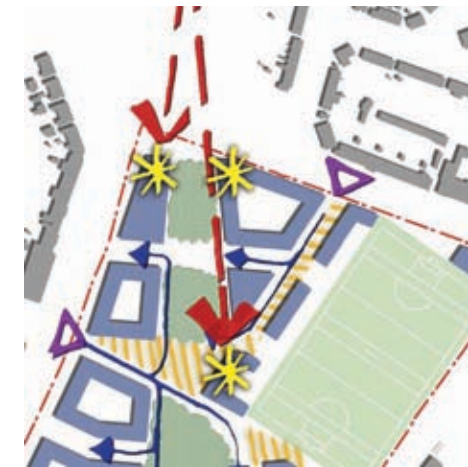
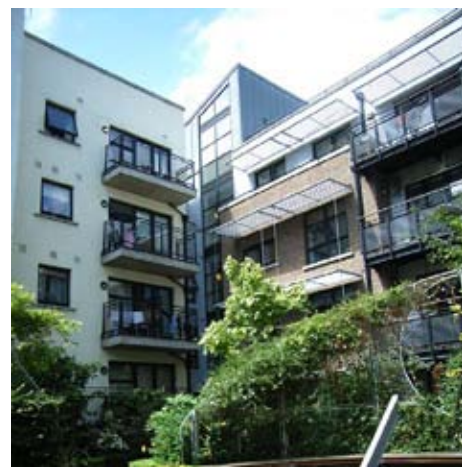


Whitehall Framework Plan

November 2008

on behalf of
Dublin City Council



Consultation - thanks are due to the following

- North Central Area Office
- City Architects
- Roads Department
- Parks Department
- Culture and Leisure Services
- Housing Department
- Planning Department
- QBN
- Port Tunnel Project Office
- Barina Construction
- Whitehall Parish Church
- DCU
- Holy Child Boys NS
- St Kevins Boys Club
- Plunket College
- Maryfield College
- St Aidans CBS
- Whitehall College of Further Education
- Home Farm Football Club
- Respond Housing Association
- Whitehall Colmcille GAA Club
- Margaret Aylward CDVEC School
- Highfield Hospital Group
- Larkhill Infant/Senior Girls/Boys School

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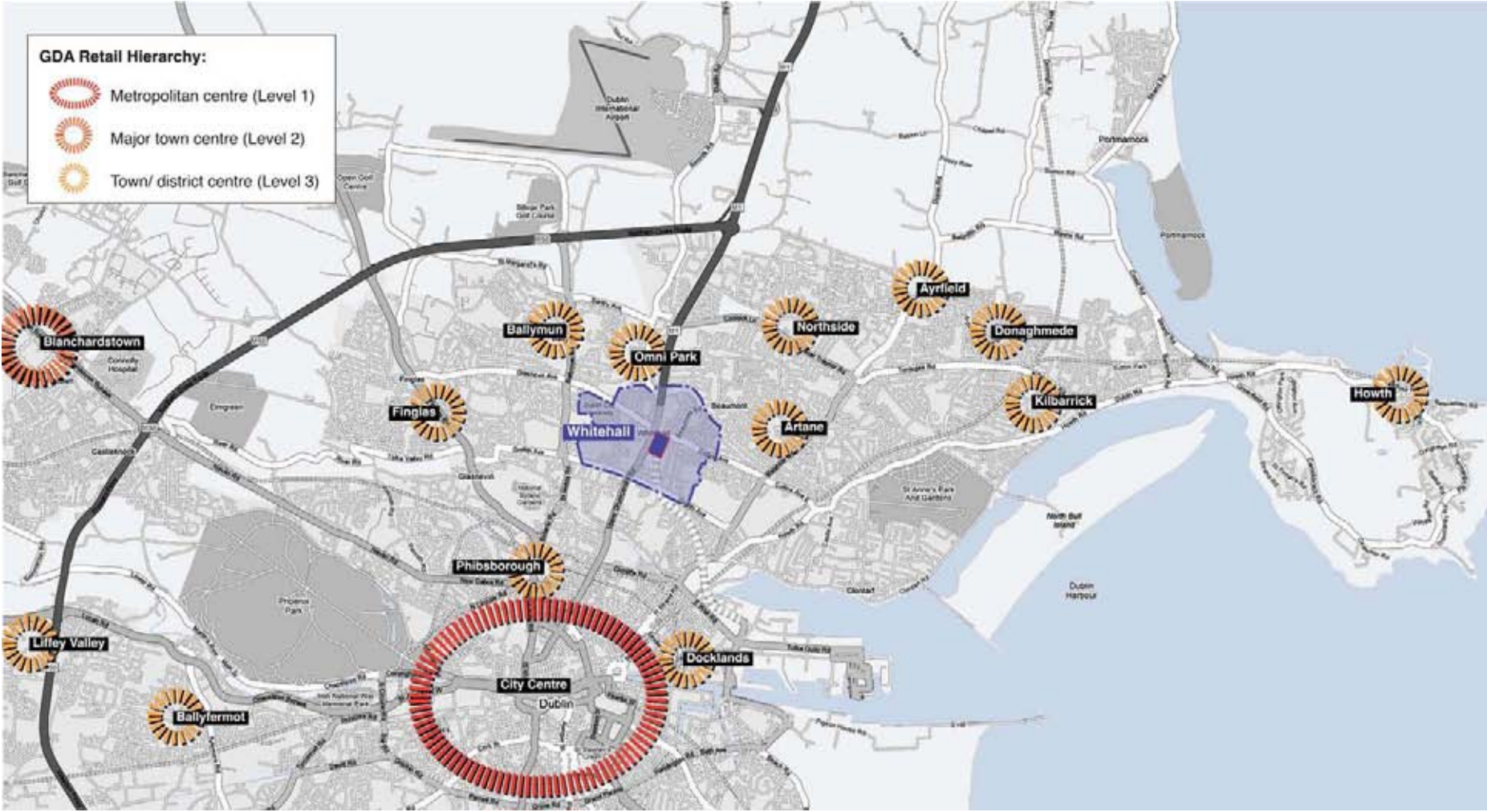
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1.0 Introduction

1.1 The Brief

DMD were commissioned by Dublin City Council to prepare a Schematic Framework Plan and Site Brief for the lands previously used as the Port Tunnel Depot at the junction of Swords Road and Collins Avenue, together with the adjacent development site, all zoned Z12 in the Dublin City Development Plan 2005-2011 (DCDP). The main objective is to provide a schematic development framework for the site outlined in red on the attached plan, based on supporting studies as itemised below and as required by the brief.

The plan is based on an analysis of the wider study area, particularly in respect of movement and access to the surrounding facilities and includes an audit of open spaces within a wider study area, identified in green on the extract of the DCDP on p15 below. From this, a structuring concept / framework plan was prepared, together with a public domain strategy and hierarchy and supported by built form, land use, and movement strategies.



1.0

1.2 The Site

The site is located to the south east of the junction of the Swords Road and Collins Avenue, Dublin 9.

In total it measures 6.28 Hectares and is divided into two ownerships. The northern portion in Dublin City Council ownership measures 3.7 hectares while the site to the south in private ownership measures 3.1 hectares.

1.3 Site Context

The site is strategically located at the junction of two major roads, one, the historic radial running from the north into the city centre, and the other, Collins Avenue, providing an inner orbital connection from Killester to Finglas, approximately half way from the M50 and the city centre.

A short distance to the north of this junction, the M1 runs into the port tunnel and the carriageway reduces to the four lane Swords Road as it passes the site.

The area is predominantly residential in character, with a significant number of large institutions, including DCU and Highfield Hospital lands on both sides of the Swords Road, together with a total of eight schools, four infant or primary and the remainder post primary.

The area enjoys a large public open space amenity, at Ellenfield park, immediately north of the church and a mere 270m from Collins Ave. This park is intensively used for sports predominantly by the two clubs in the area, St. Kevins Football Club and Whitehall Colmcilles, for soccer and gaelic football respectively.

Hampstead Park lies to the west just outside the study area, supplementing the active play facilities available nearby.



1.0

1.4 Historical Development

At the end of the nineteenth century, Whitehall was a small settlement on either side of the Swords Road, enhanced by the arrival of a tram service by 1908. Prior to this it was perhaps best known for the hospital established by Dr Eustace in 1825 at Hampstead Hotel to cater for 'Patients of the Upper Class suffering from mental and nervous diseases'. The hospital has since been considerably expanded encompassing several buildings on either side of the Swords Road, including Highfield and Elmhurst.

