Planning Report

In respect of
Spencer Place North, City Block. 2, Spencer Dock, Dublin 1

Prepared by
John Spain Associates

On behalf of
Spencer Place Development Company Limited

April 2018
EXECUTIVE SUMMARY

- This report outlines the planning and development context for the proposed development at Spencer Place North, Block 2, Spencer Dock, Dublin 1.

- The subject site is bound by Sheriff Street Upper to the north, Mayor Street to the south (Block 7 across Mayor Street), New Wapping Street to the east (Block 3 across New Wapping Street), and a vacant brownfield site to the west (also part of Block 2).

- The site is brownfield in nature and accommodates the North Lotts Pumping Station. Part of the site. The site contains a number of small outbuilding which are proposed to be demolished.

- A number of building associated with the North Lotts pumping station exist to the west of the site, outside the red line boundary. The main pumping station building within the proposed application site will be retained and protected during the works.

- A planning application was approved in December 2015 on a portion of the subject site for the construction of a 7 storey over basement residential development with a gross floor area of circa 20,619 sq. metres accommodating 165 no. units and associated public open space, landscaping, site development and ancillary works.

- The proposed development is set out in two separate building envelopes, one to the north and one to the south of the site.

- The northern building envelope will provide for a 7 no. storey residential apartment block to the north, comprising of 211 no. residential units, a communal courtyard, internal communal residential facilities, undercroft level to facilitate car and cycle parking, plant, substation, and storage facilities.

- The southern building envelope will be part 6 no. storeys / part 7 no. storeys in height and will comprise of 114 no. residential units and an aparthotel comprising of 102 no. units (216 no. bed spaces). This block also include the provision of a communal courtyard, internal communal residential facilities, café, reception area associates with the aparthotel, undercroft level to facilitate car and cycle parking, plant, substation, storage and back of house facilities associated with the aparthotel.

- The proposed development also provides for a new east / west pedestrian street with high quality landscaping and public realm throughout the proposed scheme. Revised boundary treatments to all boundaries, screening of the pumping station, SUDs drainage, green roof and all associated site development works necessary to facilitate the development.

- The development will provide for the sustainable development and regeneration of a key strategic brownfield site in close proximity to the city centre and also public transport connections.

- The proposed development has been designed by reference to the relevant provisions of the Dublin City Development Plan 2016-2022. A key objective of the City Development Plan is the further development of high quality housing development in Docklands. A detailed Housing Quality Assessment accompanies the application which assesses the compliance of the scheme with the qualitative and quantitative standards set out in the Dublin City Development Plan.
The key statutory policy document in relation to the subject site is the North Lotts and Grand Canal Dock Planning Scheme 2014. The subject site provides for residential/commercial land use ratio in accordance with the Planning Scheme and revised Joint City Block Rollout Agreement submitted with this application.

The SDZ Scheme set out a coherent development framework solution for the block. As indicated in Figure 1 below, the SDZ Planning Scheme seeks to provide a mix of residential and commercial land uses and layout which relate and respond to the specific site characteristics of the existing residential developments within the City Block. The proposed development accords with the block strategy as set out in planning scheme.

The development has been designed having regard to all relevant national, regional and local planning policy documents and in particular the requirements of the North Lotts and Grand Canal Dock Planning Scheme 2014.

![Fig. 1: Extract from Planning Scheme](image)

- The Planning Scheme acknowledges the key role that Docklands will play in the ongoing regeneration of the City. The scheme in particular encourages the development of residential accommodation and related support services and facilities.

- The proposed development will play a key role in the achievement of the key objectives of the Scheme regarding residential provision. It is an objective of the SDZ Scheme to accommodate high quality living urban environments. It is detailed that attracting people to live in the area is core to the overall aims of successful regeneration.

- The proposed development will provide for 325 no. new residential units and 102 no. apart-hotel units (216 no. bed spaces). The units will be designed to high standards.
and will be in accordance with the residential standards set out in the Dublin City Development Plan 2016-2022 and Sustainable Apartment Guidelines 2018.

- The Planning Scheme identifies 5 hubs within the SDZ area. It is the objective of the SDZ that all of the hubs achieve their own character through a combination of mixed-use, landmark buildings, significant open space and unique public realm.

- The subject site is located very close to the Spencer Dock hub (c.100m) and within walking distance of the Point Village hub (c.300m). As such the development of the site can draw on design and urban frameworks aspects of each hub creating an intermediate linkage between both areas.

- In this regard the Scheme clearly acknowledges the strategic importance of the site and the role that it will play in the ongoing economic and social rejuvenation of the Docklands and the synergies it will create between the stated hubs.

Fig. 2: Location of Hubs within the SDZ Planning Scheme

- The Scheme sets out a development code for each City Block. The subject site is identified as Block 2. The planning application is accompanied by a detailed Compliance Statement which sets out how the development complies with the objectives of the Scheme. The development has been designed to accord with the height provisions and other criteria detailed for Block 2.
The proposed development will regenerate and rejuvenate a significant brownfield site in close proximity to public transport connections. It is evident that the development will deliver all of the core objectives of the Planning Scheme regarding the site. Appropriate uses, an appropriate density, and a suitable intensity of activity will be delivered in tandem with high quality architecture, new urban spaces and streets. The visual appearance of the site and surrounding area will also be significantly enhanced.

The proposed development will bring substantial economic and social benefits to Docklands and the wider City. The Dublin City Development Plan and the North Lotts and Grand Canal Dock Planning Scheme both set out the need to foster the economic success achieved to date in the Docklands and the opportunities to build on this success and facilitate further inward economic investment. There are clear policy objectives to facilitate the development of further residential and commercial accommodation and the site is an appropriate location for these types of activities.

The scheme will provide for the development of 325 no. residential units which will expand the established residential base of the area and enhance the overall vitality of the area particularly after normal office hours. The residential element will help support the range of ancillary retail, commercial and cultural uses also proposed in the wider area. The units will be designed to a high standard and their generous sizes will encourage a varying tenant profile, including families.

The provision of 102 no. aparthotel units will contribute towards providing for hotel accommodation close to the city centre proximate to a transport hub (Luas Stop, Mayor Square) thereby helping to facilitate growth in the business and tourism sectors and resultantly complying with the objectives for the area detailed in the Grand Canal Dock and North Lotts Planning Scheme.

The proposed development will result in the creation of new residential and aparthotel accommodation within a new urban quarter of Docklands. It will secure the development of one of a key regeneration site in the north docklands and create a sustainable, viable and vibrant scheme.

In conclusion, the proposed development is consistent with the objectives of the North Lotts and Grand Canal Dock Planning Scheme and is in accordance with the proper planning and sustainable development objectives of the area.
1.0 INTRODUCTION

1.1 This report, prepared by John Spain Associates, outlines the planning and development context for the proposed development at Spencer Place North, City Block 2, Spencer Dock, Dublin 1.

1.2 The development has been designed having regard to all relevant national, regional and local planning policy documents and in particular the requirements of the North Lotts and Grand Canal Dock Planning Scheme 2014.

1.3 The site location and context, a description of the proposed development and the planning history of the site are also outlined in order to provide a context for the proposed development.

1.4 This planning application is accompanied by a comprehensive range of documents including a series of technical reports and an Architectural and Urban Design Statement (prepared by Henry J Lyons) which are enclosed separately with the planning application and which should be referred to when assessing the proposed scheme. This report should also be read in conjunction with the submitted SDZ Compliance Statement.

1.5 A number of pre-application meetings were held with Dublin City Council, Planning Department. It should also be noted that the design team members also met the relevant Departments of DCC and discussed the emerging proposals throughout the pre-application process.
2.0 SITE LOCATION AND CONTEXT

2.1 The application site forms part of a larger city block identified as Block 2 in the North Lotts and Grand Canal Dock Planning Scheme 2014. The site is strategically located immediately east of the International Financial Services Centre (IFSC), approximately 1km from Dublin City Centre. The Luas line connecting Connolly to the Point runs to the south of the site along Mayor Street. The site is also within a short walking distance of the Docklands Station on Sheriff Street, Connolly Station and Busaras.

2.2 The subject site is bound by Sheriff Street Upper to the north, Mayor Street to the south, New Wapping Street to the east and a development site to the west which also forms part of City Block 2.

2.3 The south of the site is adjoined by a terrace of 6 no. 2 no. storey residential units fronting onto Mayor Street Upper. These existing residential dwellings are outside the application site and are not subject to development as part of this application. The existing southern boundary wall is proposed to be retained, with new landscaping works improving the relationship between the development site and the existing residential dwellings. The design proposed development has been informed by the presence of these residential dwellings.

2.4 To the west, City Block 1 has been developed for mixed use residential and commercial development accommodating high density apartment blocks. Block 1 is laid out in 2 individual envelopes, one to the north and one to the south.

2.5 To the east, a terrace of 2 no. storey to 3 no. red brick houses are located which face the subject site. Planning permission was recently granted to the eastern part of City Block 3 for a predominantly residential scheme comprising of 360 no. units, crèche, café and public park. This development is to be laid out in two building envelopes to the north and a terrace of townhouses and two apartment blocks to the south.

2.6 To the south of Mayor Street, City Block 7 accommodates three protected structures to the south of the block along the Liffey Quays. The three protected structures are the North Wall Road Station – 73 North Wall Quay (RPS 5840), the Woolstore (RPS 5837) and the former North Western Hotel. Central Square Park is located to the north western quadrant of Block 7. The remainder of City Block 7 is to be developed for a mix of residential and commercial use and has been subject to recent planning permission.

2.7 To the north, on the corner of Sheriff Street Upper and East Road is an apartment block ranging in height from 4 no. storeys to 12 no. storeys accommodating 62 no. residential units and a retail unit to the ground floor. To the west along Sheriff Street Upper, this adjoins a 7 no. storey building and a 7 no. storey Saudi Arabian Cultural Bureau both due west on Sheriff Street. Further to the east and north on Sheriff Street are CIE lands, accessed from Abercorn Street.

2.8 Block 6 is located to the south west of subject Block 2. Block 6 accommodates the Convention Centre to the Liffey Quays and the 9 no. storey PWC building.

2.9 The extended IFSC is located further to the west and accommodates a significant quantity of mixed use contemporary development including office, hotel, residential, retail and a third level education institute.
Site Description

2.10 The subject site comprises of brownfield lands and the North Lotts Pumping Station. The pumping station will be retained and protected as part of the works. The proposed site and building layout has also been informed by the presence of the pumping station.

