

Planning Statement & Statement of Consistency with Dublin City Development Plan 2016-2022

Proposed Strategic Housing Development 'The Connolly Quarter'
Rear of Connolly Station, Sheriff Street Lower, Dublin 1

October 2019



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1. Introduction

1.1 Introduction

This Planning Statement has been prepared by McCutcheon Halley Chartered Planning Consultants on behalf of Oxley Holdings Limited as part of a Strategic Housing Development (SHD) application at Connolly Station car park, Sheriff Street Lower, Dublin 1. The proposed scheme is called 'Connolly Quarter' and will be referred to as such in all documents.

This report provides an overview of the project including the site context, its planning history, the development rationale and compliance with the policies and objectives of the Dublin City Development Plan 2016-2022. In addition, this report includes a Residential Needs Analysis and Social Infrastructure Audit in support of the proposed application.

The site which covers an area of 2.88ha is owned by CIE. It should be noted that subject to planning permission, the site will be developed under a development agreement with CIE. Amongst the conditions attached to this agreement is a requirement to retain 180 no. car parking spaces for use by CIE and to provide and maintain pedestrian/vehicular access to the station platforms/ control rooms for emergency/service vehicles. These conditions act as a burden on the site and legal opinion obtained and submitted in support of this application state that the 180 car spaces do not fall within the classification of 'other uses' for the purposes of this SHD application.

The proposed development will comprise the following:

- i. the demolition of existing structures (3,028sq.m) on site;
- ii. the construction of 741 no. Build to Rent (BTR) apartment units with ancillary amenity and facilities areas comprising; 30.2% studios (258 units), 35.4% 1 bed (256 units), 33.87% 2 bed (251 units) and 6 no. 3 beds in 8 no. blocks ranging in height from 4 storeys to landmark 23 storeys (max. height 79.45m above ground level) over a 7,253 sqm basement; and
- iii. 10 no. commercial units (3,142 sqm) at ground floor level distributed throughout the 8 no. blocks.

All blocks are interconnecting via public amenity space at ground level and via pedestrianised streets and blocks interconnecting via a semi-private 'Highline' walkway and amenity space. The residential blocks extend over an active street level incorporating retail, café and other community uses.

1.2 Legislative Context

This Planning Statement is prepared to accompany an SHD application to An Bord Pleanála in compliance with Section 4(1) of the Planning and Development (Housing) and Residential Tenancies Act 2016.

- The applicant has carried out consultation with the Planning Authority under Section 247 of the Planning and Development Act 2000-2016.
- The applicant has sought and received an Opinion from An Bord Pleanála under section 6(7) of the Act and under case reference ABP-304248-19. See response to this Opinion under separate cover.
- An EIAR was prepared and is submitted under separate cover in support of this SHD application. The EIAR identifies, describes and assesses the likely significant effects of the project, in accordance with the EIA Directive 2011/92/EU as amended by Directive 2014/52/EU.

1.3 Masterplan

A Masterplan for the entire 2.88ha subject site has been prepared and is submitted under separate cover in support of this SHD application. This Masterplan provides a framework for an integrated mixed-use approach to the redevelopment of this strategically located inner city brownfield site. While the approach has been design led, cognisance was had to national planning and development policy which requires such strategically located sites to be developed in an efficient and effective manner to optimise their development potential with regard to scarce urban land and the need to increase housing supply.

The Masterplan provides a comprehensive analysis of the site and its surroundings which informed the design of the proposed development and supports an integrated approach to the proposed urban form, landuse, movement, heritage, permeability and social infrastructure. In addition to this SHD application the balance of the Masterplan proposal, i.e. the hotel and office blocks will be the subject of a separate planning application under S.34 of the Planning and Development Act, 2000 (as amended) to Dublin City Council.

2. Site Location and Environs

Connolly Railway Station is located adjacent to the site to the west and north, with Sheriff Street Lower to the south, Oriel Street Upper to the east, Oriel Hall to the north-east, the Irish Rail Control Centre (IRCC) to the north and east and Seville Place to the north. Please refer to the site location map shown below in **Figure 1**.

Further west of Connolly Station is Talbot Street which leads directly to O'Connell Street. To the south is the Inner Dock and George Dock, located adjacent to the Financial District, the Irish Financial Service Centre (IFSC) and the Docklands Development Area. The River Liffey is located approximately 450m to the south.

To the east is an area of inner-city housing bounded within the environs of the subject site by the Royal Canal and railway infrastructure servicing Connolly Station and Dublin Port. The area to the north and northwest is mainly residential in character with commercial and retail uses along the main thoroughfare of Amiens Street.

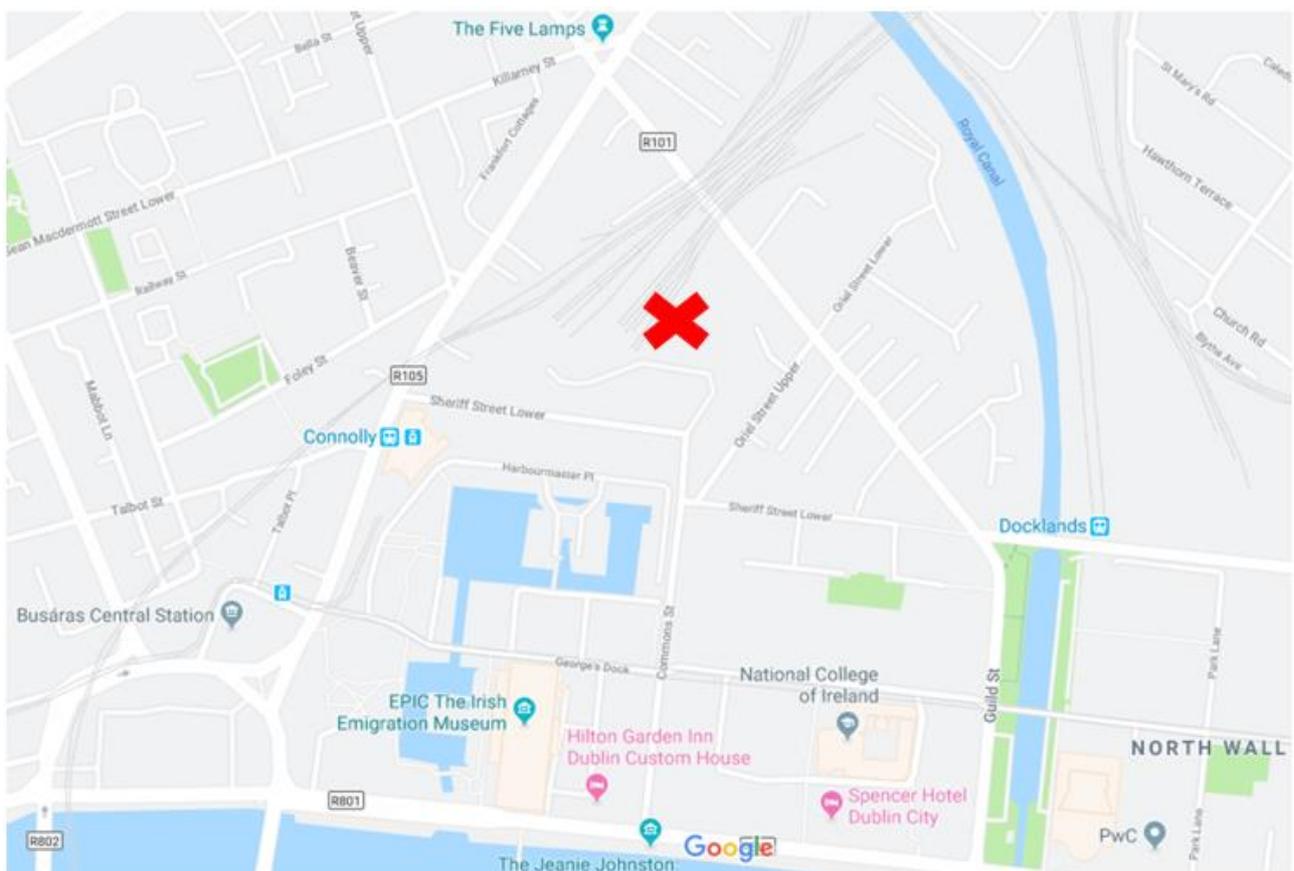


FIGURE 1 SITE LOCATION

The site is an urban brownfield site which is currently used for ancillary facilities related to the functions of Connolly Station, including car park, railway sidings, maintenance facilities, administration facilities, telecommunication masts and ancillary storage containers. Most of the site consists of surface car parking (approximately 390 spaces) for customers and staff of Irish Rail.

The site has a shallow sloped terrain, with the higher ground located along the railway sidings and approximately 7m above the level of Sheriff Street Lower and Oriel Street Upper. The ground is made up ground.

The existing vehicular and pedestrian access to the site is from Sheriff Street Lower. There is pedestrian access to Connolly Station for Irish Rail passengers and CIE staff using the car parking facilities.

There are currently three vehicle entrances to the site, two from Sherriff Street Lower in the south of the site located adjacent to one another and one from the south end of Oriel Street Upper in the east of the site. Currently only the main carpark entrance from Sherriff Street Lower is in use.

