



INTRODUCTION

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1.1 BACKGROUND

In November 1998 the Dublin Docklands Development Authority (Authority) commissioned Urban Initiatives, Urban Projects, Hamilton Osborne King and Anthony Reddy Associates to prepare a development framework for the Grand Canal Dock (GCD) area of Docklands. It was intended that this framework would form the basis for a draft Area Action Plan and/or ultimately a Planning Scheme for the area.

The Authority decided to develop the framework plan into an Area Action Plan. Following the publication of the draft of the Plan and extensive consultation with Dublin Corporation, local community, business, semi-state bodies, and utility providers, the Authority revised the draft and adopted the Plan.

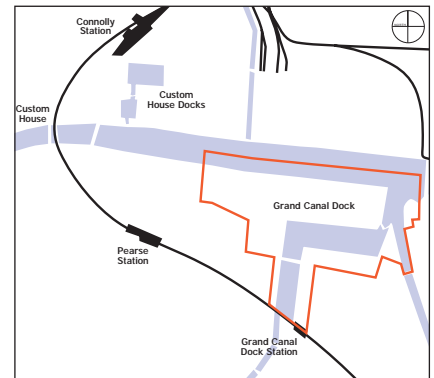
On the 8th March 2000 the Minister for the Environment and Local Government specified by Order, in exercise of the powers conferred on him by Section 25(1)(a) of the Dublin Docklands Development Authority Act, 1997 (the "Act"), the Grand Canal Dock Area as an area for which the Authority may prepare a Planning Scheme. The Authority decided to prepare such a Planning Scheme.

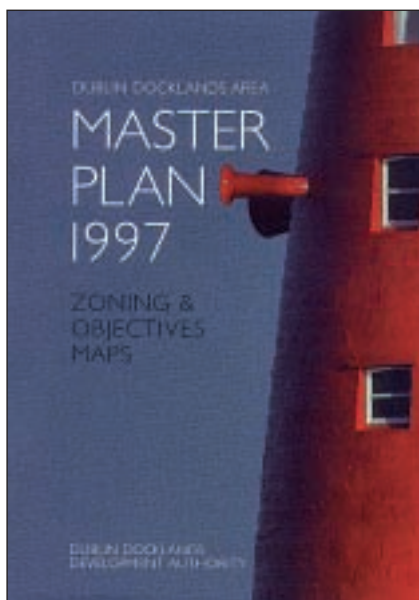
A Planning Scheme consists of a written statement and plan indicating the manner in which the Authority considers the Area should be redeveloped and in particular includes the following:

- the nature and extent of the proposed development.
- the proposed distribution and location of uses.
- proposals in relation to the overall design of the proposed development, including the maximum heights and the external finishes of structures.
- proposals relating to development of amenities and the conservation of the architectural heritage or other features.
- proposals relating to transportation, including the roads layout, the provision of parking spaces and traffic management.

Development which is certified by the Authority to be consistent with an approved Planning Scheme is exempted development for the purposes of the Local Government (Planning and Development) Acts, 1963 to 1999 and of the Planning and Development Act, 2000.

The Scheme is largely physical in nature but derives from the social and economic policies contained in the Dublin Docklands Area Master Plan. This document does not repeat those policies and readers are therefore advised to read it in conjunction with the Master Plan.





Dublin Docklands Area Master Plan

1.2 PLANNING POLICY FRAMEWORK

The planning policies and relevant documents which form the basis of developing the GCD Planning Scheme are listed below.

1.2.1 Dublin Docklands Area Master Plan (1997)

The Master Plan divides the Docklands area into six sectors on the basis of land use characteristics and urban morphology. One of these sectors is the GCD area. A number of policies are put forward for the area as follows:

- to seek to develop a new city quarter which responds to the potential of the water bodies and the proximity to the city centre;
- to seek the development of the abundant under-utilised land. Following remediation, the former Dublin Gas production site and adjoining lands afford the possibility to create an integrated development incorporating a mix of uses which responds to the Master Plan objectives, of social, economic and physical regeneration;
- to promote the development of a new urban block and street pattern on the former Dublin Gas production site and adjoining lands which reflect in a coherent manner the urban design guidelines set out in Part 6.1, particularly with regard to permeability, height, open space and amenities;
- to support all measures that will enhance the quality of public transport in the area with the relevant statutory agencies;
- to help secure public access to and activity on all edges of the water bodies through the removal of buildings and structures which inhibit access, or through the installation of boardwalks as appropriate;
- to promote the location of a major anchor project on part of the former Dublin Gas production site by commissioning a feasibility study;
- to allocate 60% of the area for residential purposes;
- to consider the acquisition of lands in public ownership to achieve the objectives of the Master Plan; and
- to promote the development of the inner GCD for mooring and display of historic craft.

1.2.2 Dublin City Development Plan (1999)

Within the Dublin City Development Plan (DCDP) the GCD area falls under Zoning Objective 14, as follows:

‘to seek the social, economic and physical rejuvenation of an area with mixed use of which residential and Z6 (to provide for the creation and protection of enterprise and facilitate opportunities for employment creation) would be the predominant uses’.

Of further relevance to the Planning Scheme is Policy T10 which states that it is the policy of Dublin Corporation to ensure that land use and land zoning policies are integrated with, and supportive of, the DTI Strategy (see below). The land use policies in the Plan aim at minimising trip generation and distribution, and ensuring that appropriately high densities are permitted within walking distance of the public transport corridors, in order to maximise the use of public transport infrastructure.

1.2.3 The Grand Canal Dock Area Action Plan (1999)

This Plan already referred to above forms much of the basis for this Planning Scheme.

1.2.4 Dublin Transportation Initiative (1991)

The Dublin Transportation Initiative is a strategic transportation plan, covering all surface modes, set up by the Dublin Transport Office. The DTI is an integrated initiative and, as such, also considers the relationship between transport and land use, economic development, urban renewal, employment and the environment. The DTO and Dublin Corporation are committed to ensuring that the development and implementation of a balanced and sustainable transport for Dublin is achieved.

1.2.5 Grand Canal Corridor Study

The Grand Canal Corridor Study was commissioned by the then Department of Arts, Culture and the Gaeltacht which is responsible for waterways policy. The intention of the study was to set out a physical planning framework for the corridor, to bring together the existing environmental, commercial and social elements in an integrated manner.

The following objectives were defined for the GCD:

- to use the GCD as the primary focus of a re-development strategy for the area that will combine economically viable land uses with the development of a socially balanced residential community;
- to retain the dual character of GCD as the place where inland waterways craft meet sea-going craft;
- to retain the diverse and attractive character of the area in the future and to exploit it for tourism;
- to exploit sensitively the resources of the area for leisure activities;
- to provide the maximum possible controlled public access to the water body;
- to rationalise and manage actively the water resource and surrounding lands;
- to seek high quality design and building standards that will respect and enhance the character of the area; and
- to maximise the revenue generating potential of the area.



1.2.6 Strategic Guidelines for the Dublin Region

Although this document refers to the greater Dublin area, it does have implications for the Grand Canal Dock area in terms of transport and density of development.

1.2.7 Residential Density Guidelines for Planning Authorities (1999)

This study recommends relatively high residential densities in 'brownfield' sites such as the Area.