2.11 The subject site comprises of Block 2B and 2D as set out in the SDZ Planning Scheme.

2.12 A planning application was approved in December 2015 on the northern portion of the subject site for the construction of a 7 storey over basement residential development with a gross floor area of circa 20,619 sq. metres accommodating 165 no. units and associated car parking, public open space, landscaping and site development works. This is further detailed in the planning history section.

2.13 The western part of Block 2 which is outside the application boundary comprises of lands owned by CIE.

2.14 Figure 3, 4 and 5 are Aerial and Bird’s Eye Views of the site. Photographs 1 to 6 depict the site and development and ongoing development in the immediate vicinity.

Figure 3: Aerial view of the subject site with the approximate site area outlined in red
Figures 4 & 5: Bird's eye views of City Block 2 with approximate site area outlined in red

Photo 1: View along New Wapping Street (site to LHS)

Photo 2: View of existing residential dwellings on New Wapping Street

Photo 3: View of existing residential dwellings to the front of site along Mayor Street Upper

Photo 4: View of subject site along Mayor Street Upper (further west)
Photo 6: View of site from Sherriff Street Upper

Photo 6: View of Sherriff Street Upper heading Eastbound (site to RHS)
3.0 PROPOSED DEVELOPMENT

3.1 The proposed development comprises of the following:

- Construction of 325 no. residential units and aparthotel in 2 no. blocks;
- Block 1 to the north of the site will be 7 no. storeys in height (max 31.5 m) and will comprise of 211 no. units in total (73 no. 1 bed and 138 no. 2 bed) all with associated private terraces / balconies to all elevations;
- Block 1 will also include the provision of a communal open space courtyard, reception / concierge, back of house area and internal communal space associated with the residential development at ground floor level, and communal amenity space at 6th floor level;
- Block 2 to the south of the site will be part 6 no. (28.050 m) / part 7 no. storeys (31.5 m) and will comprise of 114 no. units in total (47 no. 1 beds and 67 no. 2 bed units) all with associated private terraces / balconies to all elevations and an aparthotel to the western portion of the block comprising of 102 no. units (216 no. bed spaces);
- Block 2 will also include provision of reception area associated with the aparthotel, café, internal residential communal space and communal open space courtyard at ground floor level, and a communal residential area at 5th floor level;
- Provision of 2 no. undercroft levels of car parking and cycle parking to serve each block to facilitate a total of 77 no. car parking spaces and 462 no. bicycle parking spaces in addition to plant, refuse areas, back of house area to serve the aparthotel and storage facilities and 2 no. new vehicular access points onto New Wapping Street;
- Provision of new north / south vehicular and pedestrian street including new road way, pedestrian footpath, on street car parking with access from Mayor Street Upper and access / egress from Sheriff Street Upper;
- Provision of a new landscaped pedestrian street running in an east / west direction thorough the site;
- Provision of 2 no. substations fronting New Wapping Street to serve each building and 1 no. substation to serve the aparthotel on the new internal north/ south street to the west of the site;
- Provision of plant at roof level on the aparthotel element of Block 2;
- Pedestrian connection from internal courtyard of Block 2 to Mayor Street Upper along the western boundary of the existing residential units;
- Screening and appropriate landscaping of existing North Lotts Pumping Station;
- Landscaping plan including new pedestrian and disabled access from New Wapping Street to the proposed new landscaped east / west pedestrian street; pedestrian access and maintenance vehicular access from the proposed new north / south street to the landscaped east / west pedestrian street, provision of public artwork, revised boundary treatment to all boundaries; provision of informal children's play areas and seating areas throughout the site, provision of surface level bicycle stands, and defensible landscaped strip at ground floor level on all boundaries;
- Improvements to the public realm including tree planting, and the provision of new footpath areas along all site boundaries;
- The development also includes, SUDs drainage, the provision of a green roof on both blocks and all associated site development works necessary to facilitate the development.

3.2 The proposed development will provide for much needed residential accommodation within a highly accessible location adjacent to the city centre. The proposed development will provide for high quality public realm improvement and much needed communal residential recreational spaces. The development also includes the provision of a new east / west pedestrianised street which will provide for informal
recreational spaces and a café unit to benefit the wider community. In addition, the communal spaces provided will be available to the wider community on request.

3.3 A mix of 1 no. bedroom (120 no.) and 2 no. bedroom (205 no.) apartments will be provided as part of both northern and southern building envelopes. The proposed unit mix will reflect the nature of the surrounding demographics and demand for these types of units. The unit mix is also reflective of the recently updated Sustainable Urban Housing, Design Standards for new Apartments, Guidelines for Planning Authorities 2018 which enables a greater proportion of 1 bed units in line with the emerging trends for household sizes.

3.4 The residential units have been designed to accord with the Dublin City Development Plan standards and the guidelines set out in Sustainable Urban Housing, Design Standards for new Apartments and Guidelines for Planning Authorities in terms of unit mix, size, private open space, room sizes etc.

3.5 The proposed residential units will provide for a range of ancillary facilities such as communal open space, internal communal spaces capable of facilitating a range of activities such as gym, cinema rooms, meeting rooms, function rooms etc. It should be noted that the communal internal room located in Block 2 will be available for the wider community on a rental basis if required.

3.6 An aparthotel providing 102 no. units comprising of a mix of studio (39 no.), 1 no. bed (57 no.) and (6 no.) 2 no. bed units is located in Block 2 in south western most part of the other building.

3.7 A key challenge in Dublin at present as detailed in the City Development Plan (Chapter 6 - Economy and Enterprise) is the generation of a steady flow of additional hotel accommodation to help facilitate competitiveness and continue the growth in the business and tourism sectors.

3.8 The provision of an aparthotel 1km from the city centre, within walking distance of transport hubs and a host of business destinations is considered to assist with the provision of hotel accommodation thereby assisting with the growth of business and tourism sectors.

3.9 Appendix 16 of the City Development plan sets out the criteria for the design of aparthotel units. It stipulates the provision of a broad unit mix, provision of a reception area, administration and housekeeping facilities and prohibits units being used for the purposes of student accommodation.

3.10 The aparthotel provides for a range of unit types and sizes capable of facilitating individual and family occupants and comprises of a dedicated reception and administration area, laundry and refuse facilities in addition to being physically linked to a café fronting Mayor Street, all of which will serve both the aparthotel occupants and the wider community.

3.11 The proposed development also includes a range ancillary items such as landscaping and engineering works which are detailed within this section of the report.
Concept and Design

3.12 The proposal seeks to enhance the urban quality of the docklands, by providing for a high quality residential and aparthotel development on the eastern portion of City Block 2. The development has been designed having regard to its exiting context and setting of the area. The architecture throughout is contemporary and of high quality with the objective of creating a coherent and high quality urban environment.

3.13 Block 1 and Block 2 to the north and south of City Block 2 have been designed to provide animation along the existing and proposed streets. Careful consideration has been given to the frontage along principle streets including Sherriff Street to the north, New Wapping Street to the east and Mayor Street to the south.

3.14 The building heights along the key elevations fronting the surrounding streets have been designed to ensure variety and interest to the streetscape. The heights of the blocks slightly increase and decrease to create visual interest along the street front. The proposed variation in height enables movement and animation onto the street frontages.

3.15 Both blocks will align with the existing street levels along all boundaries. Own door units are provided along all street boundaries at ground floor level. The own door units provide for animations and activity along street level, increasing the vitality of the street.

3.16 The south and western parts of the Block 2 address Mayor Street. A café unit is proposed at ground floor level to this frontage, thus helping to animate this part of the streetscape providing a visual interest and activity at street level.

3.17 Careful consideration has been had to the relationship of the proposed Block 2 with the existing 6 no. residential units. The proposed Block 2 will reduce in height along the western boundary from 7 no. storeys to 5 no. storeys. It is noted that the Planning Scheme refers to a height of 3 no. storeys along this boundary, however, given the scale and massing of the overall development and the transition between the 12 no. storey building to the west of the proposed block, it is considered that a transition in height from 12 no. storeys to 7 no. storeys to 5 no. storeys and then finally to 2 no. storeys existing is a more appropriate building form, scale and massing to enable a coherent overall block plan while at the same time respecting the existing residential units.

3.18 Henry J Lyons design statement refers to the rational and justification of the proposed height at this location. The design statement states:

"To the east rather than constructing directly up against the existing terrace of 2 no. storey dwellings with a three storey element as described within the SDZ we intend to separate our building from the terrace. This then allows us to create a 5 storey residential element that gives spaces to the existing terrace while also bridging the difference in scale between them and the 7 no. storey element on the corner"

3.19 The CGI images prepared by Visual Lab demonstrate that the proposed transition is in keeping with the overall development of the area and does not present any significant overlooking or overbearing impacts on the existing houses.

3.20 The southern boundary of Block 2 with the existing residential units is 6 no. storeys. As previously discussed the height of this has been informed by the overall scale and
massing of the area and it is submitted that the proposed 6 no. storeys is more appropriate at this location given the wider context of development. The southern elevation is also set back 15m from the houses to provide for adequate separation distances.

3.21 It should also be noted that the design of this elevation has been considered in terms of overlooking and overshadowing. The proposed southern elevation with the existing houses will not provide for any window openings that would result in direct overlooking of the existing residential units. In addition, the proposed block is located to the north of the existing residential units which will not result in any overshadowing impacts.

3.22 In order to create visual interest on this elevation, while at the same time reducing the overlooking, a variety of materials have been proposed to enhance the overall quality and reduce the impact of a blank elevation along this boundary.

3.23 The relationship at ground level between the existing houses and the proposed development has been detailed in the landscape report prepared by John Montgomery and Partners.

Materials and Finishes

3.24 The proposed development will provide for a robust pallet of materials comprising of 2 no. facing bricks and a metal mesh panel as the primary wall materials. A buff brick has been chosen for the external facades, which face onto the surrounding streets. A light grey brick will be used for the interior facades to create a contrasting calmer space to the courtyards. A light grey brick will also be used for the aparthotel building to separate from the residential elements of the scheme.

3.25 Metal mesh panels and metal balconies are proposed as a complementary material to the brick and is a reference to the historic industrial character of the area.

New Streets

3.26 The proposed development will contribute to delivering a new north south street (New Street) connecting Sherriff Street to Mayor Street and will provide an east west connection from New Wapping Street to New Street. These new routes will connect into the remaining portions of Block 2 as they emerge for development, further enhancing permeability, connectivity and visual interest in the Block and to the wider surrounding area.