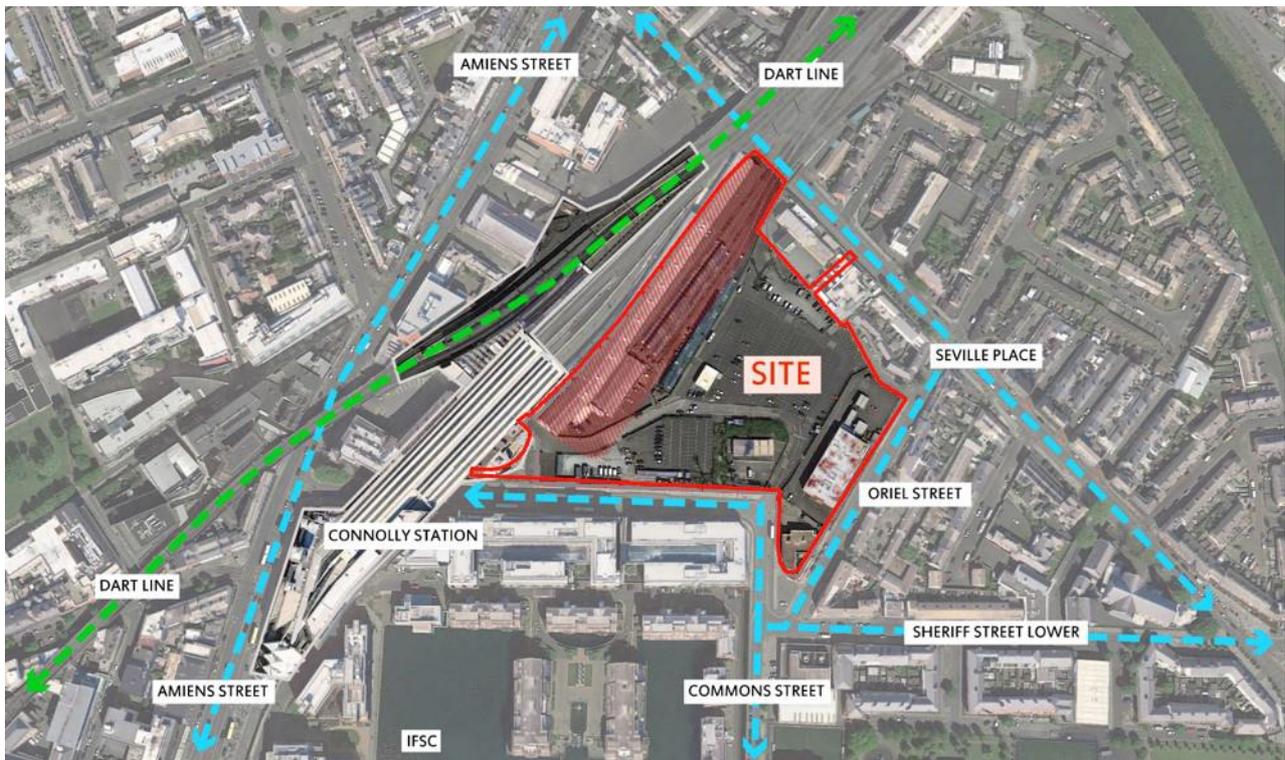


FIGURE 2 AERIAL PHOTOGRAPH OF SUBJECT SITE

The subject site is centrally located adjacent to Connolly Station, Busáras and the Red Luas line, as indicated in **Figure 2**. It is approximately 1km east of O'Connell Street, approximately 2km drive to the M50 (port tunnel toll plaza) to the north, approximately 12km south of Dublin Airport and approximately 3km west of Dublin Port. The site is perhaps the most connected development site in the Dublin Region if not the country.

Notwithstanding its strategic location, the site is currently enclosed and isolated behind high walls and buildings with little interaction with its surrounding inner city catchment area.

The subject site has a total area of 2.88ha and consists of 3 parts:

- (a) an area of 1.98ha which comprises the existing surface car park and attendant buildings;
- (b) the "air rights" to a 0.83ha area above the existing rail sidings; and
- (c) 0.07ha of land providing access on to Seville Place and Sheriff Street Lower.

3. Planning History

There is an extant 10 year planning permission (Reg. Ref. 2863/11) granted on 23rd May 2012 for the subject site. In brief, it provides for the development of 81,538sq.m of mixed commercial, residential (106 no. units, 3 no. one bed, 81 no. two bed, 22 no. three bed) and community and leisure development. The permission provides for the construction of buildings ranging in height from 4 to 7 storeys. To facilitate the development part demolition of the vaulted warehouse buildings fronting Sheriff Street Lower and the excavation of 1.78 hectares of the site to -4.2 metres OD to form a basement providing 550 no. car parking spaces is permitted.

It should be noted that the site area for this extant planning application is larger (> 3 ha) than the subject site and included Connolly Station. The main planning issues identified during the assessment of the planning application were:

- Impact on Protected Structures;
- Impact on operations of Connolly Station;
- Linkages (permeability /accessibility) from and to site and adjoining City;
- Public realm improvements and their management;
- Impact on existing adjoining and proposed residential development -sunlight/daylight/overshadowing; and
- Impact on traffic management on surrounding network.

It should be noted that the impact on the operation of Connolly Station is no longer an issue as the site has been deemed surplus to operational needs and it is our understanding that this is agreed with the NTA.

4. Proposed Development

4.1 Proposed Development Overview

The proposed development will consist of:

- i. the demolition of 4 no. structures with a combined gross floor area of 3,028sq.m;
- ii. the construction of 741 no. Build to Rent (BTR) residential units in 8 no. apartment blocks ranging in height from 4 storeys to 23 storeys with lower height buildings located adjacent to the northeast and east site boundaries, with a cumulative gross floor area of 68,535sq.m comprising:
 - (a) Block B1 (maximum building height 54.917m, total gross internal floor area 11,260sq.m, Apartment Mix: Studio: 25, 1-bed: 37, 2-bed: 51);
 - (b) Block B2 (maximum building height 54.917m, total gross internal floor area 10,831sq.m, Apartment Mix: Studio: 20, 1-bed: 35, 2-bed: 51,);
 - (c) Block B3 (maximum building height 51.767m, total gross internal floor area 9,766sq.m, Apartment Mix: Studio: 22, 1-bed: 60, 2-bed: 27, 3-Bed: 1);
 - (d) Block C1 (maximum building height 79.450m, total gross internal floor area 12,705sq.m, Apartment Mix: Studio: 84, 1-bed: 40, 2-bed: 41);
 - (e) Block C2 (maximum building height 39.615 m, total gross internal floor area 4,890 sq.m, Apartment Mix: Studio: 9, 1-bed: 33, 2-bed: 3, 3-Bed: 4);
 - (f) Block C3 (maximum building height 39.650 m, total gross internal floor area 6,775sq.m, Apartment Mix: Studio: 40, 1-bed: 18, 2-bed: 23);
 - (g) Block D1 (maximum building height 53.392 m, total gross internal floor area 8,418 sq.m, Apartment Mix: Studio: 10, 1-bed: 25, 2-bed: 44, 3-Bed: 1);
 - (h) Block D2 (maximum building height 30.950 m, total gross internal floor area 3,890 sq.m, Apartment Mix: Studio: 18, 1-bed: 8, 2-bed: 11);
- iii. residential support amenities including 1 no. gym, a resident's lounge, work areas, meeting rooms, dining rooms, recreational areas with a combined GFA of 1,444 sq.m;
- iv. change of use from club house to pedestrian passageway of the existing vault (137sq.m GFA) fronting Seville Place, a Protected Structure (RPS No. 130);
- v. a basement of 7,253.4 sq.m with a new vehicular access from Oriel Street Upper incorporating residents' car parking (58 no. spaces), residents cycle parking (640 no. spaces) 7 no. plant rooms (combined 2,228sq.m), waste management facilities (393 sq.m);
- vi. 766 no. covered cycle parking spaces for residents and visitors, concierge office (233 sq.m) and waste management facilities (126 sq.m);
- vii. 'other uses' including 10 no. units providing retail, commercial, and community use with a combined GFA of 3,142 sq.m;
- viii. A total of 18,562 sq.m of hard and soft landscaping comprising a c.2,000 sq.m public plaza and other public / communal and private open space located throughout the development;
- ix. A service and emergency vehicle only access ramp from the Oriel Street Upper site entrance to serve CIE's transport needs at Connolly Station;
- x. Enabling works of a non-material nature to safeguard the existing vaults (Protected Structures - RPS No. 130) that form part of the subject site fronting Sheriff Street Lower, Oriel Street Upper, and Seville Place during the construction phase;
- xi. All associated ancillary development works including drainage, 6 no. electricity substations, pedestrian access; and
- xii. Works to the Masonry wall fronting Oriel Street and the Vaults fronting Seville Place (both a Protected Structure) consisting of the creation of a new vehicular and pedestrian entrance.

Given the site's surrounds, block height is stepped with lower level blocks near the site boundaries with Oriel Street Upper and Seville Place. Block heights are optimised towards the Connolly Station site boundary (Block B) and the centre of the site (Block C1). **Figure 3** below shows the proposed block layout and ground level pedestrianised streets providing access within the proposed development and the interconnectivity with surrounding streets and Connolly Station.

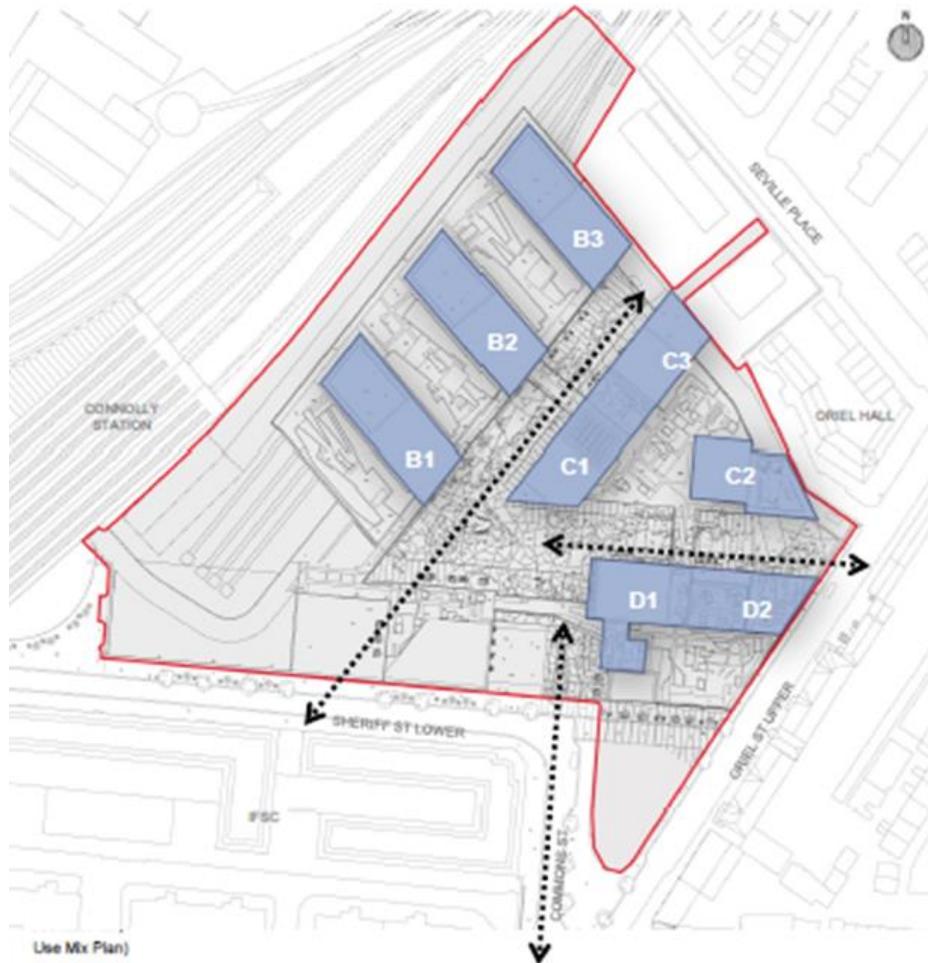


FIGURE 3 BLOCK LAYOUT PLAN

Table 1 shows the proposed block details including total number and mix of residential apartment units, the highest block floor level, block building height (in metres above ground level), the block mix of apartment units and the total mix of apartment units (as a number and a percentage).