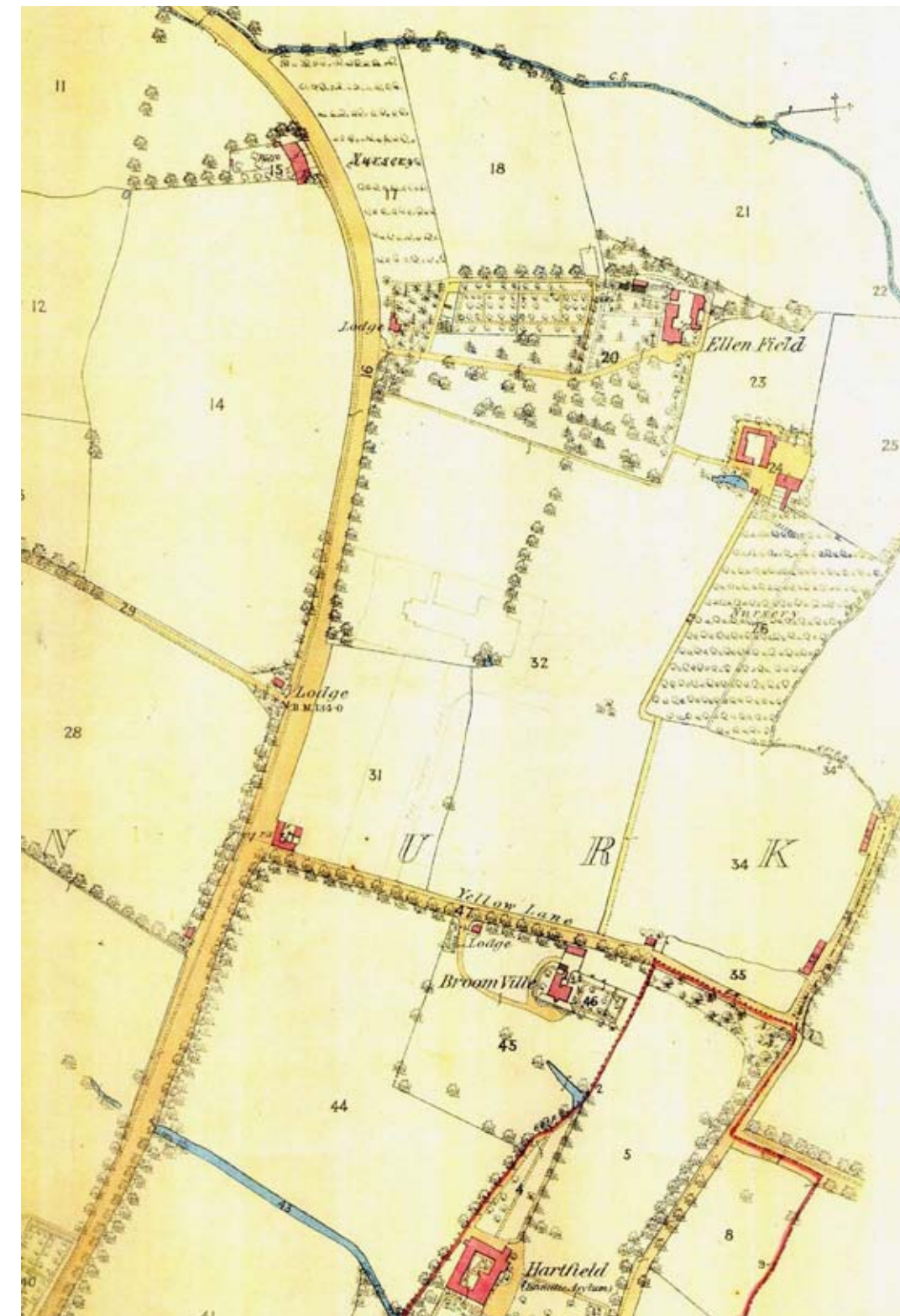
The modern day suburb of Whitehall owes much of its character to the activities of the Dublin Corporation, both as a builder and as a land developer. In the case of Ellenfield, and Larkhill, north of the newly extended Collins Avenue, on either side of the Swords Road, the corporation took on the responsibility of constructing large housing schemes, completed in 1939, and including 370 houses.

A different approach was taken in the case of the scheme at Gaeltacht Park, completed in 1934. Originally earmarked for Irish speakers by Nua Gaeltacht, several different public utility associations were eventually responsible for the completion of the scheme, under the close eye of the corporation.

The linkages between the Gaeltacht Park scheme and the Larkhill estate are an indication of the strong town planning philosophy within the corporation at the time and which they brought to bear on these very different schemes.

The social infrastructure that followed the new suburbs included the Holy Child church, facing the Swords Road, providing a familiar landmark at the entrance into Dublin. The church now also marks the entrance to the Dublin Port tunnel, completed in 2006.

Shops were provided at the entrance to the Gaeltacht Park scheme in the 1930's, as were additional shops on Collins Avenue with cinema in 1938.



1.0

1.5 Demographic Trends

Dublin North West has a population of 61,197 according to the 2006 census. A population increase of 1.3 percent was experienced since 2002 in Dublin North West, compared with the Dublin City increase of 2 percent and a national increase in population of 8.1 percent.

Overall population of Whitehall:

1996	19,348
2002	19,390
2006	20,370

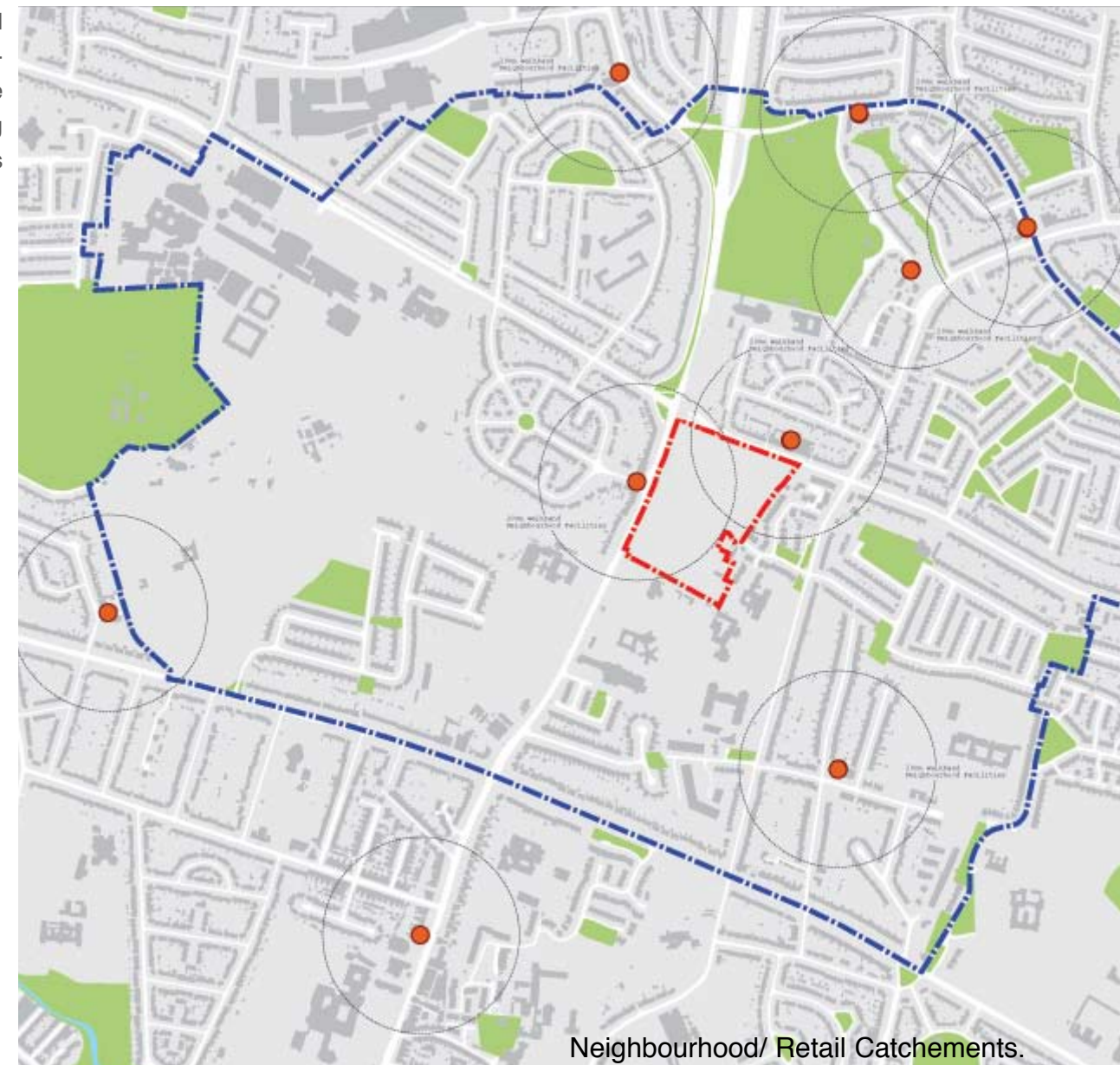
New data available from the 2006 Census demonstrates an increase in population in the Dublin North West area with the Whitehall Santry area in particular experiencing a 5% increase in population.

