of 15 and 10 storeys on the site, immediately adjacent to the rail yards, and at its southern-most extent, responds to site context conditions, and within the overall site is modest in its extent, with the majority of the proposed development ranging from 3-8 storeys.

Additionally the Guidelines identify that areas that should be considered include:

- *Proximity to high quality public transport connectivity, particularly key public transport interchanges or nodes;*
- *The potential contribution of locations to the development of new homes, economic growth and regeneration in line with the compact urban growth principles as set out in the National Planning Framework and Project Ireland- 2040;*

- *The resilience of locations from a public access and egress perspective in the event of major weather or emergency or other incidents;*
- *The ecological and environmental sensitivities of the receiving environment; and*
- *The visual, functional, environmental and cumulative impacts of increased building height.*

The site at East Road is in a highly accessible location, at just 600m walking distance to both the Spencer Dock Luas Stop and the Docklands Rail Station. The Spencer Dock Luas Stop is also the future proposed location of the Docklands DART Underground Station. In addition there is an existing bus stop directly in front of the site which is to have its frequency increased under the proposed Bus Connects. This public transport infrastructure connects to the city centre and to the wider Dublin area employment and education locations.

The site is within walking and cycling distance of the North and South Docklands employment hubs, the IFSC and the City Centre. In addition, as outlined by the Guidelines, a greater approach to mixed use developments should be adopted and the proposed employment capacity of approximately 250 people on site will provide significant opportunities to residents (and locals) to work on site.

Development Management Principles and Criteria

Section 3.2 of the Urban Building Height Guidelines provide guidance for Planning Authorities/An Bord Pleanala in considering development proposals for buildings taller than prevailing building heights in pursuit of the Guidelines. These are considered, in relation to East Road, as follows:

	East Road Proposed Scheme
Principles	
Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?	Yes, the scheme provides for a mixed use development on an existing underutilised brownfield site proximate to Dublin’s Docklands. The scheme delivers 554 residential units in addition to 4463 sq.m of employment and other uses that contribute to the wider community.
Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?	While the scheme exceeds the maximum heights set out in the current Development Plan, this Plan was prepared prior to the publication of these Guidelines.
Where the relevant development plan, local area plan or planning scheme pre-dates these guidelines, can it be demonstrated that implementation of	Yes, the current Development Plan, for the most part sets numerical height caps now superseded by these Guidelines. However the subject site is located within

<p>the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework</p>	<p>an SDRA, as designated by the Development Plan, which is an area identified for intensification and growth but is restricted currently in relation to height. The scheme does not exceed height ranges judged appropriate within the current CDP within other SDRA locations.</p>
<p>Criteria</p>	
<p>City/Town Scale</p>	
<p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport</p>	<p>Yes, The site at East Road is in a highly accessible location, at just 600m walking distance from both the Spencer Dock Luas Stop and the Docklands Rail Station. The Spencer Dock Luas Stop is also the future proposed location of the Docklands DART Underground Station. In addition there is an existing bus stop directly in front of the site which is to have its frequency increased under Bus Connects.</p>
<p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p>	<p>The approach to height on this scheme has been to both step down and integrate with existing context where appropriate but also to maximise the opportunity presented by the adjacency of the railway yards and the topography of East Rd to provide for a landmark building to act as a marker to the wider East Wall area and as a transition from the Docklands. An LVIA is considered as part of the EIAR to accompany the SHD Application.</p>
<p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>As outlined above the approach to height both responds to the existing context and provides for a new context in appropriate areas of the site. This approach is achievable on this site due to the scale of this site which is not typical for a Docklands/Inner City site. It integrates with both existing lower and medium height contexts and acts as a reference point to existing taller buildings at the junction of Sheriff St and East Rd and the Sean O'Casey Building to the west.</p>

District/ Neighbourhood/ Street Scale	
<p>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape</p>	<p>Yes, it is considered that this proposed scheme contributes in both placemaking and to the wider neighbourhood of East Wall. The scheme remakes the street that has been lacking at this key section of East Road and provides active frontages and residential facades at this key section of the road. In addition the type of other uses proposed including extensive employment space, foodhub and retail will contribute to the locality. The existing Men’s Shed is also to be reconfigured within the scheme which is an important local facility.</p>
<p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p>	<p>The scheme as proposed provides for 9 blocks over two podiums north and south of the site, around a central open space. This approach provides for clear views through the site as viewed from various angles.</p>
<p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).</p>	<p>It is considered that this proposed scheme contributes in both placemaking and to the wider neighbourhood of East Wall. The additional height is appropriately located on the site at the juncture of the East Road Bridge and the site itself, where it is perceived as a locator on the East Road. At this location it is buffered by residential accommodation in the wider environs. The location for increased height of 15 and 10 storeys on the site, immediately adjacent to the rail yards, and at its southern-most extent, responds to site context conditions.</p>
<p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p>	<p>The potential for permeability and connectivity through the site is noted however restricted by existing context. Existing residential developments exist to the north and east bounded by walls and the railway tracks to the south provide a restriction on movement in this direction currently. The site does however provided renewed frontage onto East Rd significantly improving movement from the north to Sheriff Street.</p>
<p>The proposal positively contributes to the mix of uses and/ or building/ dwelling</p>	<p>In keeping with the zoning intent for the site it is proposed to provide for a</p>

typologies available in the neighbourhood.	meaningful mixed use scheme given the site's location. The scheme provides for both a mix of unit types and a mix of uses ensuring a truly mixed-use environment.
Site/Building Scale	
The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.	As outlined previously the buildings range in height from 4 to 15 storeys in order to both meet existing context and to ensure minimal impact on daylight or sunlight quality of adjoining properties. The north and east of the site in particular step down in this regard adjoining existing residential properties.
Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight (2 nd Edition or BS 8206-2:2008 – 'Lighting for Buildings- Part 2: Code of Practice for Daylighting'.	A Daylight and Sunlight Report, prepared by ARC, is included in this application ABP and is also considered in the EIA Microclimate Chapter
Specific Assessments	
Specific impact assessment of the micro-climatic effects such as downdraft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.	A Wind Impact Assessment, prepared by Arup, is included in this application t to ABP. It is additionally considered in the EIA Microclimate Chapter. It has been prepared as an iterative process throughout the design process identifying where any problem areas exist and what mitigation is required to address them. This mitigation has been incorporated into the architectural and landscape design as submitted.
In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.	As part of the Biodiversity assessment for the EIA the sensitivity of the site for protected species inc. bats and birds was appraised. No relevant species were identified on or connected to the site.
An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.	This is not considered relevant.
An assessment that the proposal maintains safe air navigation.	As the site is not located within any flight paths, it is considered that safe air

	navigation is maintained. However, as per DCC Development Plan, the IAA Have been notified of the making of this application.
An urban design statement including, as appropriate, impact on the historic built environment	This is considered in both the EIAR and in respect of the historic built environment but also in the OMP Design Statement in regards to proposed build form and materials taking account of the historic fabric.
Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.	As the site is over 2ha and 500 units an EIAR has been carried out and accompanies this SHD Planning Application. Additionally an AA Screening Report is included.

The Guidelines in relation to these state that:

Where the relevant planning authority or An Bord Pleanála considers that such criteria are appropriately incorporated into development proposals, the relevant authority shall apply the following Strategic Planning Policy Requirement under Section 28 (1C) of the Planning and Development Act 2000 (as amended).

SPPR 3 in this regard states:

It is a specific planning policy requirement that where;

- 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and*
- 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan, local area plan or planning scheme may indicate otherwise.*

As is outlined in this report and the other documentation accompanying this application, the subject site, is a prime example of the type of site anticipated in the Guidelines that can achieve increased building height and resulting increased density, while critically not being a singular use on the site but rather an integrated mixed use environment where people will live and work.