Block Reference	Highest level	Building height [m]	No. of Studios	No. of 1-bed	No. of 2-bed	No. of 3-bed
B1	15	54.917	25	37	51	0
B2	15	54.917	20	35	51	0
B3	14	51.767	22	60	27	1
C1	23	79.450	84	40	41	0
C2	11	39.615	9	33	3	4
C3	11	39.650	40	18	23	0
D1	15	53.392	10	25	44	1
D2	8	30.950	18	8	11	0
Total Mix (units)	N/A	N/A	228	256	251	6
Total Mix (%)	N/A	N/A	30.8%	34.5%	33.9%	0.8%

TABLE 1 PROPOSED BLOCK DETAILS

Each block offers independent entrance/access from street level. Connectivity provides all blocks with access to a single basement level accommodating car parking, cycle parking, showers, mechanical and electrical plant, storage and waste management facilities.

Figure 4 shows the massing of the proposed development (viewed from the south) in a 3-dimensional computer-generated image. The lower blocks are located near the site boundaries and the taller blocks within the centre and north of the site.

The proposal provides for a total of 3,142 sqm (GIA) of 'Other Uses' comprising of 10 no retail, café and community uses spread throughout the 8 no blocks at ground floor level.

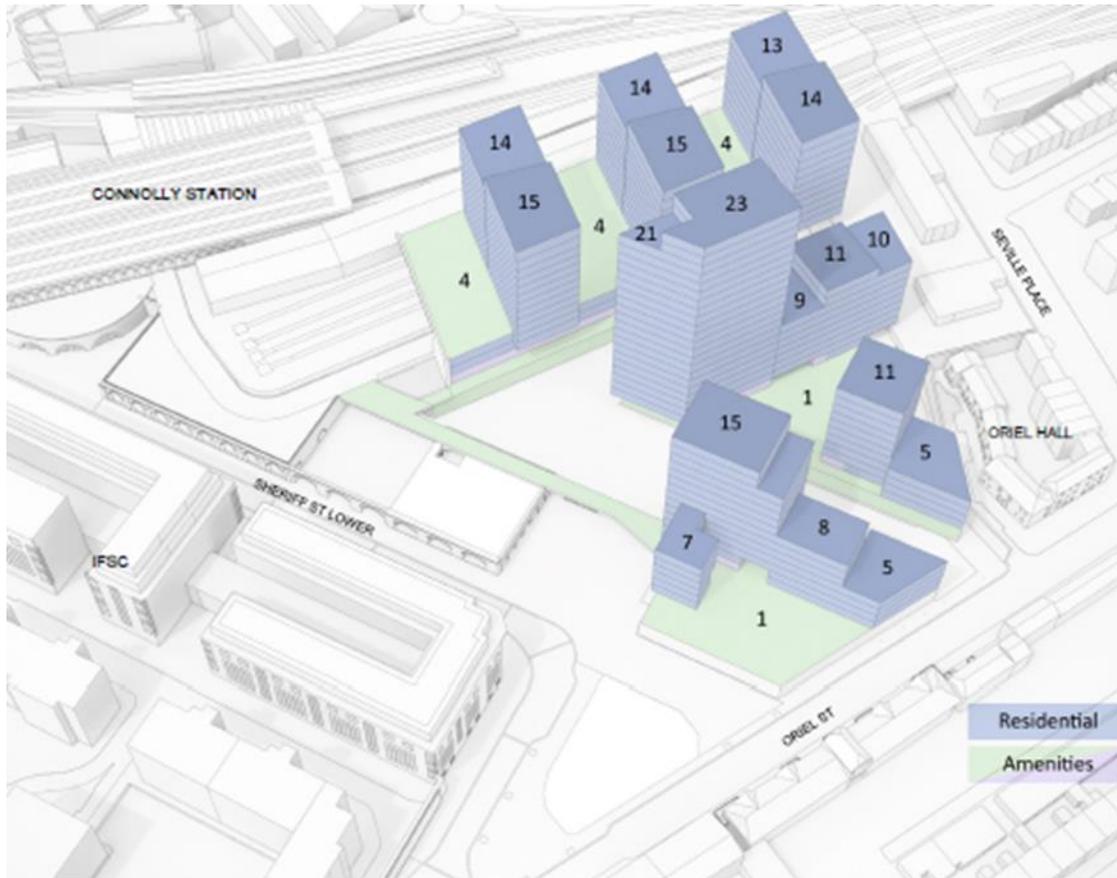


FIGURE 4 PROPOSED SITE MASSING

4.2 Protected Structures

The site contains a Protected Structure (RPS No. 130), which refers to all remaining 19th century portions of the main railway station complex that includes the following;

- i. The remnants of the Luggage Store building on Lower Sheriff Streets;
- ii. The remnants of the Workshop/Vaults building on Lower Sheriff Street;
- iii. Vaults connecting to Seville Place; and
- iv. Masonry walls bounding the eastern and northern sides of the site facing Oriel Street and Seville Place.

While all of these structures are within the subject site not all of them are directly affected by the SHD application. The vault fronting Seville Place (3) will be modified to allow pedestrian access to the Connolly Quarter while the walls along Sherriff Street Lower and Oriel Street (4) will be punctuated to provide vehicular and pedestrian access.

This proposed change of use and works to the protected structures form part of this SHD application and are addressed in detail in the accompanying Conservation Report submitted under separate cover. O'Connell Boys GAA Club who currently occupy the vault required to facilitate pedestrian access to and from Seville Place will be accommodated in the proposed development.

The other protected structures, i.e. the Luggage Store (1) and Vaults /Workshop (2) fronting onto Sheriff Street Lower will form part of the application to be submitted separately to Dublin City Council under Section 34 to provide for a hotel and office developments that form part of the Masterplan Framework proposal. However,

enabling works to protect these structures during the construction of the SHD proposal are included in the documentation submitted with this application.

4.3 Open Space, Amenities and Services

The proposed development includes dedicated amenities and services. These are:

- Private resident services and amenities (gym/fitness, lounge, bar, dining room, work zone, games room, screening room, etc);
- Communal support facilities for both resident and commercial (bicycle stores, concierge and management facilities, maintenance areas, and waste management facilities, etc.); and
- Public open spaces within the new pedestrianised streets.

All communal amenities and services are well distributed throughout the blocks to encourage occupants to meet informally. **Table 2** provides a breakdown of the areas provided for amenities and services.

Amenity and Service Areas	Area Provided (m ²)
Private amenity area in balconies	165
Private amenity area in internal residential amenity	1,444
Private amenity area in roof gardens	2,423
Communal amenity area in 'Highline' level	3,149
Communal amenity area in podium gardens	3,072
Total Area	10,253

TABLE 2 PROPOSED AMENITY AND SERVICE AREAS

The open space strategy is intended to create a distinct and interactive public realm which will form connections between each of the blocks at street level and benefit from extensive landscaping. Public open space is provided at ground level and incorporates a hierarchy of new pedestrianised streets which connect to a centrally located "Connolly Square". The public open space provides full connectivity to Sheriff Street Lower, Commons Street, Oriel Street Upper, Seville Place, and Connolly Station.

Key elements of the proposal are summarised as follows:

- **New Connections** - The extensive public realm experience has been designed to be fully integrated with the surrounding street network to promote full connectivity and optimize footfall within the site. The protected structures on Sheriff St and Oriel St will form an entrance portal into the site with new and existing wall openings offering access and active frontage.

- A New Urban Square - Connolly Square is situated at the heart of the new urban quarter and will provide a focal point for residential, commercial and retail activity.
- Animated Streetscapes - The ground level streetscape will become a unique and dynamic characteristic of the scheme, providing a destination for future residents and visitors alike. The new streets will provide extensive active frontage and access to all residential block entrances, creating lively, vibrant spaces.

The proposed 'Highline' element is a key feature of the open space strategy providing communal open space throughout the scheme (see orange dotted line in **Figure 5**). This elevated communal open space will be solely for the future residents of Connolly Quarter and offers connectivity to the street level. Spaces within the Highline are sized and orientated to ensure optimal sunlight penetration and includes informal areas, where residents can benefit from changing sunlight conditions throughout the day.

The extensive Highline is approximately 400m long and provides an outdoor activity circuit with 'touchpoints' within garden spaces. The Highline incorporates amenity spaces for a range of activities including an outdoor gym, yoga zone and trim trail.

In addition, the Highline will provide connections to indoor residential amenities including lounges, gym, games rooms and work spaces. It is intended to become a unique and dynamic characteristic of the scheme, creating a destination for future residents.

Block B will incorporate landscaped podium gardens that extend around each of the buildings forming an integral part of the communal open space for residents at the Connolly Quarter.

Figure 5 below shows the private roof gardens (orange), communal podium gardens (green), the communal interconnecting 'Highline' level (blue), and the Public open space (grey).

The Architectural Design Statement accompanying this SHD application provides a more detailed description of the open space strategy for the proposed development and is supplemented by a comprehensive Landscape Strategy prepared by BSLArch Landscape Consultants, submitted under separate cover.

In addition, the Housing Quality Assessment submitted with this application includes a comprehensive schedule of communal and private open space and amenity areas. Refer to the Architects Design Statement submitted under separate cover and Section 3 of the Response to ABP Opinion for further details. The Statement of Consistency, prepared by McCutcheon Halley Planning, provides a detailed assessment of the open space and amenities/services, demonstrating the compliance of the scheme with the Design Standards for New Apartments Guidelines (2018).