1.6 Neighbourhood Facilities

The Retail strategy for the Greater Dublin Area identifies the nearby Omni and Northside centres as District Retail Facilities. The next level of facilities are local neighbourhood facilities.

The facilities shown on the adjacent map, all serve the locality, albeit some are significantly larger than others. The most extensive facilities serving the area are those adjoining the study site on Swords Road and Collins Avenue respectively.

- Neighbourhood Facilities
- Development Site
- Study Area



2.0 Policy Context

2.1 National Policy

The planning context for Dublin and the Greater Dublin Area within the national planning framework is set out in the National Spatial Strategy, People, Places and Potential, National Spatial Strategy for Ireland 2002 – 2020.

The strategy recognises the critical importance of Dublin as a national and international economic driver and promotes the continued growth and development of the Greater Dublin Area. The NSS emphasizes that the physical consolidation of Dublin, supported by effective land use policies for the urban area itself, is an essential requirement for a competitive Dublin.

The key requirements to supporting the consolidation of the city are:

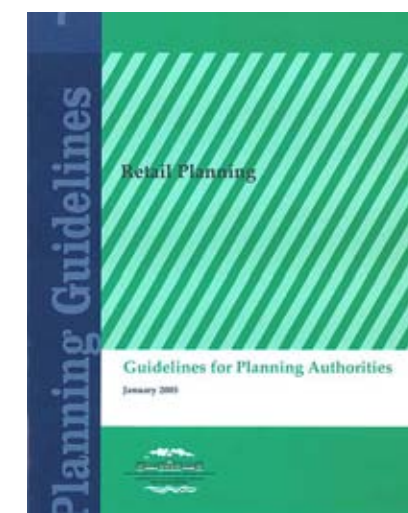
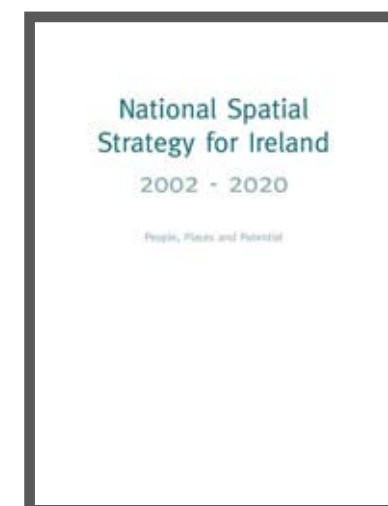
- Effective integration of land use and transportation policy within the Greater Dublin Area
- Facilitating the national roles of Dublin Airport and Dublin Port
- Facilitating ease of movement of people and goods within the Greater Dublin Area, particularly through an effective public transport system
- Supporting the city's capacity for innovation
- Maintaining a high quality environment, and ensuring opportunities for outdoor recreation within easy access
- Maintaining and investing in quality of life attractions of the city particularly in terms of education, healthcare, childcare, cultural and entertainment facilities
- Eliminating areas of social deprivation and ensuring integrated development of areas in the future.

Investment in transport, to complement the NSS, is set out in Transport 21, the capital investment framework through which the transport system in Ireland will be developed, over the period 2006 to 2015. This framework will address the twin challenges of past investment backlogs and continuing growth in transport demand. The projects and programmes that make up Transport 21 will aim to

- increase accessibility;
- ensure sustainability;
- expand capacity;
- increase use; and
- enhance quality.

Other significant national guidelines include the DEHLG Residential Density Guidelines for Planning Authorities 1999, which sets out policy in relation to residential density for new developments. Further guidance on housing types and dimensions is set out in the draft guidelines Sustainable Urban Housing, Design Standards for Apartments, in January 2007. Housing policy has been recently modified with the publication of Delivering Homes: Sustaining Communities Feb 2007.

There are a range of other guidelines dealing with the requirements for modern developments issued by the DEHLG, including guidance on Childcare Facilities, and on Retail Planning Jan 2005.



2.0

2.2 Regional Planning Policy

The implementation of the National Spatial Strategy is set out in greater detail in the Regional Planning Guidelines for the Greater Dublin Area, (RPGGDA) published July 2004. Guidance on how best to implement the regional guidelines is set out in Implementing Regional Planning Guidelines Best Practice Guidance February 2005.

The regional guidelines for the Greater Dublin Area envisage that it be treated as a Polycentric City Region, and within that context the metropolitan area will play an enhanced role as the focus of residential development. The key objectives for the future development for the metropolitan area are set out in Section 7. They include the following:

- Consolidation of the urban centres located within the Metropolitan Area.

- Development of brownfield sites, in urban centres throughout the Metropolitan Area, especially those along public transport corridors.
- Delivery of well designed urban environments enhancing the quality of life for residents and workers alike.
- Provision and facilitation of an integrated public transport system and the achievement of a greater use of sustainable transport modes through the integration of land use and transport planning.
- Clear definition of the boundaries of urban centres to ensure a clear division between rural and urban areas.
- In order to achieve these objectives the strategic policies to be applied by the planning authorities are as follows:
- Develop the Regions, building on support from all the local authority areas in the GDA, so that it is able to compete effectively with other city-regions in Europe.

- Increase overall residential development densities generally, as facilitated by the DEHLG Residential Density Guidelines for Planning Authorities. (It may not be appropriate to apply universally high residential development densities throughout the Greater Dublin Area, as it (density) should not be achieved at an unacceptable amenity cost.)
- Give high priority to the creation of quality designed urban places, including a particular emphasis on urban conservation.

The emphasis on quality designed urban places is echoed in the recommendations in the regional guidelines on open space and recreational facilities in urban areas. In Section 9.6 it is recommended that Planning Authorities should:

- Ensure that the future provision of residential developments, or mixed use schemes with a residential element, should be consistent with the policies and recommendations of the Residential Density Guidelines for Planning Authorities with regard to the quantity and quality of public and private open space provision.
- Have a presumption in favour of the retention of existing sports and recreation facilities.
- Have proposals for the enhancement of such facilities and the provision of new facilities in all major residential developments.
- Identify areas within urban centres, particularly those selected for future development in the settlement strategy, for the provision of public open spaces for informal recreation which can address one or more of the following:
- Extend and enhance the existing open space network.
- Secure landscape and biodiversity enhancement.

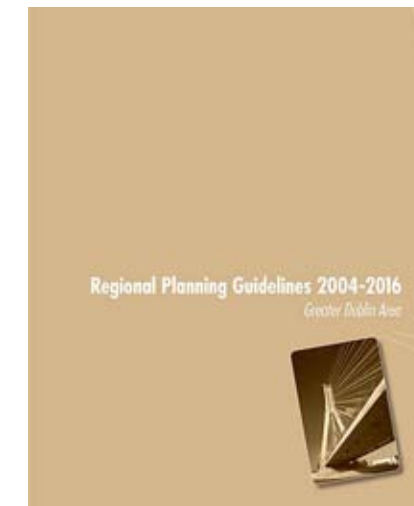
- Enhance the setting of features of heritage interest.
- Improve access to the coast, river valleys and canals.
- Secure the reclamation of derelict and contaminated land.
- Improve the environment of the urban fringe.
- Provide a setting for other sporting facilities.

A Platform for Change 2000-2016

The RPGGDA supports the application of the Dublin Transportation Office – A Platform for Change 2000-2016. This Strategy has two key interdependent elements:

- Infrastructure and service improvements to increase the supply of transport, including a substantial expansion of the public transport network, some strategic road construction and traffic management. The DTO strategy envisages an extensive, high quality, fully accessible, integrated network for DART suburban rail, Luas, METRO, bus, roads, cycling and walking
- Demand management, to reduce the growth in travel through the application of land use and other policies while maintaining economic progress, which is designed to encourage a transfer of trips, especially at peak periods, from the private car to sustainable modes of transport (such as public transport, cycling and walking).

The detailed implementation of the strategy has been overtaken by the plans set out in the national Transport 21. Of particular relevance to the Whitehall area are the plans for the construction of the Metro rail connection between the city centre and the Airport, and beyond, with a station envisaged for Dublin City University.



2.0

2.3 Local Policy

Dublin City Development Plan 2005-11



The development plan takes cognizance of the national and regional frameworks and the proposed strategy for Dublin 'promotes the consolidation of the city, maximising efficient use of land and integrating land use

and transport'. It recognises that Dublin must grow and operate on an international scale in a sustainable fashion. It pays particular regard to the need for high quality urban places, and emphasizes the significant role that urbanism will play in meeting the challenges facing the city, over and above the more traditional methods of town planning. An indication of the challenges facing this approach include the following:

- The Challenge of City Identity
- Defining the International, National and Regional Role of the Urban City Core
- The Challenge of Urban Structure
- Stitching in the Economic
- Stitching in the Cultural
- Tackling the Suburbs
- The Challenge of the Public Domain
- Responding to the Weave of New Infrastructure
- Design and Quality
- The Challenge of Integrating the Social Dimension in City Planning.
- The Challenge of Developing Environmental Frameworks
- Vision/Key Driving Themes

To this end, they have produced guidance which must be considered, together with national government policy in relation to new housing.