6.3 Residential Accommodation

The proposed residential accommodation include for 554 apartment units arranged in 9 no. blocks around the central open space and raised landscaped courtyards. The buildings are broken down as follows:

- Block A1 with GFA of c. 5,398.2 sq.m. is a 3 to 7 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 70 no. units comprising 15 no. studios, 37 no. 1 bed units, 8 no. 2 bed units, 10 no. 3 bed units.
- Block A2 with GFA of c. 5,775.5 sq.m. is a 4 to 7 storey building including setbacks and balconies, accommodating 69 no. units comprising 15 no. studios, 15 no. 1 bed units, 37 no. 2 bed units, 2 no. 3 bed units.
- Block A3 with GFA of c. 4,882.5 sq. m. is a 4 to 7 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 56 no. units comprising 21 no. 1 bed units, and 35 no. 2 bed units.
- Block B1 with GFA of c. 1,676.8 sq. m. is a 3 to 4 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 16 no. units comprising 5 no. 1 bed units, 5 no. 2 bed units, 6 no. 3 bed units.
- Block B2 with GFA of c. 3,266.2 sq. m. is a 5 to 6 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 34 no. units comprising 10 no. 1 bed units, 16 no. 2 bed units, 8 no. 3 bed units.
- Block C1 with GFA of c. 5,010.3 sq. m. is a 6 to 8 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 58 no. units comprising 24 no. studios, 4 no. 1 bed units, 8 no. 2 bed units, 22 no. 3 bed units.
- Block C2 with GFA of c. 7,230.5 sq. m. is a 5 to 10 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 85 no. units comprising 11 no. studios, 25 no. 1 bed units and 49 no. 2 bed units.
- Block D1 with GFA of c. 6,232.6 sq. m. is an 8 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 78 no. units comprising 7 no. studios, 26 no. 1 bed units and 45 no. 2 bed units.
- Block D2 with GFA of c. 6,779 sq. m. is a 8 to 15 storey building (including podium and ground floor Level 0), including setbacks and balconies, accommodating 88 no. units comprising 59 no. 1 bed units and 29 no. 2 bed units.
- Residential tenant amenity space is provided at ground level of block C2 with a total floor area of 361.6 sq.m. External residential courtyards are provided between blocks A1-A2-A3-B1, D1:D2-C2 and C1-B2.

6.4 Other Uses and Ground Floor Units/Active Uses

In keeping with the zoning intent for the site it is proposed to provide for a meaningful mixed use scheme given the site's location. It is considered that a standalone commercial building would not successfully integrate nor truly provide a mixed-use community. As such the scheme allows for a more diverse and creative mix of employment opportunities through the provision of a managed enterprise facility of 2444.6 sq.m, food/café/exhibition space of 680.8 sq.m, 3 no. retail units of 344.6 sq.m, a crèche of 539.9 sq.m and a new space for the existing men's shed of 91.8 sq.m, which is currently on site, to relocate into. The total other uses (excluding the tenant amenity space) is 4101.7 sq.m

These uses, in addition to tenant amenity space, are located fronting onto the central open space allowing for a successful integration of residents, employees, visitors and the community. It is submitted that this approach ensures a truly mixed-use development and environment at East Rd. These uses are set out in further detail as follows:

- Enterprise and Foodhub/Café/Exhibition Space

The applicant has retained Element 78 to input and advise on the creation of a new enterprise, commercial, co-working hub at the centre of this scheme. The enterprise space at the East Road site will become a commercially led Enterprise Hub that will feature inspirational space of varying sizes including office, touchdown zones, flexible breakout areas, digital demonstration, café and exhibition zones.

The focal point of the site will be an Enterprise Hub that will provide a beneficial environment for residents, local community and start-ups.

The enterprise space at the East Road site will be curated and actively managed to allow multiple users access shared multipurpose space. Our strategy will reflect the needs of the site residents, local residents, local businesses and will work with complimentary organisations to create valuable local amenities that would benefit all.

It is considered that the Enterprise space could have an employment capacity of approx. 250 people. This is set out in further detail in the Enterprise Management Plan prepared by Element 78.

- Retail Units

Three no. retail units are proposed onto East Rd to both enliven the street frontage but also to provide essential local services to both the existing and new community.

- Relocated Men's Shed Facility

The East Wall Men's Shed is currently located in the former HireCo offices at 4 East Road (existing red brick buildings to the north west of the site onto East Rd). The Men's Shed is a dedicated, friendly and welcoming meeting place where men come together and undertake a variety of activities. As the building is proposed to be demolished to facilitate the redevelopment of the site, it is proposed to provide a new facility within the site for this local community initiative.

- Crèche

A crèche of 539.9 sq.m is provided for within the scheme. The crèche is located within Block C1 and accessed from both ground and podium level. The crèche contains an external play space at podium level. It is

considered this will further complement the local community and social infrastructure.

5% space for 'social, cultural, creative and artistic' purposes

It is considered that a combination of these spaces represent the requirement to include for a minimum of 5% space for 'social, cultural, creative and artistic' purposes as outlined in the SDRA objectives in the Development Plan. The Development Plan does not provide a definition or clarity for the basis of the 5% space calculation however a number of scenarios have been considered and assessed to ensure the scheme is compliant with this requirement. (This is set out further below).

It is submitted that the potential uses which could be considered under '*social, cultural, creative and artistic*' is broad in nature and requires a wider consideration than the usual assumptions pertaining to social/cultural uses. For example '*artistic*' uses can include more traditional uses such as art galleries/artists' studios, and also newer uses such as animation studios. As such it is considered that flexibility in the nature of spaces to be provided that can accommodate and contribute *social, cultural, creative and artistic purposes* is critical.

In this regard, we have identified the own-door units of the enterprise space (representing 30% of the enterprise space), the café / foodhub / exhibition space, the crèche, men's shed (already established on the site and committed to continuing its activities on a redeveloped site), and the central plaza space, which has been designed to be able to facilitate community and social events such as markets etc., as being suitable for inclusion to this use category.

This is supported by the intent for the Enterprise Space (including the café, foodhub and exhibition space) as set out in the Element78 Enterprise Space Management Plan '*the focal point of the site will be an Enterprise Hub that will provide a beneficial environment for residents, local community and start-ups. The spaces at the East Road site will be curated and actively managed to allow multiple users access shared multipurpose space. Our strategy will reflect the needs of the site residents, local residents, local business' and will work with complimentary organizations to create valuable local amenities that will benefit all*'.

Definition of '5% of space'

As outlined above there is no clarity on how the '5% of space' is to be considered and as such, we have considered it in terms of each of the following scenarios:

- Gross Floor Area
- Non-Residential Uses Floor Area
- Site Area

The table below indicates how, if taken against any of the scenarios above, the 5% space for *social, cultural, creative and artistic purposes* has been achieved.

Space Considered (sq.m):

Foodhub	680.8
Mens' Shed	91.8
Square (Central Area Only)	600
Enterprise (Own door units only)	800
Crèche	539
Total	2711.6

As a percentage of:

Gross Floor Area	5.1%
Non-Residential Floor Area	60.7%
Site Area	12.8%



Fig 2: 5% social, cultural, creative and artistic areas

6.5 Open Space & Public Realm

These character areas comprise of:

- A new Civic Plaza (East Square), fronting onto ground floor enterprise units, offering space for a wide range of uses (outdoor cinema, markets, cultural events, amenity and recreation) as well as feature tree planting, high quality, robust paving, feature lighting and seating areas.

- A central tree-lined pedestrian spine (East Yard Lane), which fronts onto ground floor enterprise units and permeates the site, offering a series of seating areas.
- A second public plaza (East Yard Court), consisting of feature tree planting, cycle parking, high quality, robust paving, feature lighting and seating areas.
- A series of internal landscaped podium level courtyards branching off the central spine, providing for semi-private uses.
- New boundary treatments to help ground the development within its setting, while addressing the proposed developments interface with adjoining private properties.
- A collection of both formal and informal play areas throughout the scheme.

The Central Plaza (East Square) is designed as a multifunctional space which can cater for a variety of uses and seeks to provide a high quality public realm, situated at the heart of the development. It is bound by ground floor enterprise units and the tenant amenity space, which will help activate the square. It features a multi-use flexible space that could be used for outdoor markets, public gathering, cultural events or performance area. The location of the tenant amenity space here ensures a level of connectivity and passive surveillance over this central space at all hours of the day. The space is connected to Courtyard 5 which sits at podium level providing an open space, but with a more intimate environment.