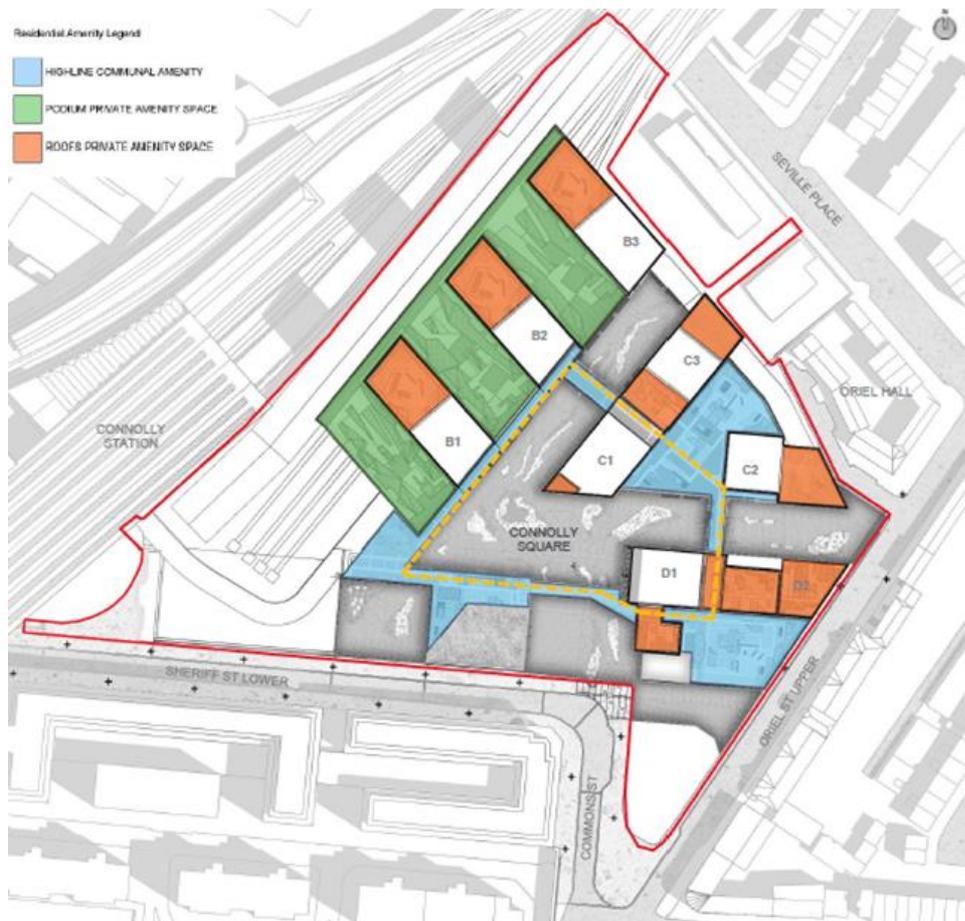


FIGURE 5 OPEN SPACE PROVISION

4.4 Car Parking Provision

Currently there are 390 no. car parking spaces operated by CIÉ. The development of this site is subject to an agreement that 180 no. of these spaces (a reduction of 210 no. spaces) must be maintained exclusively for the use of CIÉ. This requirement is in addition to vehicular / pedestrian access arrangements for emergency and service vehicles being maintained to meet CIÉ’s operational needs. The SHD proposal complies with this obligation.

In addition, this SHD application provides for 58 no. residential parking spaces for the 741 no. apartments. The proposed resident parking spaces will be provided in the basement. All of these spaces will be provided on a car sharing basis.

This quantum of car parking provision represents a rate of 7.8% or 1 space per 12.8 apartments. The most recent CSO Census data identifies local rates of non-car ownership of 63% and, in the course of pre-planning discussions with both the National Transport Authority (NTA) and Dublin City Council (DCC), the applicants were advised that the site could be considered as an appropriate candidate site for zero parking provision.

5. National Planning Policy Context

This SHD application has been prepared against the backdrop of Project Ireland 2040 and the National Planning Framework (NPF) 2018. The NPF sets the targets and development strategy to cater for the estimated one million extra people that will be living in Ireland and the further two thirds of a million people who will be working in Ireland by 2040. Over the life of the plan, it is forecast that half a million additional homes will be needed to accommodate this projected growth.

The NPF's long-term vision aims to balance the provision of good quality housing that meets the needs of a diverse population by developing our cities, towns and villages as attractive places to live both now and in the future. The plan embraces the principle of compact growth, promoting development that is within the existing built-up footprint of settlements or contiguous to existing developed lands. The target is for at least 50% of all new housing to be delivered within the existing built-up areas of cities on infill and/or brownfield sites. These include vacant and under-occupied buildings, with high housing and job densities, better serviced by existing facilities and public transport.

In addition, Rebuilding Ireland was introduced in 2016 to respond to a significant shortage of housing in the country and so accelerate housing supply nationally. The plan aims to address the needs of homeless people and families in emergency accommodation, increase the provision of social housing, deliver more general needs housing by encouraging new construction, utilise vacant homes and improve the rental sector.

In conjunction with a suite of measures to address homelessness and improve government supports for households in need, Rebuilding Ireland seeks to increase the overall supply of new homes to 25,000 per annum by 2020. *Pillar 4* of Rebuilding Ireland aims to “*Improve the Rental Sector: Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents*”.

This SHD application is accompanied by a detailed Statement of Consistency addressing the compliance of the proposed development with the relevant national and regional planning policies, including Section 28 Ministerial Guidelines.

6. Compliance with Dublin City Development Plan 2016-2022

6.1 Principle

The SHD application area is a Z5 (City Centre) site and the zoning objective is “to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity”.

The Dublin City Development Plan 2016 further elaborates on the Z5 Zoning Objective:

“The primary purpose of this use zone is to sustain life within the city centre through intensive mixed-use development (see also chapters 6, 7, and 16 for policies, objectives and standards). The strategy is to provide a dynamic mix of uses which interact with each other, help create a sense of community, and which sustain the vitality of the inner city both by day and night. As a balance and in recognition of the growing residential communities in the city centre, adequate noise reduction measures must be incorporated into development, especially mixed-use development, and regard should be given to the hours of operation (see chapter 16, section 16.36 – noise). Ideally, this mix of uses should occur both vertically through the floors of the building as well as horizontally along the street frontage. While a general mix of uses e.g. retail, commercial, residential etc. will be desirable throughout the area, retail will be the predominant use at ground floor on the principal shopping streets.”

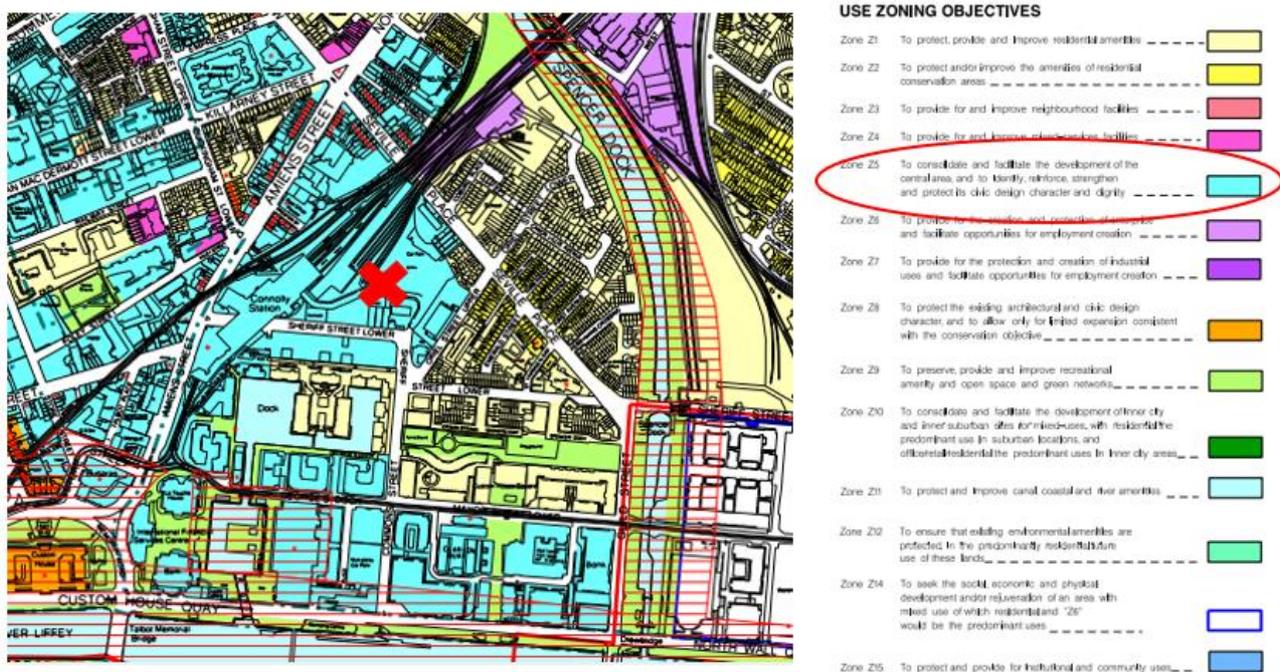


FIGURE 6 ZONING OF SUBJECT SITE

Figure 6 above is taken from Map E of the Dublin City Development Plan 2016-2022 and identifies the Z5 Zoning of the subject site. Residential and commercial uses as proposed are permissible in areas zoned Z5.

The proposed development ensures a more efficient use of lands that are currently used predominantly for surface car parking. The proposed development fulfils the purpose of the zoning of sustaining life within the city centre through intensive mixed-use development with retail proposed at ground floor and residential on upper floors. It will bring life to streets that are currently underused, devoid of activity and segregated from the Docklands and City Centre.

In accordance with the City Development Plan, the subject site is situated within Strategic Development and Regeneration Area (SDRA) 6 – Docklands, the purpose of which is to provide 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 proposed SHD scheme addresses the overarching objectives for SDRA 6 regarding urban renewal and the creation of a sustainable mixed-use development that delivers appropriate housing, community and social infrastructure to serve the needs of the local population. In line with the objectives for this regeneration site, significant employment opportunities will also be provided with the additional commercial elements that will form part of a subsequent Section 34 application to Dublin City Council.

Critical aspects of the design approach including movement, connectivity and urban design are addressed later in this report and accompanying supporting documents.