Transport

The critical relationship between development and areas well served by transport infrastructures is set out in the policy below:

POLICY T1

It is the policy of Dublin City Council to support the sustainability principles set out in the National Spatial Strategy, Dublin Transportation Office's "A Platform for Change" and the Regional Planning Guidelines for the Greater Dublin Area and ensure that land use and zoning are integrated with transportation, especially along transportation corridors/nodes and at Prime Urban Centres. Dublin City Council commits itself to the objective of identifying the specific lands required or likely to be required for the transportation and related infrastructure needs of the city (including but not limited to lands required or likely to be required for new or modified bus routes, cycle lanes, paths, roads, bridges, parking facilities, Park and Ride infrastructure, light rail, rail and metro links) during the period of the next Development Plan from 2011 – 2017 and to the creation of a new zoning for such lands to be included in the next Plan. The development plan encourages the use of more sustainable forms of transport eg public transport and cycling.

POLICY T2

It is the policy of Dublin City Council to encourage modal change from private car use towards increased use of more sustainable forms of transport such as public transport, cycling, and walking, and by encouraging teleworking and carpooling and car-sharing.

POLICY T5

It is the policy of Dublin City Council to give priority to improved pedestrian and cycling facilities both within the inner city and the outer city as part of an integrated approach to the management of movement, and to consult with stakeholders in the provision of cycling facilities with regard to the implementation of the proposed cycle network and future long term planning in this area.

Neighbourhood

The significance of neighbourhood centres as a focus of the residential area is recognized and supported by the development plan.

POLICY S5

It is the policy of Dublin City Council to seek to maintain and strengthen the existing district and neighbourhood centres. Where such centres are in close proximity to residential areas, twenty four hour shopping and 7/24 shopping shall not be permitted.

Recreation

Facilities for childrens playground will in future be an integral feature of large scale developments, in line with national policy, and to the city's Policy on Childrens' Play (Objective R021). A playground will be required in all new developments with over 75 units (section 11.2.2).

Objective R013

It is an objective of Dublin City Council to provide a children's playground, designed, built and developed in partnership with local children and their parents and teachers that will ensure proper usage and ownership over the playgrounds thereby utilising the facility to its fullest and reducing the incidence of vandalism. Playgrounds will incorporate facilities for children of all ages, in all of its public parks at district and neighbourhood level. Dublin City Council recognises that play is an essential component of a child's development. Dublin City Council recognizes the vital role that parks and playgrounds play in entertaining and occupying young people.

Dublin City Council recognises that the provision of parks and playgrounds assists in tackling anti-social behaviour. The increasing emphasis on the sustainable use of water, and the proper provision of drainage, following on from the Greater Dublin Strategic Drainage Study, is recognized in the following policies :

POLICY U6

It is the policy of Dublin City Council to take all necessary steps to ensure that the quality of treated water supplied to all of its customers is in compliance with the Water Quality Directives of the EU and national legislation.

POLICY U14

It is the policy of Dublin City Council, in co-operation with the other relevant local authorities to implement the recommendations, as appropriate, of the Greater Dublin Strategic Drainage Study and the Dublin Coastal Flooding Protection Project, subject to funding being available.

POLICY U30

It is the policy of Dublin City Council to require that all new development must be constructed in compliance with the Greater Dublin Strategic Drainage Study document entitled "New Development Policy, Technical Guidance Document".

Environmental facilities will play a critical role in the development of the site under review.

The development plan envisages that any provision for public open space on former institutional lands should be located in such a way as to be accessible to the general public (section 11.1.2)

Facing these challenges will in turn contribute to the aims of the Dublin City Development Board as set out in Dublin – A City Of Possibilities 2002-2012. "To facilitate challenge and change, actively involving citizens, businesses, communities and statutory agencies in determining and developing a strong, vibrant, successful, inclusive, multicultural and healthy city where all can achieve their full potential."

Residential

In order to meet these challenges, the development plan envisages increasing the density of residential development in line with the need for consolidation, as set out in the following policy for high density developments.

2.0

POLICY RES 2

It is the policy of Dublin City Council to promote high density development in the inner city, prime urban centres, close to transport routes and within the Framework Development Areas while integrating the design of the new developments into the existing character of the present and historic urban and suburban landscapes and incorporating the highest standard of urban design and architecture.

Achieving Liveable Sustainable New Apartment Homes for Dublin City Draft Guidelines May 2007 Dublin City Council wishes to achieve a high standard of design and layout in order to create high quality, secure and attractive areas for living (Para 15.9.0).

POLICY R08

It is the policy of Dublin City Council to ensure that, in residential developments on former institutional lands, public open space is sited in such a way as to be accessible to residents in the general area, particularly where there is a deficiency of public open space.

The study lands have been zoned Land Use Zoning Objective Z12: "To ensure the existing environmental amenities are protected in any future use of these lands".

This zoning applies to lands the majority of which are in institutional use, which could potentially be developed for other uses including residential.

They include community and recreation related development including schools and colleges, residential health care institutions (e.g. hospitals) and development for other community uses (e.g. club meeting facilities such as scout and guide halls).

Where lands zoned Z12 are to be developed, a minimum of 20% of the site, incorporating landscape features and the essential open character of the site, will be required as accessible public open

space associated with any residential development, to ensure a coordinated approach to the creation of high quality new public open space facilities on these lands.

In considering any proposal for development on lands subject to zoning Objective Z12, other than development directly related to the existing community and institutional uses, Dublin City Council will require the preparation and submission of a master plan setting out a clear vision for the future for the development of the entire land holding.

The requirement to provide at least 20% of the residential units in social and affordable use, as set out in the Housing Strategy within the Development Plan, will apply in the development of lands subject to the Z12 zoning objective.

Zoning Objective Z12: Permissible Uses

ATM, Bed and breakfast, Buildings for the health, safety and welfare of the public, Caravan park/ Camp site (holiday), Childcare facility, Community facility, Conference centre, Cultural/recreational building and uses, Education (excluding night time uses) Embassy, Enterprise centre, Garden centre, Golf course and clubhouse, Guest house, Halting site, Hostel, Hotel, Media recording and general media associated uses, Medical and related consultants, Open space, Place of public worship, Public service installation, Residential institution, Residential, Restaurant, Science and technology-based industry, Training centre.

The strategic location of the Whitehall site, at the intersection of significant radial and orbital routes, and its gateway location close to where the M1 enters the metropolitan area, as well as as en route from the airport, creates a strong case for a landmark building. Where a tall building is proposed,

special standards apply and proposals for such buildings will need to address the following:

Special standards applying to medium and high rise buildings

- The need to create a positive urban design
- The need to suitably incorporate the building into the urban grain
- The need to create positive urban spaces
- In view of the inevitable prominence of a tall building it should be of outstanding architectural quality, creating a building which is elegant, contemporary, stylish, and, in terms of form and profile, makes a positive contribution to the existing skyline
- The need to respect important views, landmarks, prospects, roofscapes and vistas
- The proposal should be very carefully related to, and not have any serious disadvantages to, its immediate surroundings, both existing and proposed and especially to any other high buildings and prominent features in the vicinity and to existing open space.
- The site must be of appropriate size and context to allow for a well designed setting of lower buildings and/or landscaped open space
- The design of high buildings should seek to minimise overshadowing and overlooking of surrounding property and should not create adverse micro-climatic effects (such as down-draft)
- The building should consider important telecommunication channels and not interfere with air navigation.

When submitting plans for such buildings the developer will be required to submit a visual impact analysis study including a 3-D model of the scheme, and photomontages of the impact of the building(s) at a city-wide and local scale.

When developing landmark buildings the Planning Authority will encourage architectural design competitions.



Achieving Liveable Sustainable New Apartment Homes for Dublin City, March 2007

These Guidelines were published as part of the City Council process of improving the quality and choice of apartment housing in the City.

The primary aim of these guidelines is to achieve the optimum quality and supply of liveable, sustainable apartment housing for a variety of household types and sizes.

The delivery of quality family friendly apartment housing and attractive new neighbourhoods are key challenges for the future success of the City. New apartments are required to be sufficiently spacious with all the necessary facilities to provide a level of residential amenity attractive to families with children on a long-term basis.

2.0

2.4 Sustainability Policy Context

The starting point which raised concerns about environmental issues and a wave of governmental regulation, was the Limits to Growth Report published by the Club of Rome (1972) and the Stockholm Conference on the Human Environment (1972).

- Our Common future, 1987

World Commission on Environment and Development

This report highlighted the fact that current patterns of resource consumption and environmental degradation could not continue as they were and in order to reduce the problem facing us, society must act as a whole. The Brundtland Report emphasised the fact that sustainable development should be employed to safeguard the earth's resources thereby improving social wellbeing and creating a better quality of life for future generations. It also popularises the term "sustainable development" defining it as: "A development that meets the needs of the present without compromising the ability of future generations to meet their own needs"(Brundtland, 1987).