As part of the sustainable urban drainage strategy and designed in conjunction with the project engineer, this area will be fully permeable with a perimeter path which will have a cross-fall to direct run-off towards the permeable square.

The scheme contains 4 no podium level internal courtyards which provide the residents with semi-private/communal amenity space. These courtyards are visually dynamic spaces that allow for permeable resident movement between apartment blocks and access to each apartment block. Visual consistency will be provided through the choice of materials and planting palette, although each courtyard will have an individual identify through the incorporation of elements unique to each.

The proposed development is designed to include a playable landscape that provides opportunities for children to explore and have imaginative fun within a safe environment. The courtyards will have informal play features such as logs, stepping stones, timber play poles and contoured grass mounds. Path widths will allow space to pedal small bikes. The provision of more imaginative play environments has received much focus in the last few years. This approach is being promoted in the UK by Play England in favour of traditional playground design and is regarded as a better response to the key principles of play. Their

thinking is set out in 'Design for Play: A Guide to Creating Successful Play Spaces'. This approach to play has been adopted within the design of the courtyards.

It is considered that both the public and communal amenity space provided throughout the scheme is a key feature of the site and provides for an attractive and high quality setting for the proposed scheme.

6.6 Access, Car & Cycle Parking

The Urban Development and Building Height Guidelines seek to minimise car-parking in accessible locations and to maximise a modal shift to public transport due to proximity to public transport routes, in particular the LUAS at this location. The proposed development minimises residential car parking numbers to 227 (241 total for the scheme), at a rate of 0.41 spaces per unit. These are provided at ground level, behind the ground floor uses which present active frontages to the central plaza and public realm.

The 0.41 spaces per unit is below the Development Plan requirement of 1 per unit however given the schemes highly accessible location to the City Centre and adjacent the Luas line, it is considered appropriate in ensuring a sustainable urban development form. This is considered further in the accompanying Parking Strategy Report prepared by DBFL Engineers.

In addition high-quality cycle parking and associated facilities are provided in the proposed development. These are provided at 810 no. spaces and located in a secure and highly accessible locations throughout the site.

Cycle parking for visitors to the development is provided for in the central open space.

6.7 Residential Development Standards

The proposed development is fully in compliance with the Dublin City Council Development Plan Standards, as set out in Chapter 16, and where superseded by the *Sustainable Urban Housing: Design Standards for New Apartments-Guidelines for Planning Authorities'* of March 2018. In addition the Development Plan sets out additional standards.

This section of the Planning Report sets out compliance with these standards in tandem with the detail set out in the Housing Quality Assessment Table which is included in this SHD Planning Application.

Residential Quality Standards – Apartments

Unit Mix

The proposed mix is in compliance with the amended mix requirements of SPPR 1 of the Guidelines which states:

SPPR 1

Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms.

The proposal includes the following mix:

- Studios 13%
- 1 beds 36.5%
- 2 beds 41.9%
- 3 beds 8.7%

Floor Areas

The proposed mix is in compliance with the amended mix requirements of SPPR 3 of the Guidelines which states:

SPPR 3

Minimum Apartment Floor Areas:

- Studio apartment (1 person) 37 sq.m
- 1-bedroom apartment (2 persons) 45 sq.m
- 2-bedroom apartment (4 persons) 73 sq.m
- 3-bedroom apartment (5 persons) 90 sq.m

The proposed development includes units with the following minimum floor areas:

- Studios 37 sq.m
- 1 beds 50 sq.m
- 2 beds 75.2 sq.m
- 3 beds 99.2 sq.m

Further it is a requirement that the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%)

The proposed residential units meet or exceed the minimum standards for apartment sizes.

Compliance with minimum aggregate floor areas and widths for living/dining/kitchen rooms and bedrooms is outlined in the HQA as prepared by OMP Architects.

Private and Communal Amenity Space

The Guidelines states that private amenity space shall be provided in the form of gardens or patios / terraces for ground floor apartments and balconies at upper levels. Where provided at ground floor level, private amenity space shall incorporate boundary treatments appropriate to ensure privacy and security.

Where balconies or terraces are provided, they should be functional, screened with opaque material, have a sunny aspect, and be of a minimum depth of 1.5m. The Guidelines require the following minimum balcony sizes:

- Studio 4 sq.m
- 1-bed 5 sq.m.
- 2-bed 7 sq.m.
- 3-bed 9 sq.m.

The proposed balconies meet or exceed the minimum standards for private open space.

The Guidelines also requires that communal amenity space must be provided within a scheme which can be in the form of courtyards, roof gardens etc. In addition in larger schemes communal internal spaces are to be provided for residents use only i.e. multi-purpose rooms, cinema rooms, gym etc.

The Guidelines require the following minimum communal open space areas:

- Studio 4 sq.m
- 1-bed 5 sq.m.
- 2-bed 7 sq.m.
- 3-bed 9 sq.m.

The total communal open space requirement for the development is therefore 3354 sq.m. This requirement has been met through the provision of podium courtyards and terraces totalling 3739 sq.m.

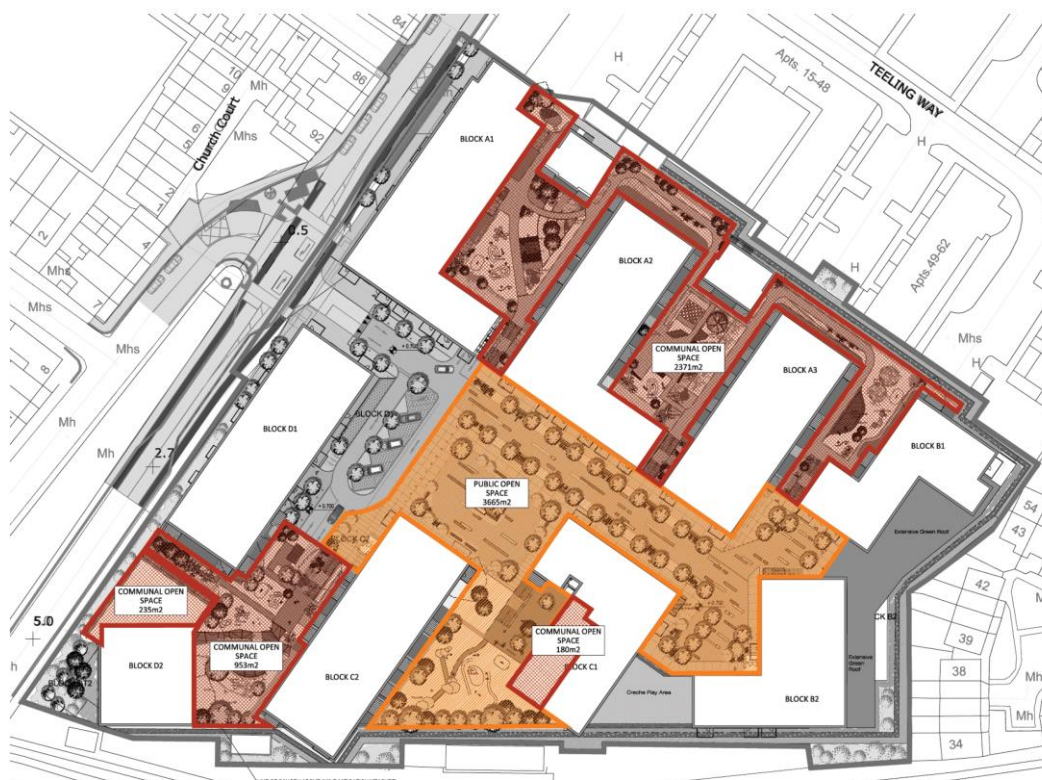


Fig 3: Breakdown of Public & Communal Open Spaces

The scheme also proposes an internal tenant amenity spaces which totals 361.6 sq.m in size within the building envelope of a residential block. It is considered that this will likely take the form of multi-purpose rooms and a concierge. This area has frontage onto the central open space, providing a connection from the development to the external spaces, animation and passive surveillance.

Storage

The Guidelines states that minimum storage requirements must be met as follows:

The Guidelines require the following minimum storage areas:

- Studio 3 sq.m
- 1-bed 3 sq.m.
- 2-bed 6 sq.m.
- 3-bed 9 sq.m.