3.27 These routes will be landscaped to a high quality and will provide for areas of passive recreation for future residents.

Landscaping

3.28 A detailed landscape plan and strategy prepared by John Montgomery and Partners and is submitted with the application. The streetscape has been designed to ensure maximum integration with the surrounding context and existing public realm. Coordination between tree planting, utilities, light columns and street furniture has been considered throughout the design proposal.

3.29 The courtyards spaces have been designed to be intimate, encourage social integration, mitigate against shade and planned to capture as much sunlight as possible. The spaces are designed to be viewed from above as well as at eye level.
These areas will include informal children’s play spaces, informal seating areas, planting and both paved and grassed areas. The communal spaces are flexible spaces, and designed to be elegant with a degree of simplicity.

3.30 The east west pedestrian street is a transitional space which is inviting for pedestrians passing through or accessing apartments. Provision is also made to screen the pumping station to the north of the street as well as provide maintenance vehicle access. Small pods of tree planting with integrated seating have also been provided whilst the 2m level difference has been addressed through the use of a disabled access ramp and steps.

3.31 The proposed landscaping plan also includes upgrading and enhancement of the existing public realm providing for high quality footpaths and new roadways within the development. The proposed development also includes the provision of a landscaped defensible space at ground floor level on all elevations to protect the privacy of the ground floor residential units and to provide for a quality landscaped streetscape along all elevations.

3.32 Full details of the landscaping proposal is submitted with this application.

Parking and Bicycle Parking

3.33 The proposed development provides for 2 no. undercroft levels to facilitate bicycle and car parking in addition to plant, storage, back of house areas, and refuse.

3.34 The proposed development provides for a combined total of 77 no. car parking spaces in the 2 no. undercroft levels. This includes the provision of Go Car spaces and disabled spaces.

3.35 The proposed development also provides for a combined total of 462 no. bicycle parking spaces within the 2 no. undercroft levels to serve both the residential and apartotel.

3.36 Provision is also made for motorbike car parking spaces.

Site Services

3.37 Site services in connection with the proposed development are set out in the Engineering Services Report prepared by CS Consulting submitted with the application.

Sustainability Statement

3.38 This application is accompanied by a Sustainability/BER Statement prepared by Axis Engineering, which sets out all the aspects of sustainable design which can be incorporated into the design of the proposed development.

Waste Management

3.39 A detailed waste management plan prepared by CS Consulting is submitted with the application.

3.40 The report outlines the principles of how the waste generated during the construction phase and operations phase will be managed and disposed of in a way that ensures the provision of the Waste Management Acts 1996-2013 and associated Regulations
and the Waste Management Plan for the Dublin Region 2005-2010 are complied with. It will also ensure that optimum levels of waste reduction, re-use and recycling are achieved.

**Quantitative Standards**

3.41 The application is accompanied by a Housing Quality Assessment which fully assesses the proposed development in the context of all relevant standards.

3.42 The proposed development meet or exceed the relevant standards for apartments as set out in the Apartment Guidelines 2018.

**Daylight / Sunlight**

3.43 A detailed daylight / sunlight analysis prepared by ARC Consulting is submitted as part of this application. The daylight / sunlight reports assess the impact of the proposed development on the surrounding properties, communal residential amenity areas and the internal conditions of the proposed apartments.

3.44 The report concludes that the proposed development will not significantly impact on the surrounding residential properties. The proposed communal open space to the south of the site will receive high levels of sunlight on March 21st and all of the tested units meet or exceed the BRE Guidelines for internal daylight standards.

3.45 Full details of the daylight / sunlight analysis are set out in the ARC report submitted as part of this application.

**Visual Impact**

3.46 A Landscape and Visual Impact Assessment has been prepared by ARC Consulting to assess the visual impact of the development in the surrounding area. The LVIA is based on the CGI images prepared by Visual Lab from a number of key locations within the Docklands Area.

3.47 The LVIA concludes:

"Given the change in the historic context, the extent of major redevelopment and construction of large scale and tall buildings that has taken place in the Dublin Docklands area and the extent of change now proposed under the North Lotts and Grand Canal dock SDZ Planning Scheme, it is considered that the site has a high capacity to absorb change. Where visible, the proposed development will be viewed in the context of major redevelopment of the Dublin Docklands Area that has already taken place. Development envisaged under the North Lotts and Grand Canal Dock SDZ Planning Scheme and under construction on neighbouring City Blocks will further reduce the already limited visibility of the development rom a number of locations, including from area along the North South campshires and from the Rover Corridor. Under a worst case scenario, the visual impact of the proposed development on the built environment is predicted to be consistent with emerging trends for development or moderate in extent".
4.0 PLANNING HISTORY

4.1 The application site has been subject to a number of planning applications in relation to the development of City Block 2. There is one planning application of relevance as detailed below.

Application Reference DSDZ3367/15

4.2 On 4th of December 2015, Dublin City Council granted planning permission for a development comprising the following:

"David Hughes and Luke Charleton of Ernst & Young Joint Receivers acting for Spencer Dock Development Company Ltd. (in Receivership and Liquidation) and Querida Environmental Ltd. (in Receivership), intend to apply for permission for development at a Site of 0.75 hectares located at the junction of, Sheriff Street Upper, and New Wapping Street, Spencer Dock, Dublin 1. The site is bound to the north by Sheriff Street Upper, to the east by New Wapping Street and to the south and west by undeveloped land. The development consists of the following: - The construction of a 7 storey over basement residential development with a gross floor area of circa 20,619 sq. metres accommodating 165 no. units comprising of 23 no. 1 bed units, 117 no. 2 bed units and 25 no. 3 bed units. - Balconies are provided on the south, east and west elevations. Garden areas are provided at ground floor level on the western elevations. Penthouse terraces are provided at 7th floor, with accessible roof terraces. A green privacy screen is provided on the north elevation on ground and upper floors. - The development provides a total of 90 no. car parking spaces, comprising of 78 no. at basement level and 12 no. at ground floor level, and a total of 186 no. bicycle parking spaces, comprising of 74 no. spaces at basement level and 112 no. at ground floor level, including 20 no. visitor spaces. Access to the basement is from New Wapping Street. - The development includes the construction of two new internal routes including a north south route connecting to Sheriff Street Upper to north and an east west street connecting New Wapping Street to the west. - All hard and soft landscaping works including new internal courtyard area. Public realm upgrade works along Sheriff Street Upper and New Wapping Street. - The existing pumping station on the site will be incorporated into the development and located along the southern elevation. - Development to include all site development and ancillary works. The application relates to a proposed development within a strategic development zone planning scheme area."

4.3 This permission was not implemented but established the appropriate building scale and massing for the subject site.
5.0 NATIONAL AND REGIONAL PLANNING POLICY CONTEXT

5.1 This section of the planning report provides an account of the relevant planning policy documents at a National and Regional level and includes reference to the following:

- National Planning Framework;
- Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2018;
- Guidelines for Planning Authorities on 'The Planning System and Flood Risk Management (November 2009);
- Smarter Travel – A Sustainable Transport Future;
- Greater Dublin Area Transport Strategy 2011-2030 - 2030 vision;
- Birds and Habitats Directive - Appropriate Assessment;
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2008);
- Delivering Homes, Sustaining Communities, Guidance;

5.2 Each of these documents is discussed individually below.

National Planning Framework

5.3 The National Planning Framework (Ireland 2040 – Our Plan) was published on the 16th February 2018. The plan will guide national, regional and local planning opportunities throughout Ireland together in conjunction with investment decisions until 2040.

5.4 Compact Smart Growth is a key goal of the NPF. The NPF advocates compact development and focuses maximising existing uses onsite and maximising potential with respect to connections to transport links. With respect to Compact Smart Growth, the NPF states the following

"Compact, Smart Growth: Carefully managing the sustainable growth of compact cities and towns adds value and should create more attractive places for people to live and work in. All out cities and many rural towns contain large and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development is a top priority".

5.5 National Policy objective 11 states that:

"In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth”.

5.6 With respect to residential development, the NPF states that
“There will be a major new policy emphasis on renewing and developing existing built-up areas rather than continual expansion and sprawl of cities and towns out into the countryside”.

“The location of new housing provision is to be prioritised in existing settlements as a means to maximising access, a better quality of life for people through accessing services, ensuring a more efficient use of land and allowing for greater integration with existing infrastructure”

5.7 The subject application seeks to maximise the residential potential of the site providing 325 no. units, all as part of the overall urban renewal of Block 2 and the wider surrounding area.

5.8 National Policy Objective 13 states:

“In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria enabling alternative solutions that seek to achieve well-designed high quality and safe outcomes in order to achieve targeted growth and that protect the environment”.

5.9 The subject application provides for a limited amount of car parking c. 77 no. spaces to serve the entire development in accordance with the National Planning Framework and Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2018 which enables reduced car parking standards in urban locations well served by existing public transport services.

5.10 The subject site is located along the Luas line and a short distance from Connelly Station and intercounty trainline services. Therefore it is considered that reduced car parking standards are appropriate in this instance.

Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2018;

5.11 The Sustainable Urban Housing Design Standards for New Apartment 2018 were published in March 2018. The guidelines amend the 2015 apartment guidelines to provide for updated guidance on apartment developments in response to the National Planning Framework and Rebuilding Ireland Guidance.

5.12 The guidelines specify planning policy requirements for:

- Internal space standards for different types of apartments, including studio apartments;
- Dual aspect ratios;
- Floor to ceiling height;
- Apartment to stair/lift core ratios;
- Storage spaces;
- Amenity spaces including balconies / patios;
- Room dimensions for certain rooms.

5.13 The revised guidelines direct a significant focus towards achieving a greater density in suitable locations such as ‘Central and/or Accessible Urban Locations’ and ‘Intermediate Urban Locations’. The draft guidelines discuss ‘making provision for more residential development to take place on infill and brownfield sites and as refurbishment of existing buildings, to increase urban residential densities’.
5.14 By virtue of its location, approximately 1km from the city centre (O'Connell Street) and adjacent to the Luas line, it is considered that the subject site is a 'Central' location. It is noted that such locations are 'generally suitable for small to large scale (will vary subject to location) and higher density development'.

5.15 The site is also located close to a number of Dublin Bus stops which provide frequent bus services into the city centre and surrounding areas, hence this affirms the site's ability to provide for higher levels of density.