- Earth Summit, Rio de Janeiro, 1992

UN Conference on Environment and Development (UNCED)

The Earth Summit in Rio de Janeiro was unprecedented for a UN conference, in terms of both its size and the scope of its concerns. Twenty years after the first global environment conference, the UN sought to help Governments rethink economic development and find ways to halt the destruction of irreplaceable natural resources and pollution of the planet.

Resulting documents were produced as follows:

Agenda 21, the Rio Declaration on Environment and Development, the Statement of Forest Principles, the United Nations Framework Convention on Climate Change and the United Nations Convention on Biological Diversity



- Sustainable Development - A Strategy for Ireland - 1997

The aim outlined for Ireland in our first sustainable development strategy, published in 1997, was "to ensure that economy and society in Ireland can develop to their full potential within a well protected environment, without compromising the quality of that environment and with responsibility towards present and future generations and the wider international community".

- Sustainable Transport

Dublin Transportation Initiative (DTI), 1996, Sustainable Transport was set up to deliver an integrated transportation strategy for the Greater Dublin Area for the period up to 2011.

- Platform for a Change, 2000-2016

Dublin Transport Office (DTO), 2001, The DTO Strategy provides an updated framework for the development of the transport network in the Greater Dublin Area in the period to 2016.

- Transport 21,

Department for Finance and the Department for Transport, 2005, This strategy is the capital investment framework through which the transport system in Ireland will be developed, over the period 2006 to 2015. This framework addresses the twin challenges of past investment backlogs and continuing growth in transport demand. The projects and programmes that make up Transport 21 will aim to increase accessibility, ensure sustainability, expand capacity and enhance quality.

- National Spatial Strategy 2002-2020

Department of the Environment, Heritage and Local Government, 2002

It aims to achieve a better balance of social, economic and physical development across Ireland, supported by more effective and integrated planning.

• Comhar Sustainable Development Council
Comhar Sustainable Development Council, established by the Minister for the Environment, Heritage and Local Government in 1999 is the forum for national consultation and dialogue on all issues surrounding Ireland's pursuit of sustainable development. It plays an important part in the development and implementation of policy in this regard.

- Making Ireland's Development Sustainable - 2002



This five-year review of the original 1997 Strategy, was produced by the DEHLG in 2002. It also served as Ireland's national report on sustainable development to the Johannesburg World Summit on Sustainable Development held in 2002.

The report examines progress made in the ten years since the Rio de Janeiro Earth Summit. Key areas were addressed in this strategy as follows:

Promoting and securing a high quality environment, keeping the economy competitive in a rapidly changing world, providing a strong basis for further economic prosperity, bringing about a fairer and more inclusive Ireland and contributing well to sustainable development at the global level.



• Sustainable Energy Ireland (SEI) set up by the government in 2002 as Ireland's National Energy Agency promotes and assists the development of sustainable energy.

Funded by the National Development Plan 2007 – 2013 and with programmes part funded by the EU, the main objectives are the implementation of significant aspects of the Energy White Paper: "Delivering a Sustainable Energy Future for Ireland" and the National Climate Change Strategy (2007-2012) such as:

- improving energy efficiency
- advancing the development and competitive deployment of renewable sources of energy and combined heat and power
- reducing the environmental impact of energy production and use

• The Energy White Paper: Delivering a Sustainable Energy Future for Ireland
Department for Communications Marine and Natural Resources, 2007,

The White Paper describes the actions and target for the energy policy framework out to 2020, to support economic growth and meet the needs of all consumers. The Paper sets a clear path for meeting the Government's goals of ensuring safe and secure energy supplies, promoting a sustainable energy future, and supporting competitiveness.

- Bioenergy Action Plan

Department for Communications Marine and Natural Resources, 2007

The Bioenergy Action Plan is a comprehensive strategy to increase the deployment of renewable energy across three key sectors: transport, heat and electricity.

2.0

2.4 Sustainability Policy Context (cont.)

- National Development Plan 2007-2013, The Irish Government, 2007
In January 2007 the Government launched the fourth National Development Plan to cover the period 2007-2013. The first plan was in 1989.

- Delivering Homes Sustaining Communities Department of the Environment, Heritage and Local Government, 2007,
This strategy sets out a vision for housing in the coming years. An integrated package of policy initiatives identifies a wide range of measures to promote better homes, better neighbourhoods and better urban spaces.
Design Guidelines have been produced (e.g. Quality Housing for Sustainable Communities, 2007) to assist the implementation of those policies.

From January 2007 every new home in the Republic is required to have a Building Energy Rating (BER) on sale. From 2008 this requirement will extend to second hand homes.

- National Sustainable Development Policy - Towards 2016
The renewed Strategy will replace our first National Sustainable Development Strategy, "Sustainable Development – A Strategy for Ireland", (1997) and "Making Ireland's Development Sustainable", (2002). This is currently under review and due for publication in 2007.

As a member of the EU and IEA, a number of European Union Directives drive the Energy Policies within Ireland.

- European Union Sustainable Development Policy
The Amsterdam Treaty (1999) made Sustainable Development a core task of the European Community. In December 1999 the EU heads of State and Government asked the Commission to produce a Sustainable Development Strategy for the EU and present it to the Göteborg Summit in June 2001. This Strategy was entitled a Sustainable Europe for a Better World.
A Renewed EU Sustainable Development Strategy was adopted in 2006.
Seven key issues were addressed as follows: climate change and cleaner energy, public health, social exclusion, demography and migration, management of natural resources, sustainable transport, global poverty and development challenges.

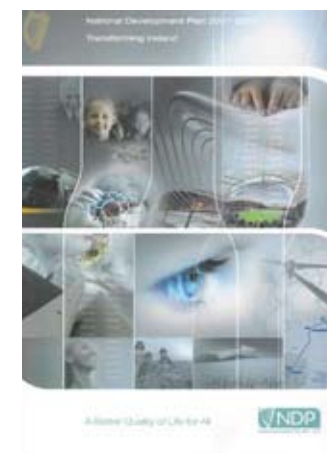
The directives that primarily shape sustainable energy in Ireland are: (Source: www.sei.ie)

- Renewable Electricity Directive (Directive 2001/77/EC)
The European Parliament and the Council of the European Union, 2001
The purpose of this Directive is to promote an increase in the contribution of renewable energy sources to electricity production in the internal market for electricity and to create a basis for a future Community framework thereof.

- Energy Performance in Buildings Directive (Directive 2002/91/EC)
The European Parliament and the Council of the European Union, 2003
The purpose of this Directive is to promote the improvement of energy performance of buildings within the Community taking into account outdoor climatic and local conditions, as well as indoor climate requirements and cost-effectiveness.

- Emissions Trading Directive (Directive 2003/87/EC)
The European Parliament and the Council of the European Union, 2003,
This directive establishes a scheme for greenhouse gas emission allowance trading within the European Community, to promote reductions of greenhouse gas emissions in a cost-effective and economically efficient manner.

- Energy End-Use Efficiency and Energy Services Directive (Directive 2006/32/EC)
The European Parliament and the Council of the European Union, 2005,
The Directive requires European Member States to save at least an additional 1% of their final energy consumption each year for the next nine years starting from 2008.



3.0 Analysis

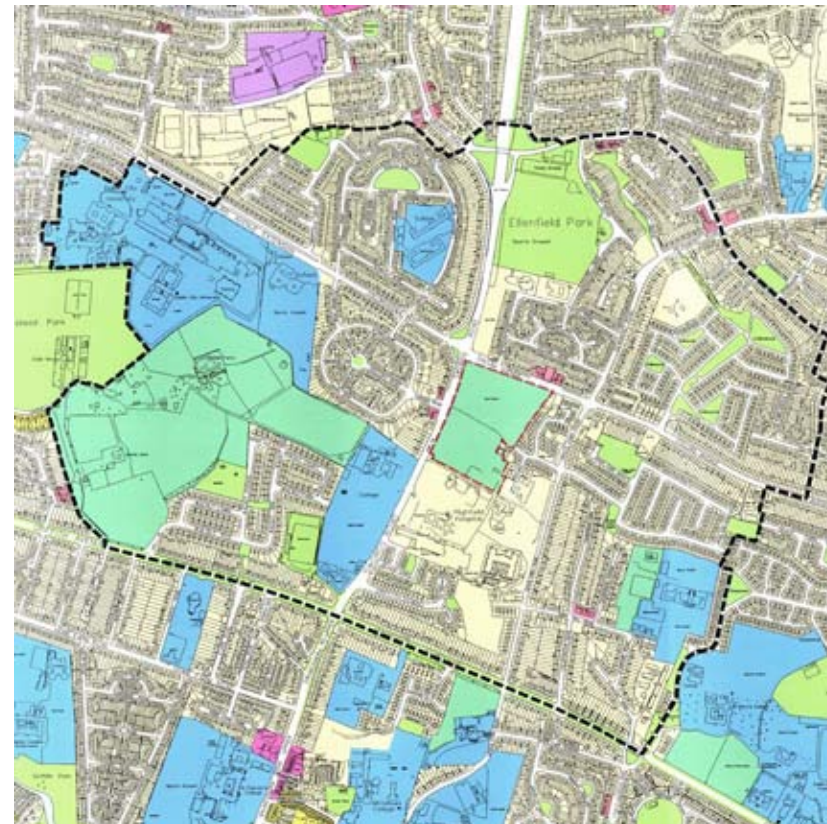
3.1 Character of Area

The area is characterized by residential estates, interspersed with large institutions.