The proposed residential units meet or exceed the minimum standards for storage areas.

Aspect

With regards to dual aspect units the Development Plan and the Urban Development and Building Height Guidelines require that a minimum of 50% of the overall number of units in a scheme should be dual aspect for a brownfield regeneration site.

The Development Plan standards state that apartment units shall be provided with a good level of daylight and sunlight which contribute to a high quality living space. In certain circumstances, usually on inner urban sites, this minimum percentage of dual aspect apartments may be further reduced to an absolute minimum of 33% where it is necessary to ensure good street frontage and subject to high quality design (this is repeated in the Guidelines also).

Where single aspect apartments are provided, the provision of south facing units should be maximised with west or east facing single aspect units also being acceptable. Living spaces in apartments should provide for direct sunlight for some part of the day. North facing single aspect apartments may be considered where overlooking a significant amenity such as a public park, garden or formal space or a water body or some other amenity feature.

The proposed mix is in compliance with the amended mix requirements of SPPR 4 of the Urban Development and Building Height Guidelines which states:

SPPR 4
In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) A **minimum of 33% of dual aspect units will be required in more central and accessible urban locations**, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate. **[Our emphasis]**
- (ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects

The proposed scheme includes for 40.6 % of dual aspect units, in compliance with the Development Plan and Guidelines standards. There are no single aspect north facing units.

Floor To Ceiling Heights

The proposed mix is in compliance with the amended mix requirements of SPPR 5 of the Guidelines which states:

SPPR 5

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

The Guidelines identify that 2.4m is standard good practice however 2.7m would be a minimum standard for ground floor apartments but a higher ground floor should be considered where apartments are not proposed at ground level.

In order to maximise sunlight penetration the scheme provides for a typical floor to ceiling height of 2.65 m in the scheme measured from finished floor level to finished ceiling level in compliance with the standards.

Detailed daylight assessment has been carried out on the proposed development by ARC, and is outlined in greater detail in their accompanying report and in Section 6.8 of this report.

Lift and Stair Cores

The proposed mix is in compliance with the amended mix requirements of SPPR 6 of the Guidelines which states:

SPPR 6

A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.

The proposed development has sought to minimise the number of cores and maximise the number of apartments off each and typically, the blocks have between 5 and 12 apartments per core in compliance with the standards.

Internal Space Configuration

Minimum internal space requirement for living/dining/kitchen rooms and bedrooms are set out in the Development Plan. Compliance with the internal rooms sizes are demonstrated in the HQA Table included in the OMP Design Statement. It is considered that all of the proposed units meet or exceed the Guidelines requirements.

Residential Quality Standards – Apartments & House Standards

Section 16.10.3 of the Development Plan outlines a number of residential quality standards to be applied to both apartment and house developments as follows:

Public Open Space

The Development Plan standards specify that in new residential developments, 10% of the site area shall be reserved as public open space. A landscaping plan is required for all developments, identifying all public, communal and private opens space.

10% of Site Area (2.1 ha dev. area)	= 2100 sq.m
Proposed Public Open Space	= 3665 sq.m

The scheme as proposed exceeds the 10% minimum public open space, providing over 17% of public open space in the central public plaza and connected podium courtyard of the scheme. This is identified in the image below (all areas in orange):

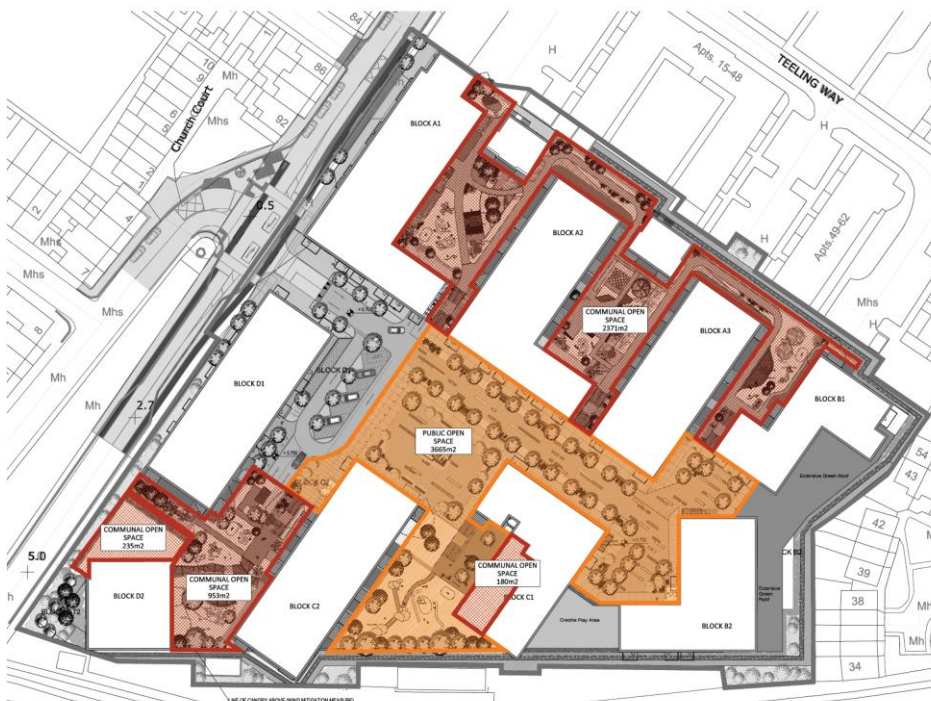


Fig 4: Breakdown of Public & Communal Open Spaces

The central public plaza (East Square) is the focal open space in the scheme however at ground and podium level is supported by additional spaces and public realm ensuring a diversity and range of spaces.

A detailed landscape plan and design rationale prepared by Brady Shipman Martin Landscape Architects has been submitted with the application which outlines the rationale and design concepts proposed.

Safety & Security

The Development Plan sets out that the design of all residential proposals should have regard to the safety and security measures outlined in the 'Safety Design Guidelines' Appendix and the 'Design for Safety and Security' guidance contained

in the DEHLG 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

It is submitted that the scheme has been designed cognisant of these Guidelines and this is evident from the Architectural Design Statement prepared by OMP.

Acoustic Privacy

The Development Plan sets out that the design of all residential proposals should have regard to the guidance on sound insulation and noise reduction for buildings contained in BS 8233:2014.

It is submitted that the scheme, as designed by OMP, has been designed cognisant of these BS standards and is considered by AWN Consulting in Appendix 15.1, of the EIAR on Inward Noise Assessment.

6.8 Sunlight and Daylight

The overall configuration and design of the proposed development has been influenced by the need to achieve the best possible levels of sunlight and daylight penetration into the development. The proposed orientation of the blocks represents the best response to the site context in terms of day light and sunlight availability as a result of the density and height proposed. The Architectural Design Statement prepared by OMP accompanying this Report, sets out how the internal elevations are designed to address sunlight and daylight optimisation in terms of reflectivity and lightness of materials proposed.

The central space is the focal point of the scheme and the surrounding buildings have been stepped back to create a high quality space, which is significantly different in character to that provided to date on East Road. It is a more enclosed and safe environment for residents and workers to linger. It is the subject of extensive passive surveillance, afforded it by the design layout of the proposed development, and the overall site masterplan strategy.

Detailed Daylight and Sunlight assessment has been carried out on the proposed development by ARC, and is outlined in greater detail in their accompanying report. The ARC analysis looked at the following areas:

Sunlight To:

- Central Open Space and Courtyard
- Courtyards
- Adjacent Residential Open Space

Daylight To:

- Proposed Apartments
- Adjacent Residential Buildings

ARC's analysis indicated that in regards to Adjacent Residential Buildings and Open Space the proposed development will have little or no impact on Average Daylight Factor in notional sample studied rooms and there will be no adverse impact on existing levels of sunlight in adjacent residential open spaces.

In regards to the proposed development, analysis indicates that all sample habitable rooms within the proposed development are likely to achieve Average Daylight Factors considerably in excess of the relevant minimum levels recommended. For open space, the central public open space will achieve sunlight levels in excess of the levels recommended and while some of the raised podium courtyards receive levels slightly below the recommended levels in March, in general the spaces are will lit for some part of the day and in the summer, when spaces will be most heavily used, all areas exceed recommended levels.