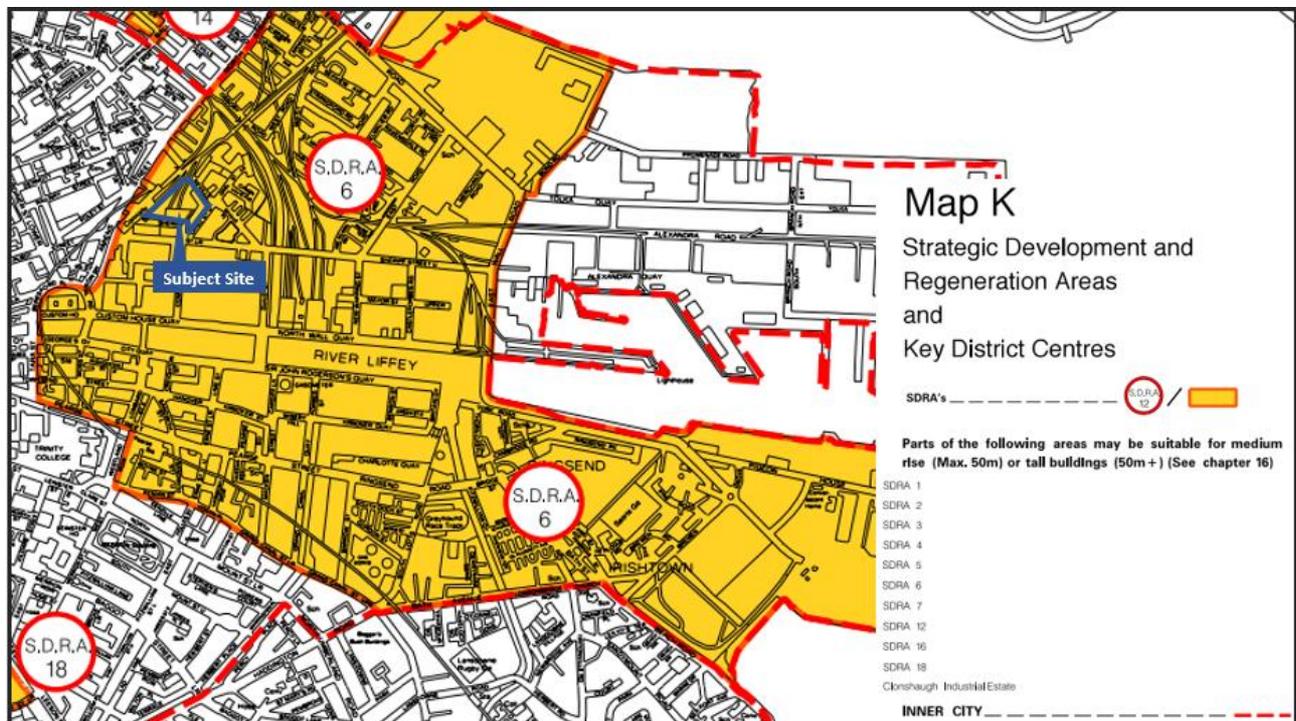


FIGURE 7 SITE LOCATION WITHIN SDRA 6 (EXTRACT FROM MAP K OF DCDP)

6.2 Height, Scale and Design

The proposed development will comprise 8 no. residential blocks (B1, B2, B3, C1, C2, C3, D1 and D2) that range in height from 4 to 23 storeys and have a maximum height of 79.45m above ground level. Most of the taller buildings are to be located along the site's western boundary adjacent to the railway line. Residential blocks B, C and D1 have been staggered with lower buildings along the site frontage at Sheriff Street. The tallest building (C1) is 23-storeys in height and is located centrally so as not to have an overbearing presence along the streetscape and to integrate with the modulated approach to building height throughout the development, creating a peak in the stepped rooflines.

The approach to height and scale for the proposed development has been underpinned by the strategic location of the subject site as a gateway to Dublin City and adjacent to a major railway hub. Connolly Quarter

presents a unique opportunity to facilitate a large scale urban redevelopment delivering much needed housing, close to where people work.

Please refer to the accompanying Response to ABP Opinion submitted under separate cover which addresses this matter in detail. It demonstrates the compliance of the proposal with the City Development Plan in relation to the proposed height of the development and includes an assessment of the scheme against the relevant performance criteria for taller buildings.

As indicated in the attached Response to ABP Opinion, it is considered that the proposed development will be of high quality design, having a lasting positive impact on the new identity of the area. The approach to height and scale will further ensure the sustainable use of this brownfield site and the achievement of more compact urban development.

6.3 Sustainable Residential Areas

6.3.1 Residential Unit Mix

The subject site has the capacity to make a substantial contribution to the provision of new residential stock in an accessible location, well served by public transport and social infrastructure. Redevelopment of the site will also deliver a mix of uses to meet the needs of the wider community and realise local and national planning objectives.

The proposed apartments will consist of 228 no. studio, 256 no. 1-bedroom, 251 no. 2-bedroom and 6 no. 3-bedroom units. This will achieve a mix of 30.8% studio, 34.5% 1-bedroom, 33.9% 2-bedroom and 0.8% 3-bedroom units.

The current unit mix within this SHD application has evolved following extensive consultation with Dublin City Council and is fully endorsed by national planning policies. It is also a direct response to the significant market demand for studio and 1-bedroom apartments in the private rental sector, particularly in this part of Dublin City.

A detailed rationale for the proposed unit mix is contained in the attached Response to ABP Opinion, submitted under separate cover. Furthermore, the *Residential Needs Analysis* prepared in respect of this application (see Appendix 2) provides a demographic profile of the North Dock Area for the period 2006 to 2016 and demonstrates that there is a clear need for predominantly studio and 1-bedroom units.

6.3.2 Density

The proposed development will deliver 741 no. BTR residential apartments at a density of 257 units per hectare (uph). This level of density is considered appropriate for the Z5 Zoning Objective as it will further promote the inner city as a dynamic, attractive place for urban living and working, in a highly accessible location. It is consistent with the purpose of the Z5 zone *“to sustain life within the centre of the city through intensive mixed-use development.”*

The objective to achieve higher densities in appropriate urban locations within Dublin, is articulated in Section 4.5.3.1 of the City Development Plan:

“Higher densities will be promoted in the city centre, within KDCs, SDRAs and within the catchment of high capacity public transport. The density standards set out in this plan will promote the development of high quality, sustainable densities and the consolidation of urban form.”

The location of the site immediately adjacent to a major transport hub including Connolly Railway Station, Busáras and the Red LUAS line, ensures that it benefits from optimal accessibility to high capacity public transport. The subject land is also located within SDRA 6 - Docklands which has been undergoing a

transformation in recent years, emerging as a prime office location and attracting substantial FDI, particularly from Financial Services and Information and Telecommunications Companies. The Docklands area now rivals the central business district of the city, ensuring the subject site is an ideal location for intensive mixed-use development, in accordance with the consolidation and compact growth objectives of DCDP for regeneration and city centre sites.

The current application satisfies the relevant policies of the City Development Plan for Sustainable Residential Areas, detailed in Section 5.5.2, as follows:

- *QH5 - To promote residential development addressing any shortfall in housing provision through active land management and a coordinated planned approach to developing appropriately zoned lands at key locations including regeneration areas, vacant sites and under-utilised sites.*

The current shortfall in housing provision is well documented and successive national planning policies including Rebuilding Ireland (2016) and the National Planning Framework (2018) reflect the Irish Government's commitment to addressing this matter. Against this backdrop, the current SHD proposal includes a substantial quantum of residential units that will deliver much needed housing in a mix of apartments that respond to the needs of the local population and workforce.

A Masterplan Document is submitted under separate cover with this application. It reflects the strategic approach which has been adopted to ensure that redevelopment of this site is undertaken in a coordinated manner. High quality design has been embraced to ensure that this intensive mixed-use development responds to its prominent, gateway setting and urban context. The scheme will deliver a high density residential-led development at a key under-utilised location that is appropriately zoned and has been identified for regeneration under the City Development Plan (SDRA 6).

- *QH6 - To encourage and foster the creation of attractive mixed-use sustainable neighbourhoods which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities, and which are socially mixed in order to achieve a socially inclusive city.*

This SHD application provides for an intensive mixed-use development that will create a sustainable new community by providing a range of unit typologies that will cater to the needs of the local resident population and workforce. The mix of unit types proposed is consistent with the aims of the DCC Housing Strategy, particularly having regard for the continued trend toward smaller household sizes which is reflected in the specific housing needs of the Docklands community where there is sustained and significant demand for predominantly 1-bedroom, and to a lesser extent, 2-bedroom apartments. The inclusion of Part V units within the scheme will further address housing need and ensure a balanced social mix.

The proposed residential scheme reflects a sustainable approach to housing provision whereby current housing demands are met, with the opportunity for studio and 1-bedroom units, in particular, to be adapted/amalgamated in the future to respond to changing market conditions and household needs.

High standards of urban design, quality public realm and amenity spaces will all contribute to the creation of a vibrant and sustainable new urban quarter with a unique identity and sense of place. The provision of community facilities distributed throughout the blocks has been carefully considered and will address the needs of the resident population and workforce, as well as the wider community.

The scheme incorporates a range of resident services and amenities and communal amenity spaces with a total area of 10,253sq.m, designed to create opportunities for social interaction and integration

with the resident population. In addition, public open space is provided at ground level and incorporates a hierarchy of new pedestrianised streets that connect to the centrally located "Connolly Square". The public open space provides full connectivity to Sheriff Street Lower, Commons Street, Oriel Street Upper, Seville Place, and Connolly Station.

- *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.*

The subject site is situated adjacent to major public transport termini and corridors, in a central urban location earmarked for regeneration. These conditions necessitate the delivery of high density development at this site to comply with the consolidation and sustainability objectives of the City Development Plan.

As demonstrated in the accompanying Architects Design Statement and Masterplan documents, the highest standards of architecture have been embraced within the scheme. The design of buildings has been underpinned by core principles of legibility and visual coherence, visual variety and durability with respect to their external appearance. The overall scheme has been designed to respond to the site context and integrate with surrounding development through the provision of quality public realm and open spaces, as well as enhanced connectivity and permeability.

- *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 subject site is recognised within the City Development Plan as having potential for the provision of much needed high-density living space. In its current form, the subject site is significantly under-utilised and so presents a considerable opportunity to achieve a high density mixed-use development in this central and accessible urban location. This former industrial site in a prominent city centre location has enabled a unique design process that embraces innovative solutions to permeability, form, height and open space and will ensure the creation of an integrated, sustainable new community.

- *QH9 - To require that larger schemes which will be developed over a considerable period of time are developed in accordance with an agreed phasing programme to ensure that suitable physical, social and community infrastructure is provided in tandem with the residential development and that substantial infrastructure is available to initial occupiers.*

Please refer to the Construction & Methodology Phasing Management Plan, prepared by O'Connor, Sutton, Cronin Consulting Engineers (OSCS) submitted under separate cover with this application. Shown below in **Figure 8**, the phasing plan indicates the development will be constructed in 6 no. phases. It will take approximately 240 no. weeks based on the planning programme and on market requirements with some phase overlap.

Construction will commence with the basement excavation and associated piling. The basement lies entirely within the area of the SHD application. Following on from the construction of the basement work will commence on the C1, C2 and C3 residential blocks followed, in turn, by the B1, B2 and B3 residential blocks alongside, and above, the realigned railway sidings. The SHD element of the development will be completed with the construction of the smaller D1 and D2 residential blocks.

The phasing plan has been developed to enable a programme of construction that responds to the constraints of this urban infill site, minimise disruption to the local community and ensure that the delivery of services and amenities meets the needs of new residents.