There are 12 separate residential estates within the study area, with no direct connections between them. The residential space north of Collins Avenue was predominantly war housing, built by Dublin Corporation, with the exception of the more recently built private estate of Collinswood.

The estates to the south of Collins Avenue on both sides of the Swords Road were built privately, with the earlier developments significantly better connected to their surroundings, as noted later in the report in the section addressing connectivity.

The institutional lands are in educational or hospital and associated uses. The relatively recently established DCU campus both provides an important focus for the area and is a significant generator of both employment and housing demand. A significant amount of the institutional lands have been zoned Z12, which will allow for their development whilst retaining much of their character.



3.0

3.2 Connectivity

Good connectivity is a prime requirement for sustainable urban development, as it facilitates integration between areas and reduces travel distances to public transport, neighbourhood and sports and leisure facilities. This reduces car usage in residential areas, which has an inverse relationship to connectivity, with car usage rising as connectivity reduces.

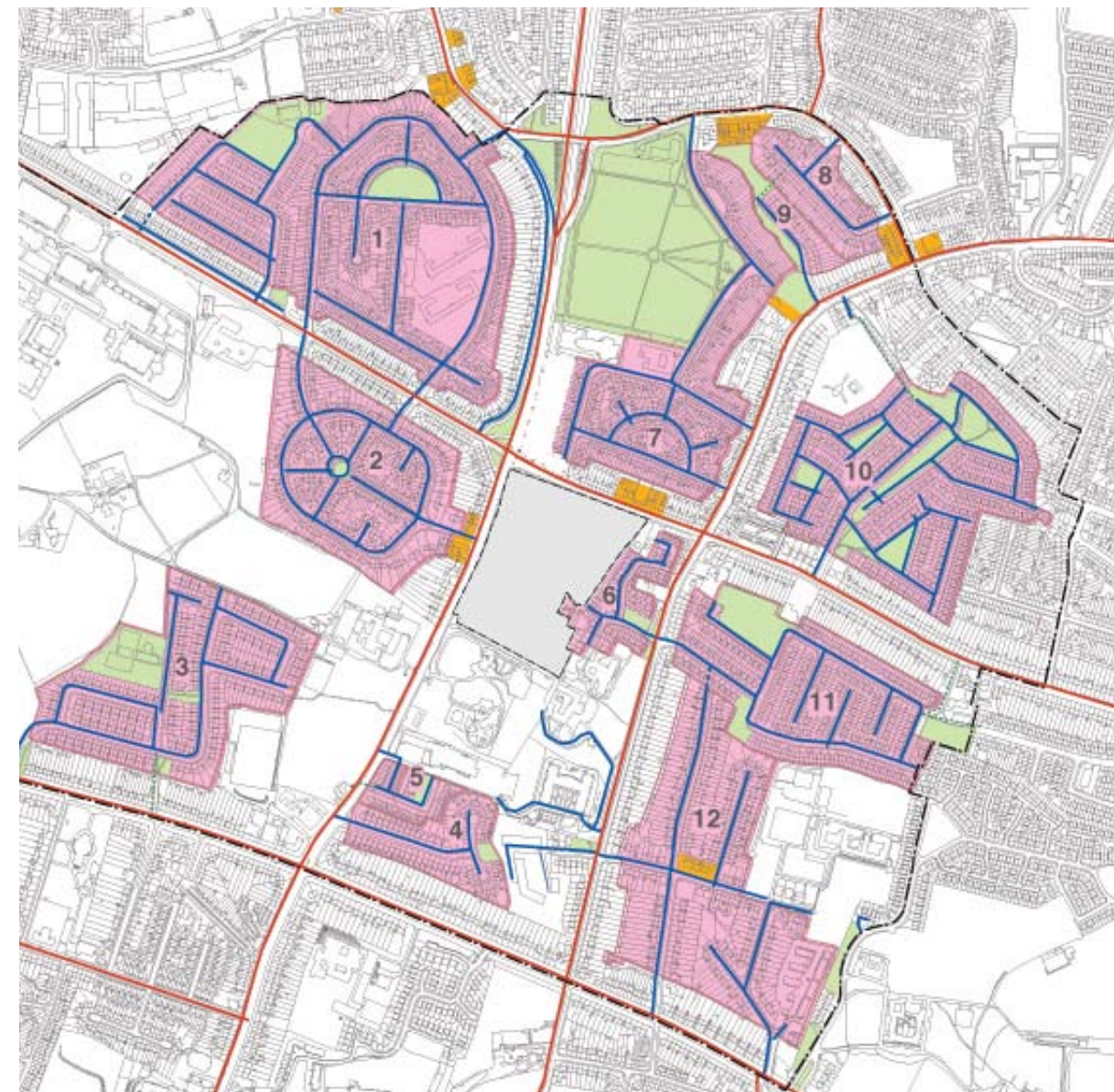
The adjacent diagram indicates the level of connectivity of the residential area surrounding Whitehall. The pink areas (1-12) represent residential 'cells' within the study area. Each cell is that discrete interconnected area accessible from the main road network.

The diagram shows that some cells, generally the more recent developments, have few or even a single vehicular entrance connecting them to the main street network. They are therefore less well connected to their hinterland than many of the older estates. Examples of cells with a poor level of connectivity are Collinswood (10) or Walnut Avenue (3) where there is only one entrance point for a 13.4 ha and 11.0 ha cell area, respectively.

In the case of the latter, three additional connections could be made to adjacent land in the event of its development. In the case of the former, prospective connections are truncated by the form of development in the neighbouring cell, albeit there is an opportunity to improve connectivity by creating additional footpath connections. The following table divides the size of the residential cell by the number of access points to give an indication of connectivity - the larger the value / area, the poorer the connectivity.

- Cells**
1. Crestfield / Glendun
 2. Iveragh / Falcarragh
 3. Walnut Rise
 4. Griffith Downs / Cresnet / Grove
 5. Seven Oaks
 6. High park
 7. The Thatch / Glenshesk / Ellen Field
 8. Shantalla
 9. Beaumont Grove
 10. Collinswood
 11. Grace Park / Heights
 12. Calderwood / Sion Hill road

Cell:	Size:	Entrances:		Area per vehicular entrance:	Connectivity:			
		Vehicular	Pedestrian		very good	good	fair	poor
1	22.7 ha	4	1	5.7 ha				
2	9.9 ha	3		3.3 ha		X		
3	11.0 ha	1		11.0 ha				X
4	3.2 ha	1		3.2 ha	X			
5	1.3 ha	1	1	1.3 ha	X			
6	2.3 ha	1		2.3 ha	X			
7	9.9 ha	4		2.5 ha	X			
8	2.8 ha	2		1.4 ha	X			
9	1.6 ha	1		1.6 ha	X			
10	13.4 ha	1	1	13.4 ha				X
11	9.9 ha	1	1	9.9 ha				X
12	13.3 ha	3		4.4 ha				X