As such it is considered that the scheme achieves the appropriate balance between protecting existing and proposed residential amenity with regards to daylight and sunlight levels while ensuring an optimised scheme which achieves increased density and height in a highly accessible location in Dublin City.

6.9 Wind Microclimate Study

A Wind Microclimate Study prepared by Arup is included as part of this planning application. This study concludes that the wind microclimate around the proposed development will be relatively calm and therefore, produce high quality public realm. The majority of the public spaces along the central and podium areas will be sheltered from the wind either by buildings or incorporated mitigation. This will provide public spaces that are conducive to sitting, reading and socialising with friends and colleagues.

The entrances to the buildings are well situated. The majority of the residences can be accessed via the podium courtyards. The study found that all entrances are suitable for their proposed use.

The study concludes that it is anticipated that the proposed mitigation measures, that have influenced the architectural and landscape design, will help alleviate any distress that could be encountered on occasion in certain areas of the site. Overall, it is anticipated that the wind conditions within the proposed development are considered within suitable limits with the adoption of appropriate mitigation measures and therefore, it is likely to provide a wind microclimate suitable for its intended use.

6.10 Community Infrastructure

As required by the Dublin City Development Plan Section 16.10.4 ('Making Sustainable Neighbourhoods') we have assessed the existing supply and need of

social and community facilities. We enclose a Community and Social Infrastructure Audit, in Appendix 1, prepared by Brady Shipman Martin which details the evidence basis and the rationale for the proposed development's contribution to the area. This assessment entails an overview of the following key considerations:

1. Community facilities
2. Education facilities
3. Childcare facilities

The needs of the community have been considered carefully in the design of this development and the preparation of this planning application. The consideration of community and social infrastructure provision has been proposed in the context of the subject site and its masterplan. Within the proposed scheme the following is provided for:

- 3 No. Retail/Restaurant/Cafe Units
- Crèche
- Upgraded Public Realm on East Road
- New Central Open Space
- Relocated Men's Shed Facility
- Foodhub/Café/Exhibition Space
- Enterprise Space

7 PART V REQUIREMENTS

Part V documentation is included with this application. It is proposed to provide 56 no. apartments located in the Block A3 (as 10% of 554 units). These 56 no. units will comprise a mix of 1, 2, and 3 bed units.

Preliminary consultation has taken place with Dublin City Council Housing Department in this regards and the units proposed under Part V have been considered accepted in principle. At this stage we would be happy to discuss any of the options, as set out under Section 96 of Part V of the Planning and Development Act (as amended), with Dublin City Council. We enclose a letter confirming as such from Dublin City Council in our Part V Pack.

8 ENVIRONMENTAL CONSIDERATIONS

8.1 APPROPRIATE ASSESSMENT

An Appropriate Assessment Screening Report prepared by Brady Shipman Martin is included with this Application and concludes that there will be no risk of significant negative effects on any European site, as a result of the proposed development, either alone or in combination with other plans or projects.

Therefore, Stage 2 of the Appropriate Assessment Process – a Natura Impact Statement – is not required.

8.2 ENVIRONMENTAL IMPACT ASSESSMENT REPORT

The revised 2014 EIA Directive (Directive 2014/52/EU amending Directive 2011/92/EU) uses the term environmental impact assessment report (EIAR) rather than the previous environmental impact statement (EIS). Where current national guidelines and regulations refer to an Environmental Impact Statement or EIS, this can be taken to mean an Environmental Impact Assessment Report (EIAR).

Projects requiring environmental impact assessment are listed in Parts 1 and 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended).

Schedule 5 (Part 1) of the Planning & Development Regulations 2001 (as amended) lists major project classes for the purposes of mandatory EIA, which typically include industrial, chemical, energy, waste, infrastructure and intensive agricultural developments. The proposed development at 1-4 East Road does not correspond to a development set out under Part 1 of Schedule 5 and therefore, EIA is not a requirement under this provision.

Schedule 5 (Part 2) of the Planning & Development Regulations 2001 (as amended) set mandatory thresholds for each project class above which EIA is required. Sub-sections 10(b) (i) and 10(b) (iv) addresses 'infrastructure projects' referring to housing and urban developments, and require that the following classes of project, relevant to this project, be subject to EIA:

*“Class 10(b) (i). Construction of **more than 500 dwelling units.**”*

*“Class 10(b) (iv). Urban development which would involve **an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.**” **[Our emphasis]***

The proposed development involves the demolition of existing buildings and the construction of a residential development of 554no. residential units and other employment uses on a site of 2.3 ha hectares (development area of 2.1 ha) within the inner city of Dublin.

As such an Environmental Impact Assessment Report (EIAR) is submitted to An Bord Pleanála with this SHD Planning Application.

9 CONCLUSION

This Planning Report has been prepared to accompany a SHD application to An Bord Pleanála for a strategic housing development at 1-4 East Road. The development will consist of the demolition of all structures on the site and the construction of a mixed use development set out in 9 no. blocks, ranging in height from 3 to 15 storeys to accommodate 554 no. apartments, enterprise space, retail units, foodhub/café/exhibition space, residential amenity, crèche and men's shed on a site of approximately 2.3 hectares at 1-4 East Road, Dublin 3. The site will accommodate car parking spaces, bicycle parking, storage, services and plant areas. Landscaping will include a new central public space and residential podium courtyards

It is submitted that the proposed mixed use scheme for this underutilised brownfield site provides an opportunity to deliver much needed residential and employment development in this central location which is well served by public transport. In conclusion it is submitted that the proposed scheme should be approved by An Bord Pleanála.

APPENDIX 1- COMMUNITY AND SOCIAL INFRASTRUCTURE AUDIT

1-4 East Road Community and Social Infrastructure Audit

BSM

Est.
1968

**Brady Shipman
Martin**

**Built.
Environment.**

Place
Making
**Built
Environment**

CLIENT
Glenveagh Living Ltd.

DATE
April 2019

Contents Amendment Record

This report has been issued and amended as follows:

Issue	Revision	Description	Date	Prepared by	Checked by
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1. INTRODUCTION

This Community Infrastructure Statement has been prepared by Brady Shipman Martin in connection with the proposed development at East Road, Dublin 3. The purpose of this report is to identify the existing provision and potential need for community infrastructure in order to harmonise the proposed development with the existing character of the area and create sustainable neighbourhoods.

The “*Dublin Docklands Social Infrastructure Audit 2015*” (DDSIA) was prepared by the Docklands Development Agency in 2015 which aimed to examine the current context with respect to social infrastructure provision in the Dublin Docklands and is a key reference point for this report. While much has changed in the area since its preparation, this Report uses the DDSIA as a baseline to set the context for the proposed development at East Road.

As part of the vision for the lands at East Road this development proposal includes facilities which will provide for both the existing residents of the area and the incoming residents (overview detailed in Section 1.2). An important aspect of the development strategy is the employment and enterprise proposals. This reflects the Strategic Regeneration Area strategy contained within the Dublin City Council Development Plan; and, in other plans such as the Grand Canal and North Lotts Strategic Development Zone and the Docklands Masterplan.

1.1 Dublin City Development Plan

This Community and Social Infrastructure Audit is prepared in line with Section 16.10.4, ‘*Making Sustainable Neighbourhoods*’, of the Dublin City Development Plan 2016-2022 which requires proposals in excess of 50 units or 5,000 sqm “*to submit an audit of existing facilities within the area and to demonstrate how the proposal will contribute to the range of supporting community infrastructure.*”

Further, the Development Plan sets out the following related objectives:

SN5 *“To ensure that applications for significant large new developments (over 50 Units) are accompanied by a Social Audit and an Implementation and Phasing Programme in relation to community infrastructure, so that facilities identified as needed are provided in a timely and co-ordinated fashion.”*

SN16 *To ensure that the provision of strategic **new community infrastructure complements the range of existing neighbourhood facilities** and, where appropriate, is **located at the interface between communities** to facilitate access across a number of neighbourhood areas and greater integration between communities and to support the provision of community facilities which act as point of integration between*

residents of new and established communities within neighbourhoods

is noted.