The proposed resident services and amenities and communal support facilities, as well as rooftop gardens will be provided in tandem with the respective residential blocks. The public open spaces will be delivered in tandem with the residential phases of development.



FIGURE 8 INDICATIVE PHASING PLAN

- QH10 - To support the creation of a permeable, connected and well-linked city and discourage gated residential developments as they exclude and divide established communities.

The principles of connectivity, permeability and legibility are fundamental to the design approach for Connolly Quarter. These design principles are articulated in detail in the accompanying Architects Design Statement and Masterplan documents which set out how the scheme has evolved to assimilate with the surrounding urban environment and established resident population, creating a cohesive, integrated and inclusive new community.

- QH11 - To ensure new developments and refurbishments are designed to promote safety and security and avoid anti-social behaviour in accordance with the Safety and Security Design Guidelines contained in Appendix 14.

This SHD application incorporates a series of mixed function blocks which are connected at basement, ground and first floor levels. The proposed mix of uses and high levels of connectivity will maximise opportunities for future occupants and the wider community to access public parks and open spaces and promote safety and security through significant activity and passive surveillance at all hours of the day.

The positioning of the residential blocks (B, C and D) off new internal streets and public spaces will enable penetration of pedestrian flows across the site. The provision of carefully considered access points to the site along with additional connections to public transport hubs from existing active streets such as Talbot Street, Amiens Street, Seville Place and the I.F.S.C will further promote activity and movement that enhance security throughout the site.

The scheme has also been designed to clearly delineate public and private areas and ensure legibility so that there is a clear function and purpose to the buildings and spaces. The public realm will contain appropriate landscaping and boundary treatments, public lighting and robust materials to deter anti-social behavior by avoiding the creation of blank facades, dark or secluded areas and enclosed public areas.

Section 16.4 of the City Development Plan requires:

“All proposals for higher densities must demonstrate how the proposal contributes to place-making and the identity of an area, as well as the provision of community facilities and/or social infrastructure to facilitate the creation of sustainable neighbourhoods.”

The enclosed Response to ABP Opinion and Architects Design Statement submitted under separate cover, provide a detailed outline of how Connolly Quarter will contribute to ‘place-making’ in this prominent Gateway location. In addition, a Social Infrastructure Audit is enclosed with this report at Appendix 1, providing an overview of community facilities within the locality.

In brief, the Connolly Quarter has been designed to embrace the juxtaposition between regeneration of the historic arches and busy transport hub, to form a new landmark city destination with a contemporary urban identity. The design approach has been to provide landmark buildings and a dynamic skyline that is simultaneously sensitive to its surrounds and creates a sense of place. The proposed public realm and public open spaces will promote social interaction and movement through high quality design and a mix of uses that promote activity.

Connectivity is a fundamental theme and underpins the contribution of this site to place-making, given its urban context and location adjacent to a major public transport corridor. The key pedestrian desire paths across the site have been identified and informed the connections and passages through the new quarter. Lowering of the existing site level to that of the surrounding street level will unlock the potential of the site, opening it up to the surrounding street network.

The current SHD application will lead to the creation of a vibrant, attractive and sustainable new community that will ultimately merge with the proposed commercial elements contained in the Masterplan. This proposed development will create an entirely new urban quarter in Dublin which integrates and connects with the surrounding neighbourhoods, becoming a prime destination for residential and commercial city life.

The provision of extensive resident amenities / services and community facilities will further enhance Connolly Quarter as a sustainable development for residents. Further information regarding the full range of resident communal amenities and support facilities are provided in the accompanying Architects Design Statement and Statement of Consistency, submitted under separate cover. In sum, a total area of 10,253sq.m has been provided for resident and communal amenities and services, thoughtfully designed to create opportunities for social interaction and community integration.

In addition, the Connolly 'Highline' will create a unique and interactive semi-private residential amenity which offers the following:

- Pedestrian connectivity between each block at an upper semi private level;
- Secure and semi-private access for occupants of Blocks A, B, C and D (public access from street level is not accommodated); and
- Access to a range of interior and exterior amenity spaces.

6.3.3 Plot Ratio

The subject site is zoned Z5 – City Centre in the Dublin City Development Plan 2016 – 2022. Within this zoning the indicative plot ratio is 2.5 - 3. The Development Plan further states that higher plot ratios may be permitted in certain circumstances such as:

- Adjoining major public transport termini and corridors, where an appropriate mix of residential and commercial uses is proposed; and
- To facilitate comprehensive redevelopment in areas in need of urban renewal.

The plot ratio of the SHD element of Project Connolly is 2.38. This has been determined on the basis of the total floor space of Blocks B (B1, B2 and B3), C (C1, C2 and C3) and D (D1 and D2), being 68,535sq.m and the overall site area of 2.88ha (28,800sq.m). Notwithstanding that future development is planned for the site, this plot ratio is well within acceptable limits.

Future development of the planned commercial office and hotel elements, in line with the Masterplan, will achieve a total floor area of 108,052sq.m (GIA) across the entirety of the site (inclusive of the SHD element), resulting in a plot ratio of 3.75. However, given the Z5 zoning of the subject site, the regeneration objectives for SDR6 lands and the highly accessible location adjacent to Connolly Station, this plot ratio is deemed to be appropriate and endorsed by the City Development Plan.

6.3.4 Site Coverage

As with plot ratio standards, the Development Plan allows for higher site coverage in certain circumstances such as:

- Adjoining major public transport termini and corridors, where an appropriate mix of residential and commercial uses is proposed; and
- To facilitate comprehensive redevelopment in areas in need of urban renewal.

For Z5 sites including Connolly Quarter, the permitted site coverage is 90%. In this instance, the proposed site coverage for the SHD element is 22.8%, based on the total ground floor space of Blocks B (B1, B2 and B3), C (C1, C2 and C3) and D (D1 and D2) being 6,570sq.m and the overall site area of 2.88ha (28,800sq.m).

The inclusion of additional commercial office and hotel elements in the future, will increase the level of site coverage achieved. Whilst the site coverage for this development will ultimately fall below the Development Plan thresholds, the circumstances of this site are such that it's large size and multiple street frontages create a need for enhanced connections and public realm treatment. The importance of providing a significant

quantum and quality of public amenities and open space, further mandate that the appropriate density targets should be achieved by increased height, rather than relying on site coverage as a suitable measure.

6.4 Visual Impact

The accompanying Architects Design Statement submitted under separate cover, provides a detailed description of the architectural design approach which has underpinned the proposed development. It is further noted that a Design Assessment, prepared by Professor Ian Ritchie has also been submitted in support of this application.

A brief synopsis of the architectural approach, having regard for the visual impact of the development, is as follows:

- The proposed mixed-use residential led development at this site is consistent with the location of higher density, taller residential buildings next to railway stations.
- The prominent location of this urban site necessitates an architectural response that enhances the city skyline, whilst being sensitive to its historical setting, ensuring the scheme has the capacity to become a distinct place within the city.
- The height of the proposed scheme presents an opportunity for enhanced visual amenity at a site that is under-utilised and includes the prospect of *views out* of the scheme by residents / workers, as well as *views of* the development from the surrounding streetscape and further afield.
- The scale of the development has been carefully considered, with a focus on the central tall building which will create a 'landmark' or 'urban marker' of the scheme.
- The height of residential blocks including B, C and D1 are stepped in height towards the site boundaries in order to avoid an overbearing presence onto bounding streets and neighbourhoods.
- Block B comprising 3 no. residential buildings are stepped down in height towards the Connolly Station boundary and offer panoramic views towards the west of the city and towards the animated railway station below.
- Facades which face directly towards the city are formed from a rich masonry finish, whilst facades facing onto the new public spaces have a more contemporary and white material finish, being a unique response to a unique place.

6.5 Daylight and Sunlight Analysis

Please refer to the Daylight, Sunlight & Overshadowing Report prepared by IES and submitted under separate cover for a detailed assessment of this matter.

Key conclusions from that report are as follows:

- The sunlight analysis showed that 68% of the amenity areas in the development will receive more than 2 hours of sunlight on March 21st and therefore the proposed development exceeds BRE recommendations.
- Average daylight analysis indicated that 98% of rooms tested within the proposed scheme will achieve projected Average Daylight Factors (ADF) above the recommendations in the BRE Guidelines. The design team consider that they have achieved a balance on window design to achieve optimum daylight factor with no adverse effect on heat loss and energy efficiency.
- Following extensive analysis, it was determined that overshadowing on surrounding properties, arising from the proposed development will be almost identical to that from the previously permitted scheme. Given the city centre location of the site and the objective to create high density development of appropriate scale for such an urban location, shadowing impacts are considered acceptable.
- Vertical sky component analysis was undertaken to ensure the proposed development exceeds the recommendations of the BRE guidelines. The analysis was completed for the existing neighbouring

properties including Oriel Hall, Oriel Street Upper and St Laurence O'Toole Court House Complex. The results show that all the points tested are appropriate for a high-rise development under BRE Guidelines.

6.6 Part V Social Housing

Part V requirements under the Planning and Development Act 2000, as amended, apply to Build to Rent developments. This application is supported by a Part V Proposal setting out the number and location of proposed Part V social housing units within the scheme.

The DHPCLG Housing Circular 36 2015, Section 96 (3) sets out six types of Part V agreement that may be made, including:

- i. Transfer of lands (Section 96(3), paragraph (a));
- ii. Build and transfer of up to 10% of the proposed housing units (Section 96(3), paragraph (b)(i));
- iii. Transfer of housing units on any other land in the functional area of the planning authority (Section 96(3), paragraph (b)(iv));
- iv. Lease of housing units either on the subject site of the application or in any other location within the functional area of the planning authority (Section 96(3), paragraph (b)(iv));
- v. Combination of a transfer of land and one or more of the other options; and
- vi. Combination of options not involving a transfer of the ownership of land (Section 96(3), paragraph (b)(viii)).

Oxley Holdings Limited have engaged with Dublin City Council regarding their Part V obligations. It is their intention to lease these units on a 15-year long-term lease arrangement to Dublin City Council. The rent will be based on the market rent at the time of the agreement. The application is accompanied by a letter of validation from Dublin City Council Housing Department stating that the applicants have fulfilled their obligations in relation to Part V.

7. Conclusion

The design of the proposed development has been informed by an understanding of the site context and the requirement to comply with planning and environmental legislation and policy.

Located at the confluence of rail, DART, LUAS and bus services and at the interface of two employment hubs, comprising Dublin City Centre and the Docklands, the subject site is unlike any other in Ireland. The Connolly Quarter offers a unique opportunity for the city of Dublin and will transform this under-utilised brownfield site into a vibrant new urban quarter.