3.0

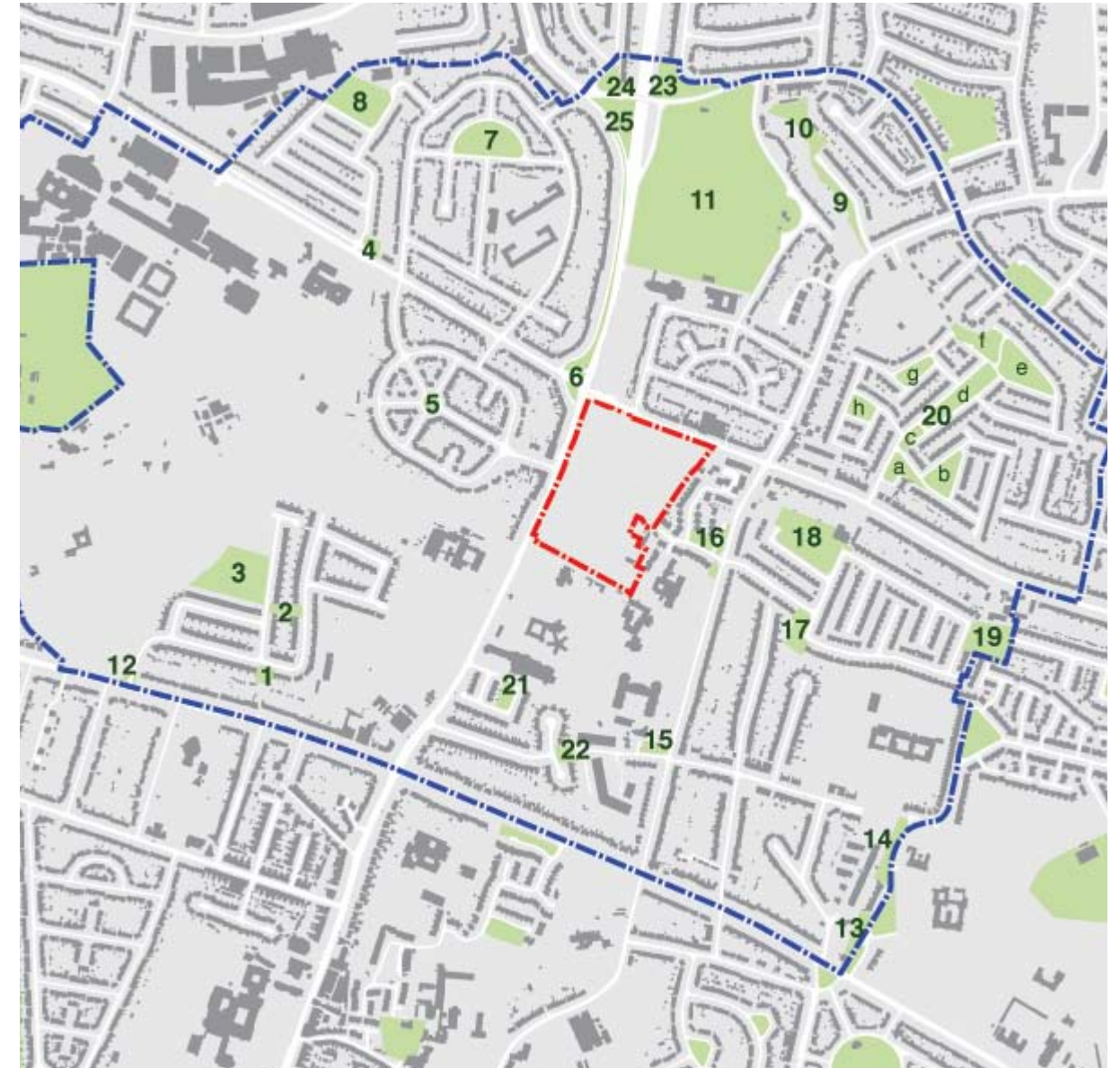
3.3 Public Open Space

As part of this study all of the public open space was recorded. The results to this are available under separate cover. Broadly the open space is incidental to the residential space in many instances as residual buffer space adjacent to roads or boundaries and not providing active leisure opportunities.

Moreover the lack of connectivity between the residential estates also drastically reduces the areas within easy walking distance of active play facilities available to the wider area.

The location of active play space is highlighted overleaf.

1. Walnut Rise Green
2. Walnut Ave./ Rise
3. Walnut Park
4. Collins Ave. Extension Green
5. Iveleary Roundabout
6. Swords Rd./ Collins Ave. Intersection
7. Glendun Road Green
8. Crestfield Park
9. Beaumont Grove Green Strip
10. Beaumont Grove Green
11. Ellenfield Park
12. Walnut Entrance
13. Charlemont Green Strip A
14. Charlemont Green Strip B
15. The Cloisters Green
16. High Park Green
17. Grace Park A
18. Grace Park B
19. Grace Park C
20. Collinswood (a,b,c,d,e,f,g,h)
21. Seven Oaks Green
22. Griffith Downs Green
23. Junction M1/ Swords Rd. NE
24. Junction M1/ Swords Rd. NW
25. Junction M1/ Swords Rd. SW



3.0

3.4 Sports and Play Facilities

DCC owns, leases and maintains 266 playing pitches city wide. These pitches are let by the Sports section of the Recreation, Culture and Amenity Department on an annual basis, from mid August to June of the following year.

Organisations wishing to lease pitches have to indicate their proposed use, including numbers of teams and level of membership.

The two main clubs using the Ellenfield facilities are St. Kevin's and Whitehall Colmcilles, for soccer and gaelic football respectively. St. Kevin's have their own pitch at Crestfield, and an additional 7 a side pitch at Coolgreena is also well used. Pitches at Ellenfield include one full and one juvenile gaelic pitch, two 11 a side and one 7 a side pitches.

The pitches are designed to accommodate four fixtures each weekend. In practice they see double this level of use. Additional fixtures are organised mid-week. This level of usage for a topsoil facility is extreme and the pitches are thus very vulnerable to bad weather.

Work is underway converting five of a range of eight tennis courts located at the northern end of Ellenfield park, to a training pitch, which, together with changing rooms, north of the tennis courts, will be available for use primarily by the clubs. A newly equipped playspace has also been provided.

The conversion of additional pitches to astro surfaces would require considerable capital investment as well as additional maintenance staff.

The Parks Department are not in favour of providing one off facilities in dispersed locations, due to the level of maintenance and other facilities required to service a pitch.

However, they are about to pilot a scheme for the development of multi use games areas (MUGAs) within residential areas, which are intended to provide for older children and which may be provided by upgrading existing basketball / hard standings, originally installed in the '70s. An example of such hard standing can be seen within the green-spaces in Gracepark.

- Accessibility:
- Public access (within public space)
 - private facilities
- Type of facility:
- S** Soccer
 - G** Gaelic Sports
 - T** Tennis
 - B** Basketball
 - P** Children's Playground
 - O** no particular sport
- Development Site
- Study Area



3.0

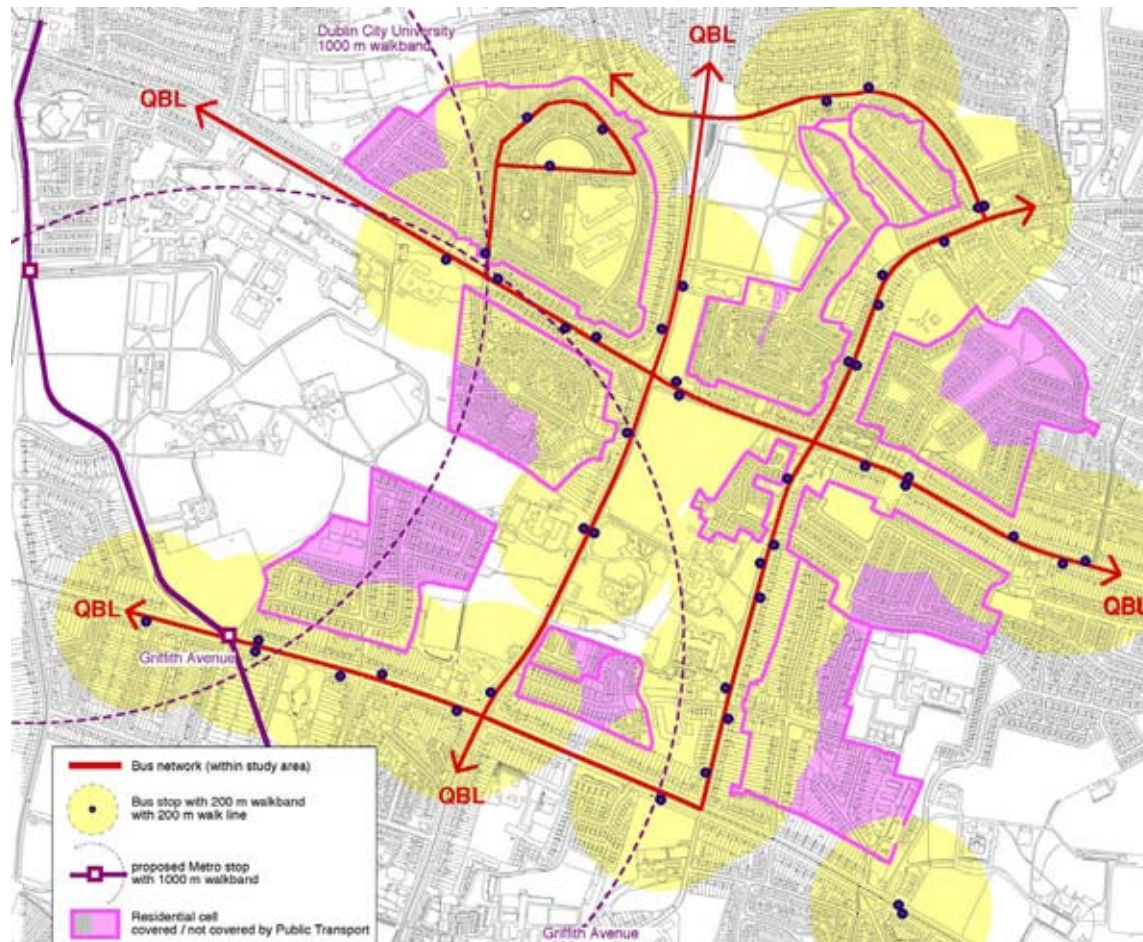
3.5 Public Transport and Accessibility

At first glance at the Whitehall Area, when utilising notional walk bands centred on bus stops, the area appears to be reasonably accessible to public transport. Areas of well served (within the 200m walkband from a bus stop) are shown pink.