SN17 *To facilitate the provision in suitable locations of sustainable, fit-for-purpose **childcare facilities** in residential, employment, and educational settings, taking into account the existing provision of childcare facilities and emerging demographic trends in an area.*

SN18 *To encourage and facilitate the provision of a range of **community facilities** in the city that caters for all.*

SDRA 6

The proposed development is located within the Strategic Development Regeneration Area (SDRA) 6: Docklands (SDZ and Wider Docklands Area). We note, Section 15.1.1.7 of the DCC Development Plan sets out the regeneration strategy for the Docklands area and provide further detail and objectives as to how this should take place. This application aligns itself with these objectives which are set out in Appendix 1.

1.2 Proposed Development

In terms of the community infrastructure and facilities, which are necessary to harmonise the proposed development with the surrounding area, the following are included in the subject development proposal:

Use	Size (sq. m)
Economy/Employment	
Managed enterprise facility	2,444.6
Retail units	344.6
Childcare	
Crèche	539.9
Public Open Space Provided	
Central Open Space	2493
Podium Open Space	844
Cultural Space	
Food/café/exhibition space	680.8
Men's shed	91.8

These items will combine with the overall development strategy to provide the necessary social infrastructure in line with proper planning and sustainable development of the area

1.3 Approach

As part of this development proposal we have carried out an assessment of the existing facilities in the area in order to assess the need for social and community infrastructure.

This assessment entails an overview of the following key considerations:

1. Community facilities
2. Education facilities
3. Childcare facilities

2. OVERVIEW OF COMMUNITY AND SOCIAL INFRASTRUCTURE

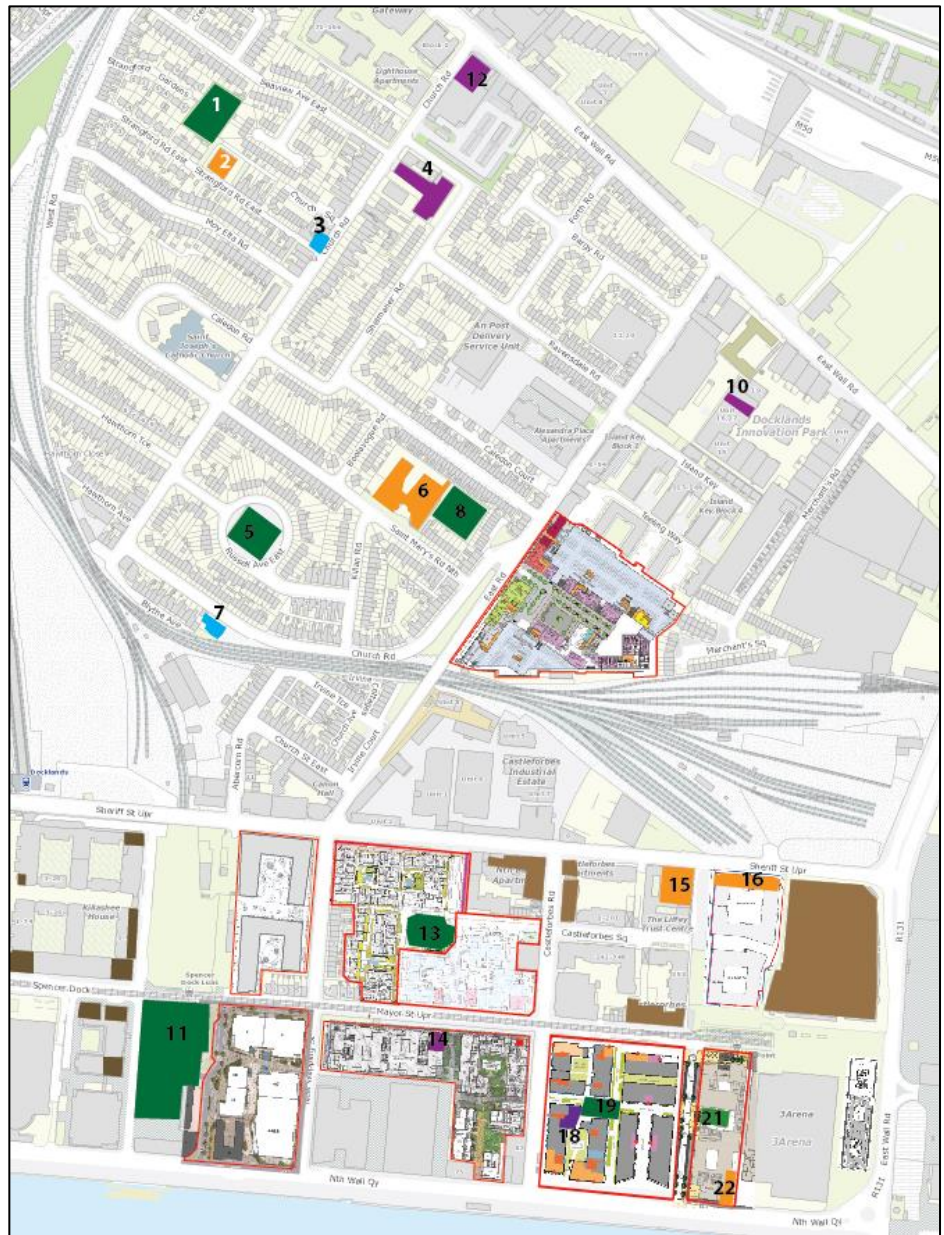


Figure 1: Map of permitted, proposed and existing uses. Source: Brady Shipman Martin, 2018.

For the purposes of this Application we have reviewed the provision of social and community infrastructure.

Table 1: Breakdown of uses in the North Lotts. (Source: Brady Shipman Martin, August 2018.)

Map No.	Community Facilities
2	East Wall Youth
6	Sean O'Cassey Community Centre
9	Men's Shed
15	Liffey Trust
16	Under Construction: Point Campus Enterprise Space
22	Under construction: community space
Health facilities	
3	East Wall Medical Centre
7	East Wall Health Clinic
Open space/recreation	
1	East Youth football pitch
5	East Wall Recreation Centre
6	Sean O'Casey football pitch
11	Station sq (CB7)
13	Middle park (CB9)
19	Pocket park (CB9)
21	Green space
GYM/leisure	
4	Feel fit
6	Sean O'Casey Community Centre
10	Tribe Fitness and Dance Studio
12	Vacant gym space (above Lidl)
14	Residential Amenity City Block 8
18	Residential Amenity City Block 9

2.1 Community Facilities

Using the *Dublin Docklands Social Infrastructure Audit 2015 (DDSIA)* as a baseline we have surveyed the community infrastructure in the area. Much construction has taken place in the area in recent years, there are numerous developments permitted; proposed and under construction with community space. This is illustrated in Figure 2 below.



Figure 2: Overview of community facilities in the East Wall and immediate area. Source: Dublin Docklands Social Infrastructure Audit 2015 Social/Community Facilities Map (page 27) adapted by Brady Shipman Martin, August 2018.

1	North Wall Community Development Project
2	Oasis Centre
3	Sean O'Casey Community Centre
4	Men's Shed
5	Proposed Men's Shed
6	East Wall Youth
7	East Wall Recreation centre
8	Liffey Trust
9	Under Construction: Point Campus Enterprise Space (388 sqm)
10	Permitted: Block 10 cultural space (230 sqm)
11	Sherrif Youth

Size and type of permitted community uses proximate to the proposed development.

We note a number of other recent developments in the SDZ south of the Liffey with permitted community space, some of which have already commenced. 2 no. enterprise uses are permitted on Block 14 under DCC Reg. Ref. DSDZ3865/14 as part of a large scale mixed-use development. A further crèche and cultural space

are permitted under DCC Reg. Ref. DSDZ2546/15 south of the Liffey at Britain Quay.

This is made up of the following uses:

Type	Size (SQM)
Crèche	154
Cultural Space	360
Enterprise Unit	163

Permitted community facilities south of the Liffey. (Source: Brady Shipman Martin, August 2018.)

2.2 Education

Section 16.10.5 of the Dublin City Development Plan states that:

“Proposals in excess of 50 dwelling units must be accompanied by an assessment of the capacity of local schools to accommodate the proposed development in accordance with the above guidelines and the DES and DEHLG’s Code of Practice on the Provision of Schools and the Planning System 2008.”