5.16 The appropriate density for 'Central and/or Accessible Urban Locations' is considered to be site specific dependant on its location in respect of the city centre and/or transport hubs. The proposed density would be 258 dwellings per hectare, thereby maximising the residual potential of the site, thus providing an efficient use of land.

5.17 The proposed development has been designed in accordance with the apartment guidelines as detailed in the enclosed Housing Quality Assessment.

Guidelines for Planning Authorities on 'The Planning System and Flood Risk Management (November 2009)'

5.18 The Planning System and Flood Risk Management Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended). In order to comply with these Guidelines a Flood Risk Assessment has been prepared by CS Consulting Engineers which accompanies this planning application.

5.19 The purpose of the Guidelines is to introduce 'comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process.' The document goes on to state that:

"Planning authorities will ensure that only developments consistent with the overall policy and technical approaches of these Guidelines will be approved and permission will be refused where flood issues have not been, or cannot be, addressed successfully and where the presence of unacceptable residual flood risks to the development, its occupants or users and adjoining property remains."

5.20 The Guidelines outline two Justification Test processes by which development proposals considered to be in areas of moderate or high flood risk should be assessed by planning authorities. The Plan-Making Justification Test should be applied by a planning authority at the plan preparation and adoption stage where it is intended to zone or otherwise designate land for development which is at moderate or high risk of flooding. The Development Management Justification Test is applied when the planning authority is considering a planning application for development in an area which may be vulnerable to flooding. The Plan Making Justification Test was carried out during the preparation of the Planning Scheme for the North Lotts and Grand Canal Dock. The Flood Risk Assessment prepared by CS Consulting sets out the development management justification test.

5.21 The Guidelines identify three geographical areas known as 'Flood Zones' within which the likelihood of flooding is in a particular range. These zones are seen as a key tool in flood risk assessment and management. The three types or levels of flood zones are defined as follows:
- **Flood Zone A** – where the probability of flooding from rivers and the sea is highest (greater than 1% or 1 in 100 for river flooding or 0.5% or 1 in 200 for coastal flooding);
- **Flood Zone B** – where the probability of flooding from rivers and the sea is moderate (between 0.1% or 1 in 1000 and 1% or 1 in 100 for river flooding and between 0.1% or 1 in 1000 year and 0.5% or 1 in 200 for coastal flooding); and  
- **Flood Zone C** – where the probability of flooding from rivers and the sea is low (less than 0.1% or 1 in 1000 for both river and coastal flooding). Flood Zone C covers all areas of the plan which are not in zones A or B.

5.22 The area is located with a coastal flooding area with an indicative AEP of 1 in 200 year flood event. It should however be noted that the SDZ Planning Scheme (Appendix 1) has confirmed that the development of lands within the SDZ area satisfies the justification test as set out in the Planning System & Flood Risk Management Guidelines for Planning Authorities, November 2009. In addition, the scheme incorporates appropriate site specific flood mitigation measures. Please see enclosed Flood Risk Assessment undertaken by CS Consulting Engineers for further detail.

**Smarter Travel – A Sustainable Transport Future**

5.23 The Government has committed in ‘Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020’ to reducing the total share of car commuting from 65% to 45%, a rise in non-car trips by 55% and that the total vehicle miles travelled by the car fleet will not increase. The key targets are as follows:

- Future population employment growths will predominantly take place in sustainable compact forms which reduces the need to travel for employment and services;
- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work;
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels;
- A reduction will be achieved on the 2005 figure for Greenhouse gas emissions from the transport sector.

5.24 Key to the achievement of these targets is better alignment between land-use and transport to minimise travel demand. The subject site is located within a few minutes’ walk of the Luas on Mayor Street and is also in very close proximity to Connolly Station and therefore is consistent with the Government objective of integrating land use and public transport. The overall development will incorporate approximately 462 no. bicycle spaces and associated ancillary facilities which will help promote more sustainable alternatives to travelling to work.

5.25 It is noted that the development provides for 77 no car parking spaces to serve the entire development. It is envisaged that residents will avail of sustainable transport due to the site location in addition to car sharing facilities such as GoCar which will be made available. Such a provision is in line with trends in other major European cities where off street parking is restricted in order to reduce the use of the private car. A further assessment and justification of the proposed parking arrangements is provided in the enclosed report by CS Consulting Engineers.
Greater Dublin Area Transport Strategy 2011-2030

5.26 This strategy has been prepared by the National Transport Authority. The Vision of this strategy is for Dublin to be a competitive, sustainable city-region with a good quality of life for all by 2030. The Strategy includes five overarching objectives to achieve the vision which are as follows:

- Build and strengthen communities.
- Improve economic competitiveness.
- Improve the built environment.
- Respect and sustain the natural environment.
- Reduce personal stress.

5.27 The Strategy sets out measures to achieve the vision and objectives for the GDA. These include better integration of land use planning and transportation, consolidating growth in identified centres, providing more intensive development in designated town and district centres and control parking supply.

5.28 The proposed development which provides for a rejuvenation of a strategically located brownfield site adjacent to good quality public transport is entirely consistent with the vision and objectives of the Transport Strategy for the GDA. Furthermore, parking within the development has been limited in order to promote use of more sustainable forms of transport.

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2008)

5.29 The subject lands would be considered to be a City Centre location in the context of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). It is acknowledged in these Guidelines that:

"the increase of population within the city or town centres with their range of employment, recreation, educational, commercial and retail uses can help to curtail travel demand; therefore these locations have the greatest potential for the creation of sustainable patterns of development. Increasing populations in these locations can assist in regeneration, make more intensive use of existing infrastructure, support local services and employment, encourage affordable housing provision and sustain alternative modes of travel such as walking, cycling and public transport"

5.30 The proposed development accommodates 325 new residential units all designed to a high standard. The 325 new residential units are fully in accordance with the quantitative and qualitative standards set out in the Development Management standards of the Dublin City Council Development Plan and the guidance set out in the Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2018. A Housing Quality Assessment is submitted with the application.

5.31 The Guidelines also provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines are accompanied by a Design Manual which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.
Delivering Homes, Sustaining Communities (2008)

5.32 The Department's policy statement Delivering Homes, Sustaining Communities, Guidance provides the overarching policy framework for an integrated approach to housing and planning. The statement notes that demographic factors will continue to underpin strong demand for housing, which in turn will present considerable challenges for the physical planning of new housing and the provision of associated services. The quality of the housing environment is stated as being central to creating a sustainable community.

5.33 The Delivering Homes, Sustaining Communities policy statement is accompanied by Best Practice Guidelines entitled 'Quality Housing for Sustainable Communities'. The purpose of these Guidelines is to promote high standards in the design and construction and in the provision of residential and services in new housing schemes.

5.34 Full cognisance of these guidelines has been had in the design of the residential component of the development.

Regional Planning Guidelines for the Greater Dublin Area (2010 - 2022)

5.35 The Regional Planning Guidelines set out the planned direction for growth within the Greater Dublin Area up to 2022 by giving effect to national planning policy under the National Spatial Strategy (NSS) at regional level.

5.36 The subject lands are located in the Metropolitan Area of the GDA. The Dublin Metropolitan Area is targeted for increased development, particularly those lands that are readily acceptable by public transport and roads infrastructure. The Guidelines state that:

"development within the existing urban footprint of the Metropolitan Area will be consolidated to achieve a more compact urban form, allowing for the accommodation of a greater population than at present, with much-enhanced public transport system, with the expansion of the built up areas providing for well-designed urban environments linked to high quality public transport networks, enhancing the quality of life for residents and workers alike."

5.37 The proposed development accords with the policies and objectives as set out in the Regional Planning Guidelines.

Birds and Habitats Directive - Appropriate Assessment

5.38 Under Article 6 (3) of the EU Habitats Directive and Regulation 30 of SI no. 94/1997 "European Communities (Natural Habitats) Regulations (1997)" any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site (i.e. SAC or SPA) must be subject to an Appropriate Assessment. This requirement is also detailed under Section 1777 (U) of the Planning and Development Acts (2000-2010).

5.39 Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities has been published by the Department of Environment, Heritage and Local Government. This sets out the different stages in the AA process.
5.40 Stage 1 Screening for Appropriate Assessment is detailed as follows: Screening is the process that addresses and records the reasoning and conclusions in relation to the first two tests of Article 6 (3):

i) whether a plan or project is directly connected to or necessary for the management of the site, and

ii) whether a plan or project, alone or in combination with other plans and projects is likely to have significant effects on a Natura 2000 site in view of its conservation objectives.

5.41 A screening statement is submitted with the planning application document. This outlines that the development proposal will not have any significant effects on a Natura 2000 site.
6.0 LOCAL PLANNING CONTEXT

Dublin City Development Plan 2016-2022

6.1 The subject site is located within the administrative area of Dublin City Council therefor all relevant policies and objectives as set out in the plan are relevant to the proposed development.

Land Use Zoning

6.2 The subject site is zoned Z14 in the Dublin City Development Plan. The objective of this zoned is "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".

6.3 The subject site is also located with Strategic Development Regeneration Area 6, SDRA6, as designated within the development.
Building Height

6.4 The subject development is located within the Docklands area which is designated for building heights of 50+ m. Planning applications will be assessed against the building heights and development principles established in a relevant LAP/SDZ/SDRA. Proposals for high buildings should be in accordance with the provisions of the relevant LAP/SDZ/SDRA in addition to the assessment criteria for high buildings and development plan standards.

Relevant Design Standards

6.5 Section 16.2 of the Development Plan sets out the design standards and principles for new development within the city. It is stated that:

"All development will be expected to incorporate exemplary standards of high quality sustainable and inclusive urban design and architecture benefiting the city’s environment and heritage and its diverse range of locally distinctive neighbourhoods."

6.6 In addition, through its design, use of materials and finishes, new developments should make a positive contribution to the townscape and urban realm, and to its environmental performance. All development proposals should contribute to the creation of attractive, active, functional and publicly accessible streets and spaces promoting connectivity, walking and cycling.

6.7 A detailed Architectural and Urban Design Statement prepared by Henry J Lyons accompanies the application. This sets out in detail the architectural rationale for the development. The scheme will be designed to the highest standards in accordance with the above objectives.

Sustainable Building Design

6.8 Section 16.2.1.2 of the Development Plan promotes the sustainable design of new buildings. The plan states that design features such as density, building orientation, height, form and materials must be considered from the outset in order to minimise resource consumption, reducing waste, water and energy use.