Given the highly central and accessible nature of the site location, the most sustainable strategy for its redevelopment is to maximise density and height, minimise car parking and ensure ease of movement for public transport passengers, pedestrians and cyclists. Connolly Quarter is thus a high-rise and high-density development incorporating a mix of uses with well-considered open spaces that will add vitality to the local area and provide substantial improvements to the site's permeability and create an attractive public realm.

The overarching objective is to create a new urban neighbourhood that can address the wider regeneration challenges presented at this site. The current proposal achieves this by providing opportunities to enhance permeability and connectivity and through a mix of residential, retail and community uses that will bring life to the site and surrounding street network. The proposed development will be fully integrated with Sheriff Street Lower, Oriel Street and Seville Place, encouraging pedestrian activity through the site, benefitting surrounding residents, future occupants and commuters.

The Connolly Quarter responds to the housing demands of the local community and workforce by incorporating a mix of unit sizes that will address the shortfall in housing supply and meet the identified needs of Dublin City and the Docklands. The proposed scheme also incorporates an extensive range of supporting retail and community functions, to maximise amenity for residents, employees and visitors. This residential led development has been designed to meet and where possible exceed the requirements of the Design Standards for New Apartments Guidelines (2018).

The architectural drawings, considered in conjunction with the Architects Design Statement, Masterplan and Housing Quality Assessment demonstrate the applicant's commitment to delivering a well-designed scheme that will create a vibrant and attractive city neighbourhood for people to live, work and socialise.

The design approach to Connolly Quarter achieves optimum use of a site which has its own inherent constraints. The proposal will contribute to the creation of a dynamic, high-density mixed-use development in this strategic urban regeneration site.

The design and layout of the proposed development will ensure the highest standards of urban design and sustainability are achieved, in a manner that responds to the surrounding residential, transport and commercial uses in this unique urban location. The Connolly Quarter achieves the principles of proper planning and sustainable development.

Appendix 1 Social Infrastructure Audit

The subject site, Connolly Quarter, is located within North Dock C and this Electoral District (ED) formed part of a comprehensive SIA carried out by the Dublin Docklands Development Authority in 2015. The audit was reviewed in 2017 and its key findings are outlined below.

Education / Training

A total of 74 education and training facilities were identified, consisting of pre-school facilities, primary schools, secondary schools and a sizable number of third level, further education and other training facilities.

Schools

While there have been high levels of population growth in recent years, many schools in central areas have experienced a decline in enrolment figures. The Department of Education and Skills (DoES) have confirmed that there is sufficient capacity in primary and secondary schools in the area to accommodate projected growth in the SDZ area.

Training

A significant concentration of training facilities exists in the docklands providing services across the public, private, community and voluntary sectors. High satisfaction levels were reported among users, but many suggested there is a strong need for development in training activities, both in terms of the variability of training courses offered and the quality of its provision.

Childcare

There has been a marginal increase in childcare facilities in the area in recent years, but there is some evidence of available capacity within services, particularly in the north of the study area. Anecdotally, there are indications that employees in large multinational companies may favour a more flexible approach to addressing childcare needs which extends to the use of childminders rather than formal crèche facilities.

Health

There has been a marked increase in public and private health facilities in Dublin Docklands in recent years. 44 facilities were identified during the baseline survey, with notable gains made in the areas of dentistry, opticians, home help services and developed medical centres. However, some gaps in provision in the north of the study area were identified. The Health Service Executive (HSE) has confirmed that they are advancing plans for a new primary care facility at North Strand Medical Centre.

Sports and Recreation

68 sports facilities were identified during the baseline survey which includes a significant number of sports centres, multi-sports facilities, playing pitches, clubs, playgrounds, swimming pools, gyms, water sports activities and a concentration of parks.

Parks / Public Realm

The nature of the SDZ area is such that all areas lie within relative proximity to open spaces along the quays, as well as other waterbodies. The development of Grand Canal Square and the Royal Linear Park have contributed positively to local amenity in recent years, however a number of deficiencies in the quality, character and usability of open spaces were identified frequently in consultations. Dublin City Council are committed to providing 8 new public spaces under the Planning Scheme.

Sports

There has been considerable growth in sports activities in the area in recent years, which is well served by local sports clubs, private gyms, health centres and other leisure facilities. A number of publicly run sports services have and are being upgraded in the area, with high levels of satisfaction reported regarding these facilities. The geographical spread of outdoor playing fields is concentrated in the southeast and very north of the docklands and physical constraints inhibit the delivery of pitches in more central area. The SIA Audit Review 2017 identified a potential need for more flexible indoor sports hall spaces, with the shared use of facilities prioritised. There is an underuse of water-based sports and activities in the area and it is recommended that a strategy be developed to guide development in this area.

Play

The baseline survey identified a significant number of Council and housing authority run playgrounds in the docklands. The majority are well used and of good quality. The specific need for play improvements at Sherriff Street and Pearse Area Recreation Centre were identified. More generally, a wider need to further embed the concept of play into the Docklands environment was also identified.

Community / Social

67 social / community facilities were identified during the baseline survey, comprising a mix of government and local authority offices, statutory welfare services, libraries, Garda and fire stations, youth clubs and public and private community support services.

Community Resources Centres

There is a strong and geographically representative concentration of community and resource centres in the docklands. The scope of services provided at St Andrews, Sean O'Casey, Ringsend and Irishtown and Sean McDermott Street is broad and highly valued, and in particular, their localised approach to identifying and addressing needs, which circumvents the need for formal social services in many instances.

Libraries

There has been a recorded increase in the usage of library facilities in the docklands in recent years. There has been a notable uplift in users of study space, history and heritage archive, as well as exhibitions and conferences. There is also strong evidence of 'new community' use in local libraries, which extends to uptake in Spanish/Latin afternoon sessions for mothers and children and use of English learning resources. The closest library to Project Connolly is Charlemont Library.

Arts and Culture

34 arts and culture facilities were identified during the baseline study, comprising a mix of galleries, art studios, museums, performance and cultural centres. The arts and culture sector in the docklands has progressed positively in recent years owing to the development of a number of high profile facilities including the Bord Gais Theatre and 3 Arena. However, there is a notable shortage of local cultural product which recognises and celebrates the strong and unique history, and in particular, maritime heritage of the area. Some local stakeholders referenced a perceived 'washing away' of local history in the docklands. The audit has identified pockets of individual group activity, but no organised shared agenda for delivery. Other identified gaps include an absence of education and training for arts and culture projects as well as opportunities to showcase and celebrate local work.

While they represent a high percentage of the area's population, young people are a demographic that are not sufficiently catered for in the docklands. The audit found that was an opportunity to develop creative youth arts in the area and in doing so forward improvements in community integration and local mental health agendas.

Faith

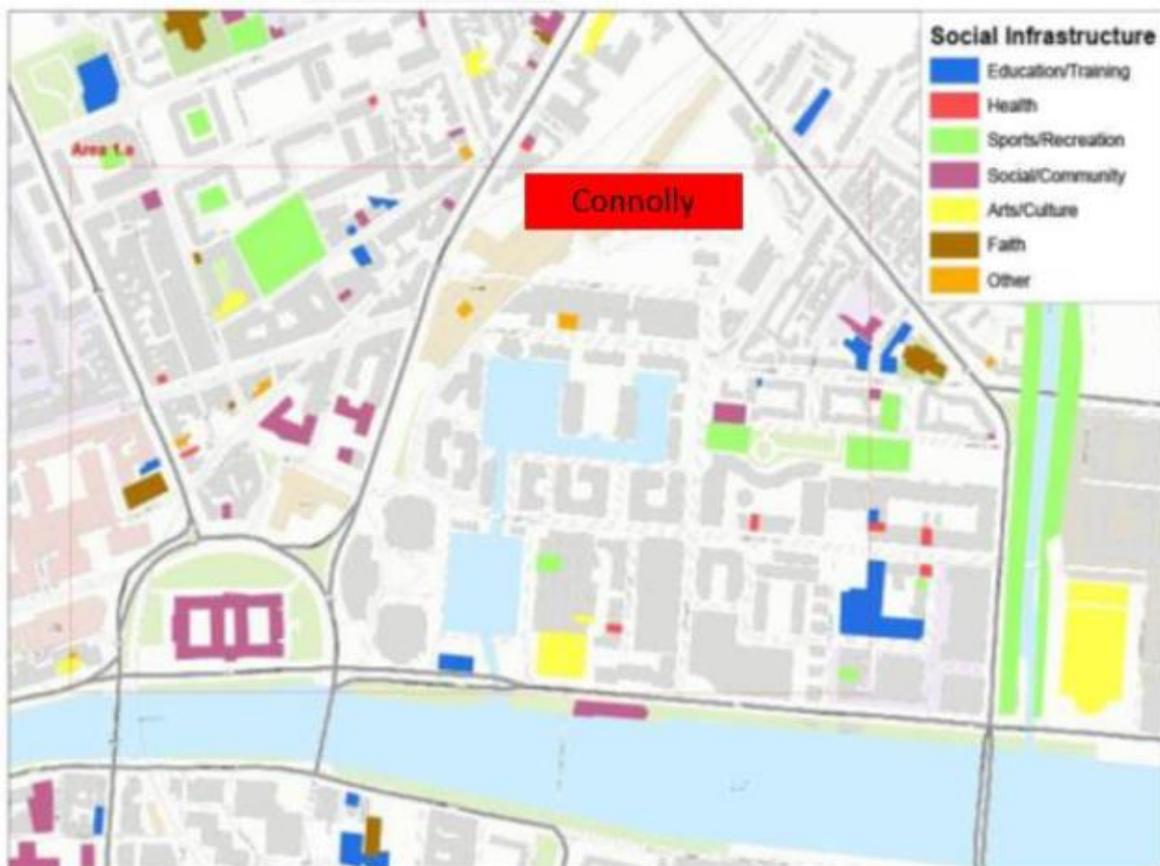
32 faith facilities were identified during the study. The majority of these relate to the catholic religion but it is evident that the range of faith groups present in the area has expanded over the last ten years to include Islam, Sikhism, and Buddhism, among others. All of these facilities appear to be in good condition. There are no reported capacity issues and no specified unmet needs at present.

Other

A total of 29 'other' facilities were identified during the baseline survey consisting of 20 local credit unions and 9 post offices. The loss of post office services has been raised as a concern locally. The nearest post office services to the SDZ area are at Church Road in the north and Upper Erne Street in the south. An additional population of c. 5,800 people should serve to underpin the viability of those remaining in the area.