The Department of Education and Science (DoES) provides the following overview of the schools in the area (see fig. 4 below). As stated in the DDSIA 2015, there has been a general decline in enrolment in the area over the past number of years. During the SDZ designation process, the DoES did not identify any requirement for new primary or secondary schools within the SDZ area and wishes to emphasise the importance of supporting the existing schools. In summary, it is concluded that the existing provision of schools in the area is sufficient to cater for the proposed development.

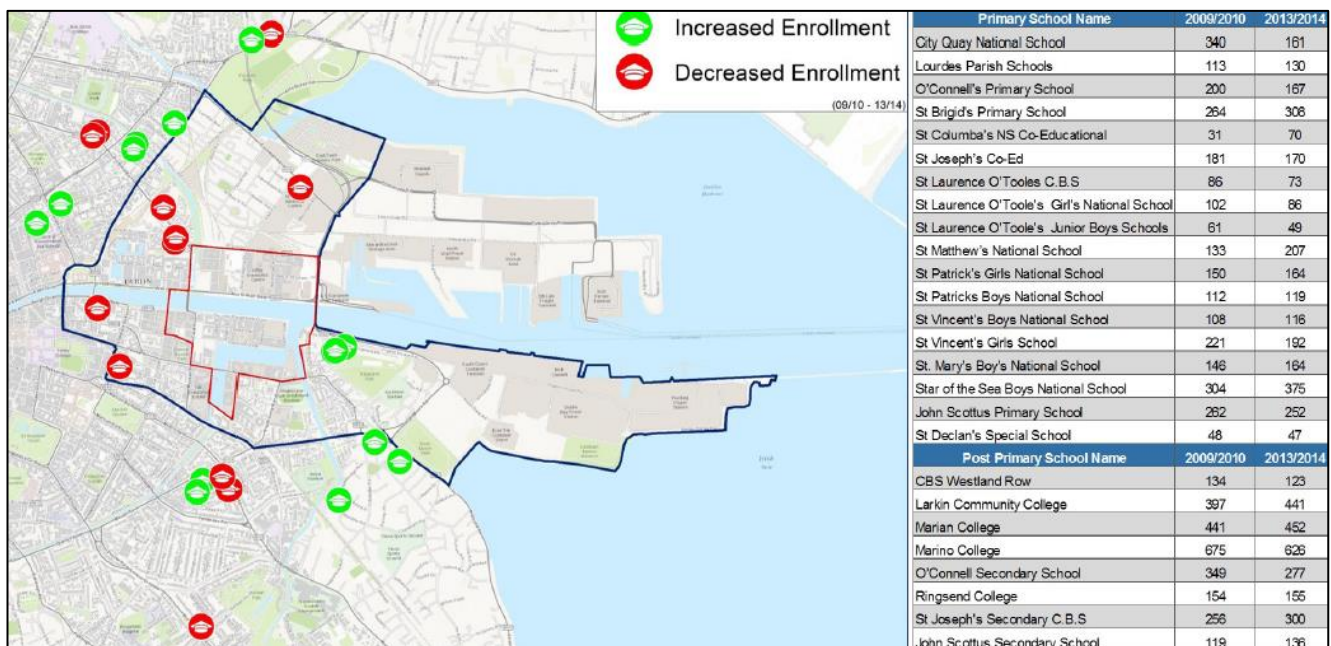


Figure 3: Overview of education facilities in the SDZ. Source: Dublin Docklands Social Infrastructure Audit 2015 Social/Community Facilities Map (page 44).

2.3 Childcare Facilities

The Dublin City Development Plan (Appendix 13) recommends that one childcare facility per 75 dwellings is provided, with consideration to existing childcare facilities in the area, and the make-up of the proposed residential development.

The proposed development includes a Childcare Facility (Crèche) with an area of approx. 538.1 sq.m.

Given the mix of unit-types being provided within the proposed development, the proposed delivery of adjacent residential development and associated facilities, it is considered an appropriate profile of childcare facility that can serve not just this proposed residential development but other emerging residential and commercial developments in the East Wall and Docklands area.

Additionally, according to the *Dublin Docklands Social Infrastructure Audit 2015* there has been an increase in childcare facilities in the docklands area in recent years and there is some evidence of available capacity within existing services, particularly in the north of the study area.

Since the completion of the DDSIA the following Childcare facilities have been permitted in the area:

- Permitted Childcare facility within Block 9 of 281 sqm (DSDZ3779/17)
- Permitted Childcare facility within Block 3 of 300 sqm (DSDZ3357/17)

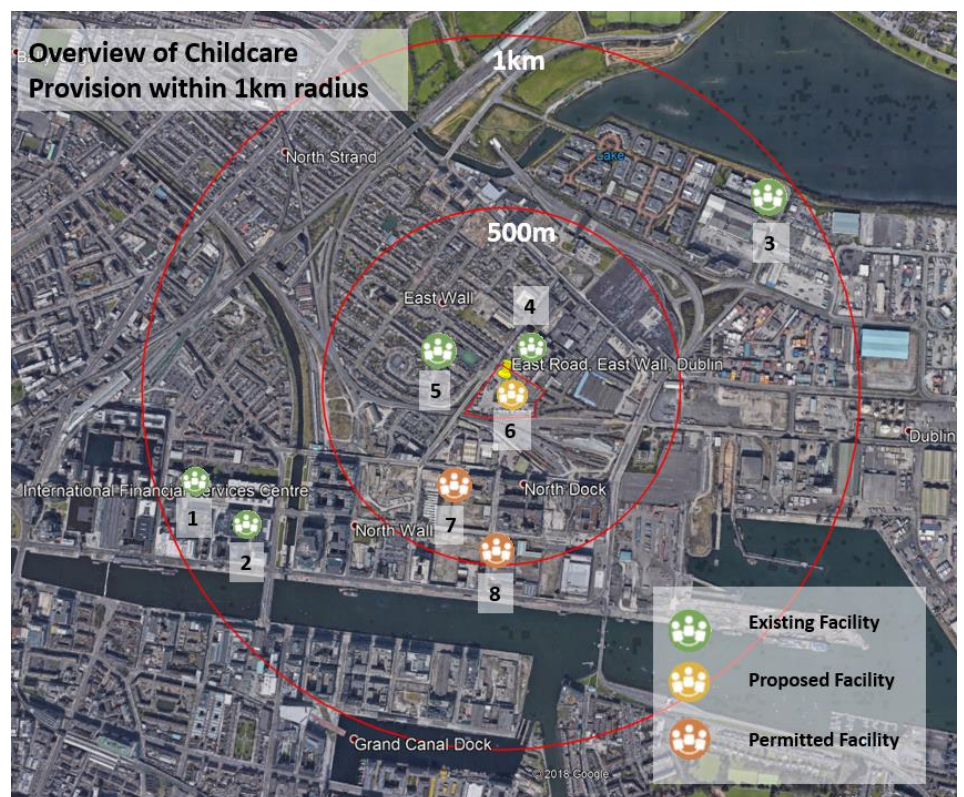


Figure 4: Overview of childcare facilities within 1km radius.

1	Giraffe Childcare NCI
2	Giraffe Childcare IFSC
3	Daisy Days Childcare
4	Island Key Childcare services

5	Sean O’Casey Centre Childcare
6	Proposed: childcare facility
7	Permitted Block 3
8	Permitted Block 9

3. CONCLUSION

The proposed development meets a number of objectives set out in the Dublin City Development Plan, which are relevant to concluding this Community and Social Infrastructure Audit.

From the assessment of existing and permitted facilities above, it is noted that the proposed provision of an enterprise space, retail (3 no. units), foodhub/café/exhibition space, a crèche and a men’s shed ensures the objectives set out previously and below, are being met with this proposal.