6.9 A detailed sustainability report has been prepared by Axis Engineering and accompanies the application. This sets out all the aspects of sustainable design which can be incorporated into the design of the proposed development.

Landscaping

6.10 The development plan promotes the importance of landscaping within the city, by enhancing the quality of life as well as providing an attractive visual context, contributing to a sense of place, and improving the sustainability and resilience of the city.

6.11 The Development Plan states that a landscape design and maintenance plan are regarded as an "integral part of all development applications". Accordingly, a detailed landscape plan and report prepared by John Montgomery and Partners Landscape Architects is submitted with the application setting out the design rationale for the public open spaces.
Public Realm, Urban Form and Architecture

Public Spaces

6.12 The Plan calls for the upgrading of the public realm and the need for the creation of high quality public spaces. Policy SC18 is notable:

SC18: To promote the development of high-quality streets and public spaces which are accessible and inclusive, and which deliver vibrant, attractive, accessible and safe places and meet the needs of the city’s diverse communities.

6.13 The proposed development includes the provision of new public spaces and streets which will be designed to a high quality and will enhance the public realm of the area. Details of the public realm improvements are set out in the accompanying landscaping report prepared by John Montgomery and Partners Landscape Architects.

6.14 The development plan also notes that there is a 10% public open space requirement specifically for all residential schemes which results in c. 1,264.5 sq.m. of public open space. The development plan notes that depending on the location and open space context, the space provided could contribute towards the city green network, provide a local park, provide play space or playgrounds, create new civic space / plaza, or improve the amenity of a streetscape.

6.15 The proposed development will provide for a new east west landscaped pedestrian street which will contribute to the 10% open space requirement. The new landscaped pedestrian street will provide for 1,155 sq.m. including landscaped area, seating areas and informal recreational spaces.

Architecture

6.16 Policy SC24 of the Development Plan is: “To promote and facilitate innovation in architectural design to produce contemporary buildings which contribute to the city’s acknowledged culture of enterprise and innovation, and which mitigates and is resilient to, the impacts of climate change.”

6.17 The proposed development is designed to a high architectural and environmental standard and encompasses many sustainable technologies.

Connections

6.18 The development plan renews objectives and policies for permeability in new developments through the introduction of new routes and linkages. The proposed development will improve both the permeability and the legibility of both the area and the site itself and improve the connections to the Luas on Mayor Street from the north. It will also enhance connections to the DART Underground to the west when constructed.

Sustainable Site and Building Design

6.19 Policy CC4 in the Plan is: “To encourage building layout and design which maximises daylight, natural ventilation, active transport and public transport use.”
6.20 A detailed sustainability report has been prepared by Axis Consulting Engineers and accompanies the application. The scheme has been designed with the principles of sustainability at its core.

Economic Development

6.21 It is a core objective of the Development Plan to promote Dublin City as the national gateway at the heart of the Dublin region and the engine of the Irish economy, with a network of thriving spatial and sectoral clusters that are a focus for employment and creativity. The development plan states:

"The speedy re-development of extensive vacant/underutilised sites especially in the city centre zoned area is critical to sustainable development. Putting in place a critical mass of investment and development in the short-term is essential to break the negative cycle of under-development and to overcome the barriers to progress that have existed"

6.22 Sustainable economic development and enterprise and employment generation is one of the three elements of the core strategy and a successful city economy both relies on and contributes to the other two core elements, i.e. a compact, quality, green, connected city, and sustainable neighbourhoods and communities.

6.23 The Development Plan also recognises that "it is a priority to ensure that the high quality re-development of the Regeneration areas is significantly advanced in this cycle of economic growth".

6.24 The Development Plan states that in responding to the challenges facing the economy of the city and its role as the national and regional economic engine, and the competition from other cities internationally, the City Council will pursue the following approach:

- Development enterprise, particularly the services sector, which is the critical sector for the city;
- Development Dublin as an 'Innovation City', a world-leading city in promoting creativity, productivity, competition, density, entrepreneurial activity and clustering;
- Development economic, cultural and institutional clusters within the city centre to optimise its economic potential;
- Development academic medical centres providing excellence in research, care and teaching in the medical and health sectors;
- Improving the general attractiveness of a city for people and investors as a key part of maintaining competitiveness and creating a vibrant place that attracts and retains creative people within the city;
- Continuing and enhancing regeneration, particularly in the city centre zoned area, as the next big move for major improvements in Dublin's competitiveness;
- Promoting tourism as a key driver for the city's economy, particularly through making the city attractive for visitors, international education, business tourism and conventions;
- Enhancing the role of Dublin as an Education City and a destination of choice for International Students.

6.25 The proposed development will directly contribute to the above objectives through the delivery of high quality residential accommodation to support the surrounding economic and employment areas and will provide for aparthotel accommodation on
the subject which will provide for employment opportunities. It will provide for the redevelopment of a strategically located brownfield site for new residential and aparthotel accommodation on a key city centre site well served by public transport.

**Aparthotels**

6.26 Appendix 16 of the Dublin City Development Plan 2016-2022 sets out policy pertaining to aparthotels.

6.27 Section 16.1 states *inter alia* that: "Aparthotels: An aparthotel can provide tourists and visitors with the flexibility, space and luxury of a fully furnished apartment managed and serviced like a hotel". The proposed development will fulfil this objective by providing flexible, high quality short term aparthotel accommodation on a significantly underutilized city centre site.

6.28 Section 16.1 further states the following:

"Accommodation within an aparthotel can range in style and luxury from apartment suites containing a number of bedrooms, to open plan studio-style units. It is not intended that any type of visitor accommodation, including aparthotels, is used or occupied by permanent households, including students. This would be contrary to the proper planning and sustainable development of the city and would also put pressure upon local services, e.g. schools, health and social services".

6.29 The accommodation in the proposed development will provide for 102 no. aparthotel units. None of this accommodation is to be made available for long term use and the operation of the proposed aparthotel will accord fully with the policies set out in Appendix 16 of the Development Plan.

6.30 It is also stated in Appendix 16 that when assessing any application for an aparthotel, Dublin City Council will apply the following considerations:

"The proposed development will include as a minimum: a fully-serviced reception desk and administration facilities, concierge, security and housekeeping facilities and may contain entertainment and uses considered to be associated with the management of the aparthotel. The provision of food and refreshment facilities is also desirable but regard will be had to the level of amenities accessible within the immediate area.

The design and layout of the aparthotel units should be such to enable the amalgamation of individual units to cater for the needs of visitors especially families.

In any application for an aparthotel, a range of different unit styles and sizes will be required in order to cater for the needs of visitors; the planning authority will resist the over-provision of single-bed aparthotel units and shall require a mix of unit sizes and styles".

6.31 The proposed development includes the provision of a fully served reception desk and back of house area to facilitate the aparthotel operation. The proposed development will also provide for a café unit at ground floor level which may or may not be operated as part of the aparthotel development.

6.32 The design of the proposed aparthotel has been cognisant of the requirements of the Development Plan pertaining to aparthotels and includes 102 no. rooms in total, 39
no. studios, 57 no. 1 bed units and 6 no. 2 bed units. The proposed development has been designed to cater for a wide variety of different end users including single people, couples and families.

Tourism

6.33 In terms of tourism, it is detailed in the plan that business tourism and the attraction of International conferences and events, is one of the key economic pillars for the city. It is stated in section 6.5.3 of the Plan that:

"It is important to continue to develop our tourism infrastructure such as visitor accommodation of various types."

6.34 Policy CEE12 of the plan states:

"CEE12: (i) To promote and facilitate tourism as one of the key economic pillars of the city’s economy and a major generator of employment and to support the provision of necessary significant increase in facilities such as hotels, apart hotels, tourist hostels, cafes, and restaurants, visitor attractions, including those for children

(iii) To promote and support the development of additional tourism accommodation at appropriate locations throughout the City."

6.35 The development will provide for a new aparthotel development located in the city centre and in immediate proximity to the National Convention Centre. It thus will accord with the policy set out in the plan.

Residential Quality Standards

6.36 The proposed development will comprise of apartment units, therefore will be compliant with the relevant standards as set out in the Apartment Guidelines 2018. A Housing Quality Assessment prepared by Henry J Lyons is submitted as part of this application which outlines compliance with the relevant design standards, such as unit mix, aspect, unit size, communal open space and private open space.

Safety and Security

6.37 The development plan states that design for safety works by optimising passive surveillance, clearly defining what is private, semi private (communal) and public safe, controlling access and minimising the number of households which share a common entrance, effectively managing space and using appropriate boundary treatments and lighting.

6.38 The proposed development has been designed to ensure a high level of passive surveillance is provided to all common areas within the scheme. In addition, to ensure privacy a defensible strip is provided at ground floor on all boundaries to differentiate between the communal, private and public areas and to ensure adequate levels of privacy and safety are provided within the ground floor units.

6.39 The landscape scheme also includes lighting proposals which will provide for a more welcoming public realm area.
Acoustic Privacy

6.40 The following principles are recommended for minimising disruption from noise in dwellings:

1. Utilise the site and building layout to maximise acoustic privacy by providing good building separation within the development and from neighbouring building and noise sources.
2. Arrange units within the development and internal layout to minimise noise transmission by locating busy, noisy area next to each other and quieter areas next to quiet areas.
3. Keep stairs, lifts and services and circulation area away from noise sensitive rooms like bedrooms. Particular attention should be paid to the siting and acoustic isolation of the lift monitor room.

6.41 The proposed development has been designed in accordance with the above guidance. In addition, a noise report prepared by AWN Consulting is submitted as part of this application which sets out the mitigation measures which should be provided to the communal areas to ensure the surrounding residential units are not affected.

Car Parking

6.42 The development plan sets out a maximum standard of 1 no. car parking space per residential unit and 1 no. car parking space per 4 rooms for a hotel development (aparthotel is not listed).

6.43 The proposed development provides for a total of 77 no. car parking spaces to serve both the residential units. There are no car parking spaces provided to serve the aparthotel development.

6.44 In accordance with the Apartment Guidelines and the National Policy Guidelines, such as the NPF, which promotes reduced car parking standard in highly accessible locations it is considered that the proposed quantum of car parking is appropriate for the subject development. A full detailed analysis for the justification of car parking in set out in the CS Consulting Traffic Impact Assessment and Mobility Management Plan submitted as part of this application.