The Connolly Quarter

The proposed site is situated within that area identified as 1A, see **Figure 1-1** which illustrates the location of a variety of social infrastructure relative to the subject site.



DOCKLANDS AREA 1A

Summary of Existing Social Infrastructure

Education and Training

- Many schools in central areas have experienced a decline in enrolment figures.
- The Department of Education and Skills (DoES) have confirmed that there is sufficient capacity in primary and secondary schools in the area to accommodate the projected growth.
- A significant concentration of training facilities exists in the docklands.
- Childcare - there is evidence of available capacity within services.

Sports and Recreation

- 68 sports facilities were identified during the baseline survey.
- There is a potential need for more flexible indoor sports hall spaces, with the shared use of facilities prioritised. There is an underuse of water-based sports and activities in the area.
- The specific need for play improvements at Sherriff Street and Pearse Area Recreation Centre were identified.

Community Resource Centres

- 67 social / community facilities were identified during the baseline survey.
- There is a strong and geographically representative concentration of community and resource.
- There has been a recorded increase in the usage of library facilities in the docklands in recent years.

Arts and Culture

- The arts and culture sector in the docklands have progressed positively in recent years owing to the development of a number of high-profile facilities including the Bord Gais Theatre and 3 Arena. However, there is a notable shortage of local cultural product which recognises and celebrates the strong and unique history, and in particular, maritime heritage of the area.

Social Infrastructure Conclusion

The area is well served by a range of community and social infrastructure. Project Connolly will augment these facilities and amenities and provide the opportunity to address the wider regeneration challenges facing the area.

In addition to having access to these facilities, the future residents of Connolly Quarter will also have access to a range of onsite leisure and social amenities. Amenities include lounges, leisure suites and games rooms etc. The residential amenity is integral to the Highline walkway and green spaces with direct access from the external Highline link which connects each of the blocks.

Appendix 2 Residential Needs Analysis

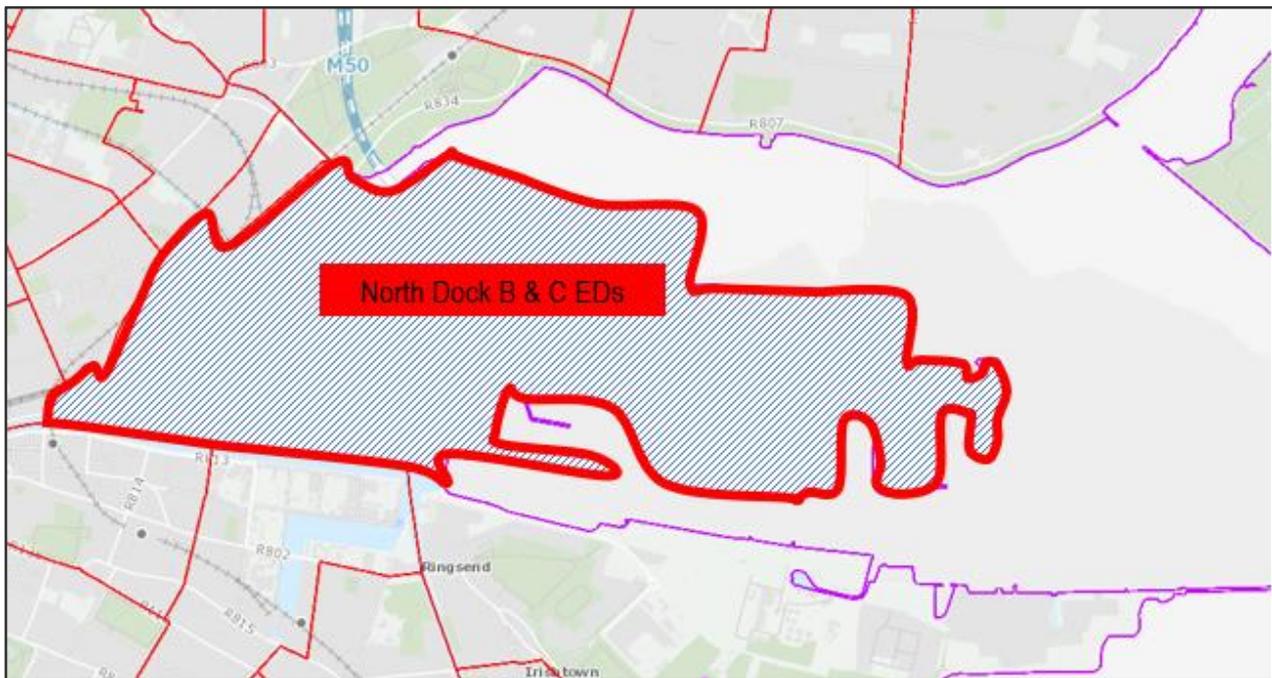
Connolly Quarter sits on the eastern edge of Dublin Docklands. The transformation of Dublin Docklands over the last 35 years from its' traditional port related activity to its current role as being the catalyst for investment by multi nationals in Ireland's financial and IT sector has been central to the State's economic growth.

The regeneration of the area began in the late 1980's with the Irish Financial Services Sector (IFSC). Today, Docklands is a European hub for financial services and fin-tech sectors in Ireland. The regeneration of Docklands continues to expand and consolidate eastwards of the city centre.

The shortage of residential accommodation in Dublin is a risk to the continued success of the Docklands and the economy of the city. It is imperative that employers can continue to attract workers and that there is appropriate housing accommodation to meet their needs. The importance of providing rental accommodation for employees is highlighted in Sustainable Urban Housing: Design Standards for new Apartments (March 2018). The Guidelines recognise that Ireland is dependent on net in-migration to sustain population and employment growth, and states that this trend is projected to continue (page 7, para. 2.10). Project Connolly will be the first development to focus exclusively on meeting the accommodation needs of employees in the Docklands.

Project Connolly is located within the Electoral District (ED) North Dock C and together with North Dock B these two electoral districts constitute the north side of the Docklands area of the city centre, see Figure below.

According to Census 2016, the combined population of these 2 no. ED's is 11,909 an increase of over 50% over a ten-year period, see Table below.



NORTH DOCK B AND C

North Dock B		North Dock C		
	2016	2006	2016	2006
Total Population	7,695	3,690	4,214	4,179
At work	4,865	1,873	2,138	2,122

POPULATION OF NORTH DOCK B & C 2006-2016

The regeneration of the Docklands has been a major contributor to the economic and physical renewal of the City. However, its impact on the physical renewal of this North Docks inner city area in the form of new housing has been limited to date.

North Docks B has experienced by far the largest population increase of the two EDs in the years since Census 2006, from 3,690 to 7,695, or approx.108%. In direct contrast the population in North Dock C remained relatively static with a less than 1% increase or 35 persons over the ten-year period, this is directly related to the absence of residential development in the ED. By comparison in North Dock C, 2,896 people (40% of the 2016 population) live in accommodation built between 2001 and 2010.

A similar picture emerges regarding those at work in the EDs with an almost 160% increase occurring in North Dock B compared to a 0.75% increase in North Dock C.

A review of housing tenure demonstrates that flats/apartments rented from private landlords has increased by 231% between 2006 and 2016. Most of this accommodation was built between 2006 and 2010.

	2006	2011	2016	% change 2006 - 2016
Population	7,869	11,240	11,909	51
20 – 40 age group	4,021	6,512	6,701	67
Workers	3,995	5,966	7,149	86
One-person households	908	1,235	1,194	31.5
2-person households	1,722	3,652	3,720	116
Renting from landlord	1,482	5,058	4,912	231
Renting from Local Authority	1,195	1,628	1,634	37
Renting from voluntary body	445	362	340	-24
Educated to Degree level and higher	1,439	2,928	3,454	140

POPULATION, TENURE & EDUCATION ATTAINMENT TRENDS 2006-2016

An analysis of the population trends, household composition and age profile of the North Docks B and C since Census 2006 demonstrates that there has been a marked increase in single and two-person households, age 20 – 40 years, coinciding with an increase in employment in financial services and technology. This trend is expected to continue as the remaining vacant sites in the Docklands are built upon.

The resident workforce profile demonstrates that the Docklands residents are highly educated, young and are primarily working in technical, professional and managerial careers.

In summary, the Table above provides the following insights into the resident population:

- There is a higher than average number of single people, two-person households in North Dock B and North Dock C;

- The population is young, with a higher than average percentage in the 20 – 40 age group; and,
- There is a lower than average percentage of couples married and there are fewer families with children than average.

	North Dock B	North Dock C	% of Total	National Average %
Total Population	11,909		-	-
Total No. of Families	2,377		-	-
Single persons	5,173	2,889	67	53.5
Married / Civil Partnership	2,039	1,032	26	38
20 – 40 age group	4,397	2,304	56	28
2-person families	928	452	58	7
Couples with children	481	211	29	53
Mothers with children	313	234	23%	15.5
Fathers with children	37	29	3%	2

HOUSEHOLD FORMATION TRENDS

Examination of the Census 2016 figures reveals the uniqueness of the population in the Docklands area when compared with national averages.

Census 2016 provides a breakdown of commuter flows by Electoral District. Analysis of commuter destination points within electoral districts North Dock B and C highlights the following:

- 27,438 workers commute into North Dock B and C each day;
- 12,080 commuters travel to North Dock B; 15,358 commuters travel to North Dock C;
- There are 12,409 commuters from other electoral districts within Dublin City travelling to North Dock B and C; and
- More than 15,000 people travel daily to North Dock B and C from the Greater Dublin Area and the rest of Ireland.

Clearly, it is not sustainable that more than half of the workforce in the Docklands commute from outside Dublin City.

In terms of mode of travel the Census data demonstrates that walking and cycling are the preferred modes of transport. Providing more housing accommodation for workers in Docklands will inevitably result in more sustainable travel patterns and ease the pressure on the transport network in the City Centre.

To conclude, analysis of the Census data for the North Dock area during the period 2006 – 2016 highlights the following key points:

- There has been a marked increase in single and two-person households, age 20 – 40, coinciding with an increase in employment in financial services and technology.
- There were more than four times the number of people renting from private landlords in 2016 compared with 2006.
- More than half of the workforce in the North Docklands commute from outside Dublin every day.

- The Docklands population is in the majority young, single or couples without children, highly educated, living in privately rented apartments and spend less than 30 minutes commuting to work on foot and bicycle.

The success of the Docklands can only continue if the population who choose to live and work there can find suitable accommodation. The foregoing statistics demonstrate clearly that the accommodation most suited to the new Docklands employees and residents is single person and two-person apartments. Project Connolly is designed to meet this ongoing demand for both private and social housing. Without suitable housing accommodation the continued growth of the Docklands and the City's economy is at risk.