The proposal provides a range of community facilities which support the achievement of Dublin City Development Plan Objective SN16, which aims: *“To ensure that the provision of strategic new community infrastructure complements the range of existing neighbourhood facilities and, where appropriate, is located at the interface between communities to facilitate access across a number of neighbourhood areas and greater integration between communities and to support the provision of community facilities which act as point of integration between residents of new and established communities within neighbourhoods.”*

Objective SN17: *“To facilitate the provision in suitable locations of sustainable, fit-for-purpose **childcare facilities** in residential, employment, and educational settings, taking into account the existing provision of childcare facilities and emerging demographic trends in an area.”*

Objective SN18: *To encourage and facilitate the provision of a range of **community facilities** in the city that caters for all.*

Appendices

APPENDIX 1: SDRA 6 DOCKLANDS (SDZ AND WIDER DOCKLANDS AREA)

Section 15.1.1.7 of the DCC Development Plan sets out the regeneration strategy for the Docklands area.

Housing

To ensure a holistic approach to housing that will achieve successful integration of residents, neighbours and the wider community (see also Chapter 5 – Quality Housing)

To promote the expansion of the Docklands' residential population, cater for life-cycle requirements of the existing population and provide recreational facilities for children across a range of ages (see also Chapter 5 – Quality housing, Chapter 10 – Green Infrastructure, Open Space and Recreation, and Chapter 12 – Sustainable Communities and Neighbourhoods)

To provide for residential choice with schemes conducive to family living, longterm rental and home-ownership To achieve successful interaction between the SDZ scheme and surrounding streets and public realm to retain and foster a strong sense of neighbourhood within communities

To ensure that residential developments optimise the unique Docklands character in terms of visual context, maritime location, heritage assets and community identity To provide physical, social and amenity infrastructure in tandem with new housing

To safeguard residential amenity and to ensure appropriate transition in scale, the design of new development shall have regard to the context, setting and amenity of existing housing within the SDZ and wider Docklands area (see Chapter 16 – Development Standards)

To ensure that all proposals for residential development meet the obligations under Part V and Dublin City Council's housing strategy. The City Council will pro-actively seek the delivery of social housing units on site within the Docklands area, where appropriate having regard to the range of options for delivery of social housing available to applicants under Part V; the need to counteract undue segregation in housing between persons of different social backgrounds; whether the proposal would constitute the best use of resources to ensure an adequate supply of housing and the financial implications for the Council in its functions as a housing authority; as well as government policy on the provision of social housing

To recognise the important role of approved housing bodies in social housing provision and that the voluntary and co-operative model can achieve mixed tenure communities through the provision of housing for market sale, private and social rental To promote a programme of support housing in conjunction with housing agencies (see also Appendix 3 - Housing Strategy)

To encourage 'own front doors' and defensible open space as far as practicable

To explore opportunities to address the social housing legacy issues associated with partially implemented Section 25 Certificates under the Dublin Docklands Development Authority (DDDA), 1997 Act. Any potential options will be explored having regard to the objectives of the North Lotts and Grand Canal Planning Scheme, Dublin City Council's Housing Strategy, legislative provisions to facilitate transition from the Section 25 planning process and government policy on social housing provision.

Social

To pro-actively engage and re-integrate the Docklands community with the full spectrum of Dublin City Council services, with particular regard to the Council's community services which include children and young people, community development, social inclusion and interculturalism, community and voluntary, as well as public private partnerships of socio-economic interests

To develop a community and social development plan for the Docklands area in close collaboration with the community and to explore the potential for initiatives with corporate stakeholders through a structured corporate social responsibility programme (CSR)

To ensure co-ordination between the various statutory and non-statutory providers of social services and social programmes in the Docklands area. Dublin City Council as Development agency for the SDZ Area will fulfil this coordinating role to continue the important work of social regeneration in the wider Docklands area

To ensure that social and community facilities, in particular educational facilities, are provided in tandem with residential development, having regard to the over-arching social audit of community infrastructure to be undertaken by Dublin City Council for the entire Docklands Area and the supporting social audits and community infrastructure statements to accompany proposals for large scale developments (200 Units/20,000 sq. m mixed-use)

To ensure that social infrastructure is inclusive, caters for the needs of all the community, is accessible and available to all sectors including the existing community of the historic neighbourhoods and the emerging residential and working communities that have a mixed international profile, and represents the optimum use value of public investment

To promote community, cultural and recreational development on the peninsula site in accordance with the planning scheme objectives for city block 19

To recognise culture as a vehicle for social inclusion and community integration in Docklands

To develop an inclusive strategy for culture in the Docklands area based on the findings of the cultural audit 'The Docking Station' (2013) which was undertaken through engagement with the cultural, community and corporate stakeholders in Docklands and to ensure that the cultural strategy reflects social regeneration objectives to facilitate the building of a best practice dance theatre with state of the art facilities to complete part of the cultural and heritage provision of providing such amenities.

Social infrastructure and community facilities to be provided in accordance with the infrastructure schedule as set out on Appendix 4 of the North Lotts and Grand Canal Planning Scheme and to seek national funding sources through NAMA/Government where appropriate, in recognition of the need to continue the important work of social regeneration in the Docklands area. That all new developments in the Docklands area, North Lotts and Grand Canal Dock and Poolbeg West will provide for a minimum of 5% allocation of space in the development to be used for social, cultural, creative and artistic purposes.

Employment

To encourage local employment, where the appropriate skills are available, on all construction projects in the Docklands area

To maximise the employment generating opportunities of the support services sector including the local enterprise office under Dublin City Council, as well as

enterprise activity with a range of key skilled, semi-skilled and unskilled workers as part of the overall economic regeneration of the Docklands area

To maximise educational opportunities and access to employment for local residents in the Docklands area

To promote a local schools job placement programme To promote a Docklands local employment steering group with relevant stakeholders to facilitate an employment strategy to enable enhanced employment access

To explore new opportunities for local employment in conjunction with the construction sector, corporate sector and other key stakeholders through the Community and Social Development Plan for the Docklands area

To monitor progress on educational attainment and local employment levels in the Docklands area.

Education

To ensure a holistic approach to housing that will achieve successful integration of residents, neighbours and the wider community (see also Chapter 5 – Quality Housing)

*To promote the expansion of the Docklands' residential population, **cater for life-cycle requirements of the existing population and provide recreational facilities for children across a range of ages** (see also Chapter 5 – Quality housing, Chapter 10 – Green Infrastructure, Open Space and Recreation, and Chapter 12 – Sustainable Communities and Neighbourhoods)*

To provide for residential choice with schemes conducive to family living, longterm rental and home-ownership

To achieve successful interaction between the SDZ scheme and surrounding streets and public realm to retain and foster a strong sense of neighbourhood within communities

To ensure that residential developments optimise the unique Docklands character in terms of visual context, maritime location, heritage assets and community identity

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To promote the delivery of educational programmes for the local community in conjunction with third-level institutions, for example the National College of Ireland (NCI), Trinity College Dublin (TCD) and Dublin Institute of Technology (DIT)

To promote local community access to third-level plus education, enterprise training and skills development in collaboration with key stakeholders and to investigate the

potential for a coordinated approach with consideration also to an umbrella Corporate Social Responsibility (CSR) Programme for the Docklands area.

Economic

Dublin's economic performance is essential to the success and competitiveness of the national economy. As the engine of the national economy, Dublin needs to develop a sufficient critical mass to compete at an international level. The Docklands area has the potential to fulfil this strategic role as a global economic hub.

Continuing the approach of the Docklands 2008 Master Plan – that the successful development of Docklands is driven by the objective of Docklands as a great place to do business, work and visit – the guiding principles below focus on the direct and indirect sectors that drive economic activity and support a vibrant urban environment in Docklands:

Business

*To promote the Docklands as a location for **sustainable businesses**, and to encourage contact with the Local Enterprise Office, under Dublin City Council*

To support the marine economy, in particular the shipping services sector and cruise tourism

To promote the Docklands as a location for sustainable tourism including cultural, recreational and business tourism

To promote the development of retail use to serve the existing residential community, new residents and visitors

To promote the development of sufficient retail facilities to serve the needs of the population living, working and visiting the Docklands Area

To work with the Convention Centre Dublin (CCD) to exploit event and business opportunities.

Implementation

The Government's designation of the SDZ reflects a keen awareness of the strategic importance of this area. However, it is acknowledged that to facilitate the continued socio-economic regeneration of the wider Docklands area, there is a need to address areas beyond the SDZ Boundary.