Cycle Parking

6.45 The Development Plan sets out a requirement for 1 no. cycle parking space to be provided per residential unit and a hotel requirement of 1 no. space per 10 bedrooms, which results in a requirement for 335.2 cycle parking spaces. The proposed development provides for 462 no. cycle parking spaces to serve the entire development which is in excess of the development plan requirements.

6.46 It is noted that the Apartment Guidelines require 1no. cycle space to be provide per bedroom, and 1 no. space per 2 no units which would result in the provision of 692.5 no. cycle spaces to serve the residential units. It is considered that given the location of the site adjacent to quality public transport routes and the additional provision of surface level bike spaces the proposed quantum of 462 no. is sufficient in this instance.
6.47 Full details of the cycle parking are provided in the CS Consulting Traffic Impact Assessment and Mobility Management Plan submitted as part of this application.

Unit Mix

6.48 The Dublin City Development Plan 2016-2022 sets out standards for unit mix for apartment developments. A maximum of 25-30% of 1 bed units and a minimum of 15% 3 or more bed units should be provided.

6.49 The Apartment Guidelines set out that apartment developments may include up to 50% one-bedroom or studio type units, whilst setting no minimum requirement for three (or more) bedroom apartments.

6.50 The unit mix for the proposed development provides for 120 no. 1 beds (37.9%) and 205 no. 2 beds (62.1%) which is in accordance with the Apartment Guidelines 2018.

Aspect Ratios

6.51 The development plan states that a minimum of 50% dual aspect apartments should be provided in any development. It is also noted that in certain circumstances, usually on inner urban sites, this may be reduced to an absolute minimum of 33%.

6.52 The apartment guidelines state that a minimum of 33% dual aspect units should be provided in central and accessible urban location, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage.

6.53 In suburban or intermediate locations, it is an objectives that there shall generally be a minimum of 50% dual aspect units.

6.54 The subject development is located in a central and accessible urban location as defined under the apartment guidelines as being near to city or town centres, close to high quality public transport or in SDZ areas.

6.55 The proposed development provides for an overall of 39.1% dual aspect units in accordance with the apartment guidelines.

Open Space

6.56 The apartment guidelines states that all apartments should include private and communal open space. Each of the proposed units will contain private open space in excess of the requirements. The quantum of private open space is set out in the Housing Quality Assessment prepared by HJL.

6.57 Communal Open Space is calculated as 5 sq. m for a 1 bed unit, 7 sq. m for a 2 bed unit and 9 sq. m for a 3 bed unit.

6.58 The proposed development will provide for a total of 1,818 sq.m. communal open space and 1,022 sq.m. internal communal open space. The proposed mix of external and internal communal opens space accords with the requirements of the apartment guidelines.
Density

6.59 The proposed density on site is 258 no. units per hectare. It is considered that the proposed density is consistent with recent developments in the Docklands area and is appropriate given the National Policy objective to increase residential density in highly accessible central urban locations.

Childcare Facility

6.60 The development plan requires that a childcare facility is provided for residential schemes in excess of 75 no. units or more. The Apartment Guidelines notes that the one bed units should generally not be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part of whole, to units with two or more bedrooms.

6.61 The proposed development contains 120 no. 1 bed units and 205 no. 2 bed units and is not proposing to provide for a childcare facility. The proposed development due to its location and nature of development is marketed toward young professions who do not require the provision of childcare facilities, as such the a creche is not proposed within this application.

6.62 It should also be noted that there is an existing creche facility in close proximity to the subject site which was provided as part of another residential development which has remained vacant since constructed due to the lack of demand for such facilities in the area. As such it is considered that a creche is not required in this instance.

SDRA 6

6.63 Map K of the Dublin City Development Plan 2016-2022 sets out the locations of designated SDRAs under the Development Plan.

![Map K of the Dublin City Development Plan 2016-2022](image)

6.64 An opening statement to Section 15.1.1.7 sets out what may be considered a vision for the Docklands SDRA 6 area; it states:
“Social sustainability is central to the regeneration strategy for Docklands. The regeneration of Docklands is about people, it is not just physical and economic aspects. Dublin City Council will actively pursue a community and social development agenda, re-integrating and connecting the Docklands communities to its range of services and expertise across all sectors. Docklands presents an opportunity to create an exemplary model of good neighbourhoods and successful place-making”.

6.65 Section 15.1.1.7 continues to provide guidance under a number of headings, a summary of each which follows:

Housing

6.66 The Dublin City Development Plan sets out a number of points in relation to housing, a selection of which follows:

‘to ensure a holistic approach to housing that will achieve successful integration of residents, neighbours and wider community’

‘to promote the expansion of the Dockland Residential population, cater for life-cycle requirements of the existing population and provide recreational facilities for children across a range of ages’

‘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’

6.67 As is evident in the above points, there is a clear objective of the Council to ensure that there is residential development in the Docklands area, that is integrated into the design, creates a sense of community and that all amenity, community and social infrastructure is provided ‘in tandem’ with development.

6.68 The proposed development provides for 325 no. residential units in tandem with a variety of social infrastructure, amenity, and community facilities. The proposed development will include a range of public spaces for passive recreation along the new proposed east / west pedestrian street and will provide for a café to serve the proposed and wider community.

6.69 The proposed residential development also includes communal internal and external space for the new residential community. There will also be the option for existing local residents to utilise parts of these spaces for local community events.

Employment
6.70 In terms of employment, it is set out in the SDRA 6 guidance that the Council will work with the relevant stakeholders and seek and promote employment opportunities. Reference is also made to exploring options for local employment within the construction sector during the development of the Docklands.

6.71 The proposed development will provide for employment opportunities during the construction phase of the development. Employment opportunities are also provided in the operation of the aparthotel and the management of the residential units.

Social

6.72 In terms of social considerations, the guidance sets out how it is important to have stakeholder engagement and to provide sufficient community services for all ages within the Docklands.

6.73 In particular, one of the points in the guidance states that:

"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."

6.74 As previously mentioned the proposed development will provide for a communal space which will be made available for the local residents to rent for various community activities. As such it is considered that the proposed development therefore meets with this requirement.

Economic

6.75 The guidance sets out the importance of the Docklands is in terms of Dublin’s contribution to the national economy and describes how the Docklands has the potential to fulﬁl a strategic role as a global economic hub.

6.76 The proposed development by provide for 325 no. residential units and an aparthotel development will enhance the economic activity of the area and will support the wider employment opportunities.

Business

6.77 The SDRA 6 guidance sets out how the Docklands is to be developed as a location for sustainable business, tourism, retail and culture.

6.78 The proposed development will provide for an aparthotel development therefore will promote tourism in the area.

Environment

6.79 In terms of the environment, the SDRA 6 guidance sets out the importance of issues such as movement, land-use, urban design and flood risk management and how a balanced, sustainable approach to development is required.

6.80 The proposed development has been designed to incorporate a variety of land uses including residential, aparthotel and café to provide for a well designed urban area including high quality architectural design, pedestrian connectivity, enhancement of
the public realm in accordance with the proper planning and sustainable development of the area.

*Movement/Transport*

6.81 The SDRA 6 guidance sets out that the Council will support sustainable transport initiatives to promote easy movement to and through the Docklands, to develop a transport strategy, to support public transport expansion and cycle and pedestrian infrastructure.

6.82 The proposed development will provide for 2 no. new connections within the area, the north / south vehicular and pedestrian access road linking Sherriff Street upper and Mayor Street Upper and will provide for a pedestrian street in an east west direction providing for new pedestrian connectivity within Block 2.

6.83 The proposed development is also located adjacent to the Luas line and will provide for pedestrian connections to access this high quality public transport facility.

*Land-Use/Urban Design*

6.84 The Council intends to 'continue to secure the distribution of residential use throughout the Docklands area by requiring an appropriate residential/commercial land-use mix on key development sites'.

6.85 The SDRA 6 also sets out the importance of the public realm, permeability and creating a sense of place for the Docklands.

6.86 The proposed development provides for a mix of commercial and residential development in accordance with the land use ratios as set out in the SDZ Planning Scheme.

*Flood Risk*

6.87 It is the intention of the Council to support initiatives that address flood risk and to maintain and improve infrastructure to reduce and manage the risk of flooding in the entire Docklands area.

6.88 The proposed development has been designed in accordance with the relevant flood risk mitigation measures. Full details are set out in the CS Consulting Flood Risk Assessment which accompanies this application.
7.0 NORTH LOTTYS AND GRAND CANAL DOCK PLANNING SCHEME 2014.

Introduction

7.1 The key statutory policy document in relation to the subject site is the North Lotts and Grand Canal Dock Planning Scheme 2014. The subject site is located within the administrative area of the Scheme. The Scheme was approved by Dublin City Council on the 5th November 2013. This approval was confirmed with modifications by An Bord Pleanála on the 16th May 2014. Fig. 6 indicates the extent of the Scheme area.

![Map Showing SDZ and Wider Docklands Area as Designated by the DDDA Act 1997](image)

**Fig. 6: Extent of Scheme Area**

7.2 The Docklands area was designated a Strategic Development Zone in 2012 with the objective to provide for a continued fast-track planning mechanism so as to maintain the focus on the social and economic regeneration of the area. The key reasons for the designation were:

- The potential and need for comprehensive planning and development of the site due to its economic and social importance to the State;
- The efficient use of public investment in infrastructural facilities; and
- The giving of effect to the policies contained in the development plan made by Dublin City Council in accordance with Section 9 of the Act of 2000.

7.3 On foot of the designation, the Planning Scheme was prepared. The Scheme sets out a detailed planning framework for the future development of the area. Planning permission shall be granted where a development, if carried out in accordance with the application or subject to any conditions which the planning authority may attach to permission, is consistent with the Planning Scheme.
7.4 The vision of the Scheme is:

"That the Docklands SDZ will become a world class maritime quarter with a distinctive Dublin character. It will be a model of sustainable inner city regeneration incorporating socially inclusive urban neighbourhoods, a diverse, green innovation based economy contributing to the prosperity of the locality, the city and the country, all supported by exemplary social and physical infrastructure and a quality public realm integrated with the wider city."

High Level Themes

7.5 The Scheme sets out a series of high level themes. These include:

- Sustainability
- Economic Renewal and Employment
- Quality of Living
- Identity
- Infrastructure
- Movement and Connectivity

7.6 It is stated that all future proposals under the scheme will be tested in accordance with these principles.

7.7 An assessment of the compliance of the proposed development with these key themes is provided in the Compliance Statement submitted with the planning application.

Economic Renewal and Employment

7.8 The proposed development will result in the creation of new residential accommodation and an aparthotel development within a new urban quarter of Docklands generating a critical mass and strengthening the economic and social fabric of this part of the North Lotts Area. It will secure the development of a key regeneration site. The development will have significant economic renewal and spin off generating benefits. It will enhance social and physical infrastructure and promote movement and connectivity through the creation of new through routes (east west pedestrian street and north south new street). The high quality residential units, associated landscaping and public realm will contribute towards the creation of a high quality living environment which will generate positive associated effects for nearby commercial and retail developments in the North Lotts and Docklands.

Retail

7.9 It is stated in the Scheme that the retail component of the hubs should comprise primarily of small scale retail units or retail services to achieve a fine grain attractive streetscape. It notes that the combination of retail and retail services, including cafes and restaurants has the potential to create a distinct character and identity for each of the hubs. The application provides for one café unit fronting onto Mayor Street to the west of the site. It is considered that this café unit will assist to animate the Mayor Street frontage and also assist to provide the wider development with a sense of identity.
Residential Neighbourhoods

7.10 It is an objective of the Scheme for the Dublin Docklands to become one of the great living urban environments of Europe, providing a unique and enriching life choice and experience for residents. Attracting people to live in the area is core to the overall aims of successful regeneration.

7.11 The Scheme notes that it will be important that residential development delivers:
- High quality spacious residential units with good levels of amenity in terms of green open space, daylight and sunlight;
- Adaptable and flexible units that readily provide for changing needs over time including the needs of families with children;
- High quality well designed communal areas;
- Good property management;
- Sustainable building designs which are energy efficient and utilize renewable energy sources.

7.12 The Scheme includes a number of objectives regarding residential development including:

"RN1: To promote the expansion of the residential population in the SDZ and retain the existing population base as their lifestyle requirements change by providing high quality adaptable homes and quality residential choices for a range of household types inclusive of single occupants, students, young couples, families, the elderly and those with special needs.

RN2: To promote sustainable higher densities and quality innovative designs achieving generous standards of residential amenity for residents including spacious and adaptable interiors, high quality natural lighting, good storage facilities, private open space amenity and car parking storage.

RN6: To promote socially balanced communities through the implementation of Part V under the Dublin City Development Plan Housing Strategy which will be successfully integrated within schemes throughout the SDZ and implemented through a variety of measures, including long term social leasing and expansion of the Residential Accommodation Schemes (RAS), in accordance with national housing policy."

7.13 The SDZ Scheme details a mix of 60% Commercial: 40% Residential for Block 2.

7.14 The proposed development will provide for 325 no. new residential units and an aparthotel and cafe fronting Mayor Street. The proposed mix of uses provides for a ratio in line with the planning scheme as detailed in the revised Joint City Block Rollout Agreement submitted with this planning application.

7.15 All new residential units will be designed to the highest standards and will be fully in accordance with the residential standards set out in the Sustainable Urban Housing, Design Standards for new Apartments, Guidelines for Planning Authorities 2018.

7.16 The application is accompanied by a series of CGI’s and a Landscape Visual Impact Statement prepared by ARC which illustrates that the proposed development is of a high quality design standard and in keeping with the streetscape and surrounding area. Further detail is also provided in the attached Architectural Report by Henry J Lyons.
7.17 The development is considered to be of an appropriate density having regard to the strategic city centre location of the site, its proximity to employment centres and public transport hubs. The range of apartment types and sizes proposed are representative of the subject site’s location and surrounding context. The development will provide for 120 no. 1 bed units and 205 no. 2 bed units. The units will have high levels of amenity affording to their generous proportions, aspect and design.

Density

7.18 The proposed density on site is 258 no. residential units per hectare. It is submitted that the proposed density is consistent with the national policy objectives to increase residential density in highly accessible urban location. The proposed density is also in line with stated densities for residential development in the SDZ such as 247 no. units per hectare in the Docklands Masterplan, 388 no. units per hectare in Charlotte Quay, 440 no. units per hectare in the Millennium tower and 223 no. units per hectare in Gallery Quay.

Part V

7.21 Under policy objective RN6, the Scheme promotes socially balanced communities through the implementation of Part V under the Dublin City Development Plan Housing Strategy.

7.22 The applicants have consulted with the Housing Department of Dublin City Council and have received a validation letter which is submitted as part of this application. An appropriate condition will apply should a grant of permission be received.

Community Development

7.23 The SDZ Scheme states that community infrastructure and gain will continue to be promoted as part of development proposals within each city block and will include inter alia:

- New high quality housing options to expand the population base and vitality of the area.
- New employment opportunities within commercial and mixed use developments including requirement for business start-up and smaller enterprise space.
- New permeable routes and street connections that facilitate ease of local movement and neighbourhood integration.
- A high quality public realm and provision of public open space for recreation and socialising.
- A vibrant mix of commercial uses that include local shopping, cafes, restaurants and leisure uses to benefit the population.
- Provision of new social facilities as part of development proposals.

7.24 The proposed development will provide for community infrastructure in a number of ways. The development will incorporate 325 no. new residential dwellings which will help expand the population base of the area and enhance its social fabric and its vitality. The development also provides for an aparthotel which will provide a vibrant use thereby continuing the economic and social rejuvenation of the area. New streets, routes, strategic connections and high quality public open space and public plazas will also be provided as part of the proposed development. The new routes and spaces will be designed to the highest of standards and will be animated.
appropriately, hence will help to create a character and identity for the site thereby assisting its integration into the local area and its communities.

7.25 It is envisaged that the next phase of development to the west of the block, will accommodate further commercial and residential development which will further improve the overall mix of uses within the block and enhance connectivity in accordance with the SDZ Scheme.

7.26 As previously noted it is also the intention to provide for a communal room which can be used by member of the local community to rent for various community events.

Transport

Residential Car and Cycle Parking

7.27 Objective MV1 promotes the increase use of more sustainable forms of transport such as cycling, walking and public transport whilst MV8 advocates the provision of ‘appropriate levels of car parking’.

7.28 The recently adopted Apartment Guidelines accords with the SDZ Planning Scheme in pursuing a reduced car parking standard for sites in existing urban area and in close proximity to quality public transport services. The Guidelines state:

‘In large scale and higher density developments, comprising wholly of apartments in more central locations well served by public transport, the default policy is for car parking provision to be wholly eliminated or substantially reduced. This may apply in very accessible areas such as in or adjoining city cores (central business districts) or at a confluence of public transport systems. These locations are most likely to be in cities, especially in or adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART or Luas stops or within 5 minutes walking distance of high frequency (min 10 minute peak hour frequency) bus services’.

7.29 The level of car parking proposed to serve the overall development is 77 no. spaces at undercroft basement level.

7.30 It is considered that in the context of the subject site considering it’s city centre site location (1km from city centre), it’s close proximity to excellent public transport connections (350m from LUAS on Mayor Street) and its composition of mainly 1 no. bed and 2 no. bed apartments, that the quantum of car parking prosed is in accordance with the relevant national policies which encourages reduced car parking in highly accessible locations.

7.31 It is envisaged that residents will avail of sustainable transport due to the site location. In addition to car sharing facilities such as GoCar which will be made available. Such a provision is in line with trends in other major European cities where off street parking is restricted in order to reduce the use of the private car. A further assessment and justification of the proposed parking arrangements is provided in the enclosed CS Consulting Report.

7.32 MV15 sets out that the standards for cycle parking should comply with Dublin City Development Plan Standards.

7.33 The Development Plan sets out a requirement for 1 no. cycle parking space to be provided per residential unit and a hotel requirement of 1 no. space per 10
bedrooms, which results in a requirement for 335.2 cycle parking spaces. The proposed development provides for 462 no. cycle parking spaces to serve the entire development which is in excess of the development plan requirements.

7.34 It is noted that the Apartment Guidelines require 1 no. cycle space to be provide per bedroom, which would result in the provision of 530 no. cycle spaces to serve the residential units. It is considered that given the location of the site adjacent to quality public transport routes and the additional provision of surface level bike spaces the proposed quantum of 462 no. is sufficient in this instance.

7.35 Full details of the cycle parking are provided in the CS Consulting Traffic Impact Assessment and Mobility Management Plan submitted as part of this application.

7.36 The SDZ Planning Scheme promotes sustainable transport and the priority of pedestrians and cyclists along key desire lines.

7.37 Objective MV1 sets out to ‘continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport and to implement the initiatives contained in the Government’s ‘Smarter Travel, A Sustainable Transport Future 2009-2020’ while Objective MV4 promotes the creation and support of ‘a well-designed network of pedestrian infrastructure to promote and facilitate walking and cycling; provide priority for pedestrians and cyclists along key desire lines, developing routes within the Docklands and linking with the surrounding walking and cycling networks in Dublin City’.

7.38 As aforementioned, sustainable transport and a modal shift from private car usage has been promoted by virtue of the limited levels of car parking and the ample levels of cycle parking proposed.

7.39 The development is also located in close proximity to the Red Line LUAS, the Docklands Railway Station, the DART and Mainline Stations at Tara St. and Connolly and Busaras which promotes the use of sustainable modes of transport.

7.40 New Street running on a north south axis linking Sherriff Street and Mayor Street, by virtue of its design layout is inclusive and adequately supports cyclists and pedestrians.

7.41 The public plaza between both buildings running on an east west axis and linking New Wapping Street to New Street is pedestrian only and ensures safe and easy access for pedestrians and cyclists, hence complies with the objectives of MV4

Sustainable Infrastructure

7.42 The Scheme sets out that in order to achieve the vision of the SDZ Planning Scheme and the key principles, that the delivery of infrastructural services is essential. It notes that this will be achieved through a strategy of:

- Investment in physical infrastructure which is required to ensure that there is adequate capacity to accommodate the quantum of development envisaged in the SDZ Planning Scheme.
- The delivery of the required infrastructure will require a variety of different funding mechanisms and sources.
- The securing of corridors for utility infrastructure to match the spatial pattern of development.
- Using flood risk assessment techniques and the identification and management of these risks lying in place through flood resilient urban and building design and construction.
- Promote the area as an exemplar of environmental sustainable design and building solutions with regard to energy efficiency, CCHP Systems and Sustainable Urban Drainage schemes.

7.43 The proposed development will incur Section 48 development levies which will enable further investment in the physical infrastructure required to serve the area. In addition, all of the requisite infrastructure required to serve the development within the site will be provided. A detailed Flood Risk Assessment accompanies the application which details appropriate mitigation measures to prevent any flood risk to the subject site. In this context, the development is fully compliant with objectives SI6, SI7 and SI8. The sustainability report accompanying the application details how the development will comply with the sustainable design standards. The engineering report details SUDS measures to be incorporated which ensure sustainable development measures are provided.

Air and Noise

7.44 Objectives Nos SI 12, SI 13 address the maintenance of good air quality and minimisation of adverse impacts from noise. The potential noise and air quality impacts of the proposed development and associated mitigation measures are addressed in construction and demolition management plan prepared by Hegarty's which is submitted with the application.

Dublin District Heating System

7.45 The Scheme notes that district heating will become available in the Docklands before 2020. The proposed development is designed to ensure district heating can be readily enabled once available.

Waste Management and Construction Management

7.46 A Construction and Operational Waste Plan prepared by Cs Consulting is submitted with the application. Section 4.5.4.11 requires that each planning application is accompanied by a Construction Management Plan. Such a document accompanies the planning application.

Urban Structure & Design, Density, Height

Plot Ratio

7.47 The SDZ Scheme confirms that density and plot ratio are not stand alone objectives; they are mechanisms to help achieve a high quality urban environment. As a general indicator an indicative plot ratio of 3.0 is provided for over each block. However, this must be considered by reference to related SDZ objectives on matters such as building height, public realm etc.

7.48 In addition, a higher plot ratio may be considered, i.e. adjacent major public transport facilities, to facilitate urban renewal, and to maintain an existing streetscape profile. The Scheme notes that plot ratio “is not intended to be a prescriptive tool to guide
development, and flexibility will be permitted, in order to ensure that an appropriate quantum and height of development is achieved”.

7.49 The proposed development has a plot ratio of 3.05 which is above the guidance set out in the Scheme. Notwithstanding the site is nevertheless within walking distance of the Spencer Dock Luas Stop (c.300m), Docklands Station (c.350m), the city centre (1km) and numerous employment locations hence the plot ratio is considered appropriate in the context of the site’s strategic location.

Green Infrastructure

7.50 It is a key objective of the Scheme to require the provision of public and communal open space within the designated area to provide for a resident and employment populations. It is stated:

“...The design of all public realm and green infrastructure must be of high quality, creating flexible, multifunctional places which protect and enhance local character and incorporate retained features and important vistas. All open spaces must be inviting places for people to use for informal recreation. They must be well overlooked with clear delineation of the boundaries and transitions between private space, communal space and public space."

7.51 As detailed above and in the enclosed landscape plan and report by John Montgomery and Partners, the development will include high quality communal open space and public realm to both building envelopes and the public plaza in-between. Courtyard and public realm spaces will be clearly defined to cater for the residential and other uses within the development.

7.52 Communal open space to the both north and south building envelopes will predominantly comprise of grassed and planted areas with footpaths and seating areas running throughout. All of the spaces will be overlooked from openings to the interior of the building envelope thereby ensuring a satisfactory degree of passive surveillance and will include SUDs drainage measures.

7.53 In addition, a green roof is provided to each block to ensure appropriate green infrastructure is provided.

Public Realm

7.54 It is a key objective of the Scheme to require the provision of high quality public realm. It is stated that;

‘Public space is there primarily to facilitate a rich public life and to provide opportunities for citizens and visitors to enjoy the city in a multitude of ways’

7.55 As detailed above and in the enclosed landscape plan and report by John Montgomery and Partners, the development will include high quality communal open space and public realm to both building envelopes and the public plaza in-between.

7.56 Courtyard spaces will be clearly defined and designed to cater for different uses and functions within the development. Both courtyard spaces will create animation and interest and form an integral aspect of this part of the development.

7.57 The public plaza situated between both building envelopes to the north and the south will be clearly defined to ensure a visual separation occurs between both buildings to
either side in addition to providing a break out space for which residents and workers can avail of.

**Building Quality and Sustainable Design**

7.58 The Scheme sets out guidance regarding architectural design and states that design quality needs to consider both the design response to the broader urban context of the site and also the design of the buildings individually and collectively. The scheme sets out a number of criteria to form the basis of such an assessment. A detailed Architectural and Urban Design statement prepared by Henry J Lyons accompanies the application and these criteria are considered in detail in this report.

7.59 A detailed sustainability report has been prepared by Axis Engineers and accompanies the application.

**Nature and Extent of Proposed Development**

7.60 The Planning Scheme sets out a development code and a number of fixed and flexible elements considered critical to the delivery of a successful sustainable docklands. These include development quantum, overall use ratio, public realm, building line, and height. A statement of the development’s compliance with these codes is set out in detail in the enclosed Compliance Statement prepared by John Spain Associates submitted with the application.

*City Block 2*

7.61 The Scheme sets out a development code for each City Block. The subject site is identified as Block 2. The Scheme notes that it is "Largely undeveloped City Block with a small terrace of 2-storey houses on Mayor Street frontage" Fig. 7 outlines the Development Code for each block.
Fig. 7: City Block Development Code

7.65 The Scheme sets out a number of key objectives for the site including:

- Use mix
- Urban form/height
- Public realm
- Infrastructure provision

7.65 A detailed assessment of how the development complies with these block specific objectives is set out in the Compliance Statement which accompanies the planning application.
8.0 ASSESSMENT OF THE PROPOSED DEVELOPMENT IN PLANNING TERMS

8.1 The subject site is a significant re-development site in the North Docks area. It is the second phase in the delivery of a new world class urban quarter that will contribute significantly to the continuing social and economic regeneration of the Docklands area specifically Blocks 2 and 7.

8.2 It is envisaged that the proposed development will contribute significantly to providing a residential population base in the area continuing the wider area’s ongoing economic renewal thus enhancing the North Lotts as an attractive place to live and work.

8.3 The development also provides for significant enhancements to the public realm and provides for new routes, connections and permeability through the City Block. In particular the development will assist to provide for a new North South route from Sherriff Street to Mayor Street, linking established communities on Sherriff Street to the north and Mayor Street to the south. An east west pedestrian route linking through a proposed public plaza will also be provide permeability from New Wapping Street (and Block 3) to New Street and the remainder of Block 2.

8.4 The proposed development will create a significant quantum of residential accommodation and a new aparthotel creating a new city quarter and helping to link the existing and new urban fabric of the area. The proposed development will provide significant planning, economic and social benefits not only for North Lotts but for the entire Docklands and the wider City.

8.5 It is envisaged that, as per the land use mix requirements of the City Block and the JCBRA, further applications for residential and commercial development within Block 2 will be progressed. Future residential and commercial accommodation will further enhance the population base and improve vitality and viability of the area.

8.6 In urban design and architectural terms, the development will regenerate a significant strategic brownfield site. The site is located in a pivotal position within the docklands with direct frontage to Sheriff Street Upper, Mayor Street Upper and New Wapping Street. The development provides for the reinstatement of the streetscape and will create animation along these key urban frontages.

8.7 An integral part of the proposal is the development and enhancement of communal open space and public realm, all of which will be designed to a high standard. The new east / west and north / south streets will significantly enhance permeability through the block and provide for pedestrian and vehicular connections. The hard and soft landscaping and overall vision for these areas will create a unique sense of place and identity which will enhance this area as a quality urban residential quarter for both existing and future residents.

8.8 A landscape defensible space to the edge of the development along all site boundaries will assist in the animation of these street frontages and will provide for a high level of privacy and security to the proposed ground floor residential units.

8.9 The overall landscape proposal will enhance the public realm and will ensure that an attractive and inviting space is created in the area.

8.10 In planning terms, the development will therefore regenerate and rejuvenate a significant brownfield site in close proximity to the city centre, public transport connections and within a new and emerging high quality urban quarter. The
Compliance Statement submitted with the application provides an assessment of all of the key objectives of the Planning Scheme and sets out how the proposed development complies with the requirements of the SDZ.

8.11 The development will deliver all of the core objectives of the Scheme and will ensure that an appropriate and integrated development is proposed. An appropriate intensity of activity will be delivered in tandem with high quality architecture, through the provision of new urban spaces and streets, pedestrian links, café units and residential development and an aparthotel.

8.12 The visual appearance of the development will be in keeping with the surrounding building forms and styles while at the same time will create a specific character to the subject application site to create an identifiable space within the SDZ area.

8.13 The proposed development will result in the creation of a significant quantum of residential and aparthotel accommodation within a new urban quarter of Docklands. It will secure the development of a key regeneration site in the north docklands and create a sustainable, viable and vibrant scheme.

8.14 The development will have significant economic renewal and spin off generating benefits due to the provision of a significant number of residential units and aparthotel on site. It will enhance social and physical infrastructure of the area and promote movement and connectivity through the creation of new pedestrian routes and new street.

8.15 The significant quantum of residential accommodation proposed will expand the established residential base of the area and enhance the overall vitality of the area. This will be achieved through high quality architecture, communal open spaces and a public plaza, landscaping and other works, creating a high quality living environment with a unique sense of place and identity.

8.16 In this context the proposed development is consistent with the objectives of the North Lotts and Grand Canal Dock Planning Scheme and is in accordance with the proper planning and sustainable development of the area.
9.0 CONCLUSION

9.1 This planning application seeks to provide for the construction of a new residential and aparthotel development in accordance with the objectives of the North Lotts and Grand Canal Dock Planning Scheme. It is envisaged that the development will provide high quality residential accommodation, sustainable design, as well as a significant new public realm, strategic connections and enhanced permeability.

9.2 The redevelopment of this strategically located brownfield site is in accordance with the policies and objectives of the National Spatial Strategy, Regional Planning Guidelines for the Greater Dublin Area and Dublin City Development Plan and New Sustainable Apartment Guidelines 2018. Furthermore, the development has been assessed in relation to the specific policies and objectives set out in the North Lotts and Grand Canal Dock Planning Scheme 2014. The development will help deliver the vision of the Scheme and create a world class quarter delivering a neighbourhood with its own distinct character and identity.

9.3 It has been demonstrated in this report and accompanying documentation that the proposed development is in accordance with the North Lotts and Grand Canal Dock Planning Scheme and the proper planning and sustainable development of the area.

9.4 The proposed development is also consistent with the policies and objectives of the Dublin City Development Plan 2016-2022, the Sustainable Apartment Guidelines 2018 and the National Planning Framework 2040.

9.5 Therefore it is respectfully requested that the City Council grant planning permission in this instance.

John Spain Associates