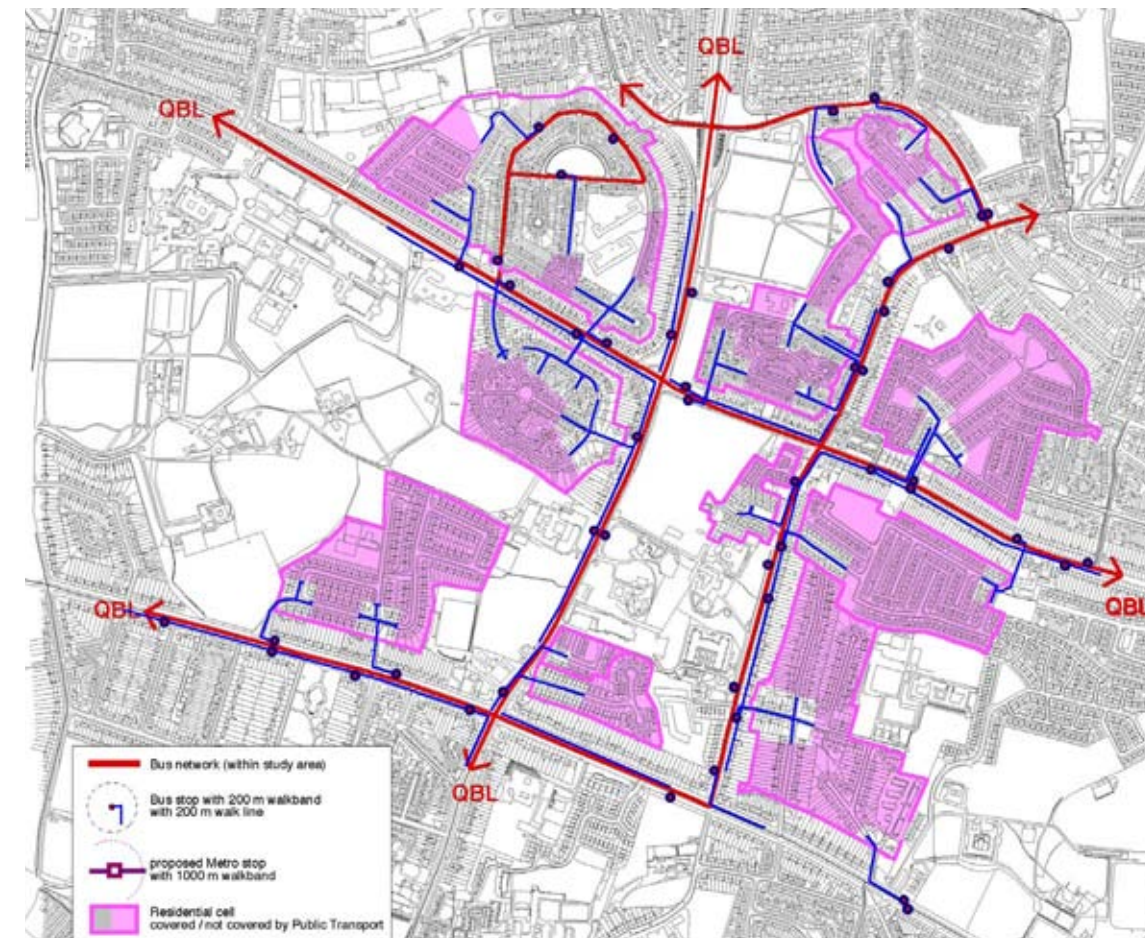
However, when actual walking distances are mapped out, the area served by public transport is significantly reduced.

The map below shows the residential cells which are not within the 200m walkband from a bus stop, coloured pink.

Notional 200m Walkbands



Actual Walk Distances.



3.0

3.6 Site Analysis

- The site forms a 'Gateway to Dublin' when approaching from the north / airport: It occupies a strategic location at the junction of two busy roads and terminates important vistas from both Swords Road and Collins Avenue. A long view across the site to the former convent building provides a potential landmark within the site.

- The port tunnel runs under the site and the alignment is shown on the adjacent plan. Any proposal for development over or near the tunnel must show that no additional loading of greater than 22.5KN/m² will be imposed on the tunnel. Any proposal must satisfy the DPT designers that this criterion is met.

- The site boundaries to west and north are bounded by the busy traffic routes of Swords Road and Collins Ave.

- The eastern boundary abuts the backs of a two storey residential development accessed from Grace Park Road. The lower rise development of the nuns retirement home and the relatively undeveloped lands of Highfield Hospital lie to the south and south-east.

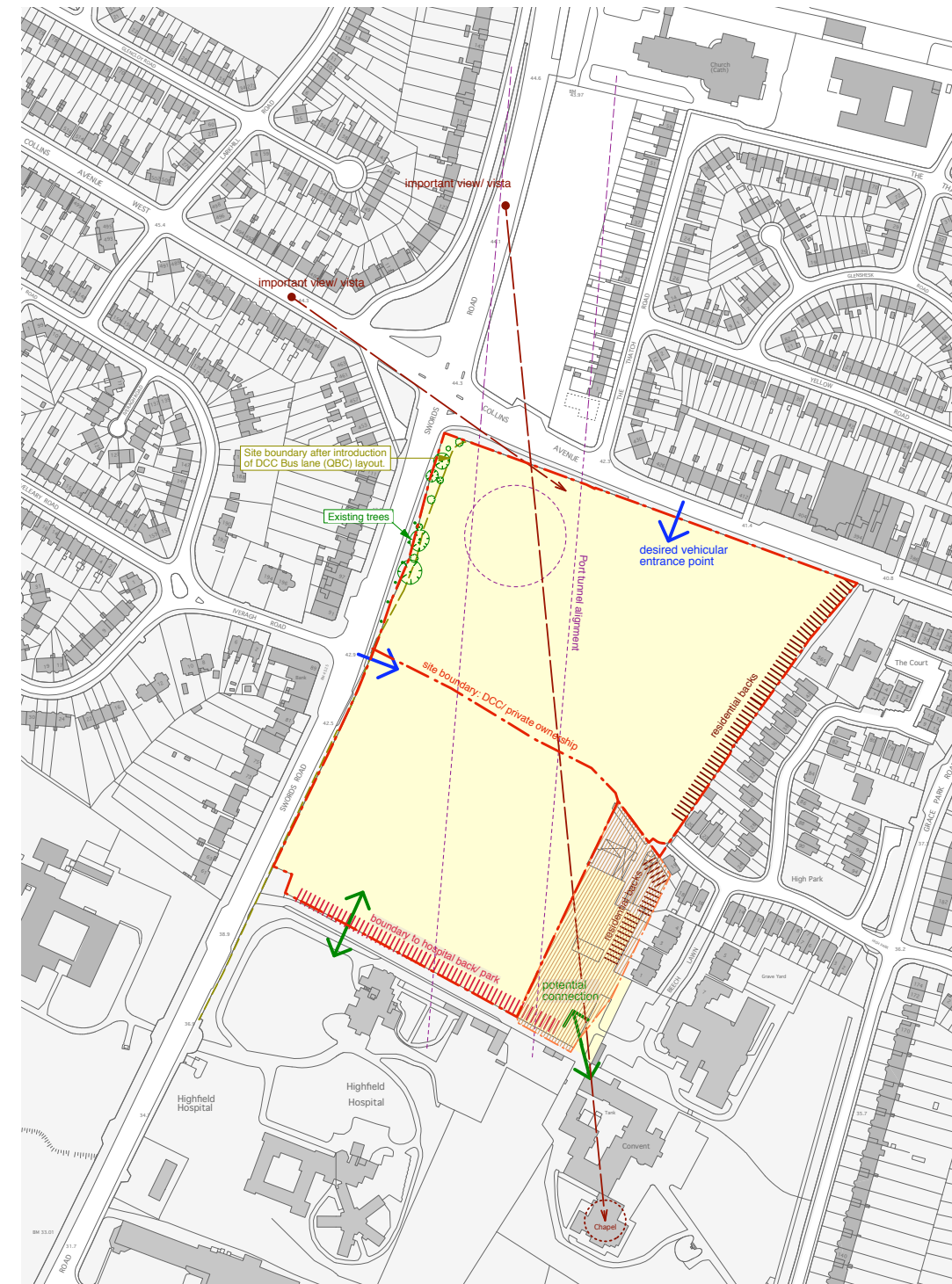
- The introduction of planned Quality Bus Corridors (QBC) on Swords Road (overall road width of 22m) and Collins Avenue will require the site boundaries to be set back to accommodate dedicated bus and cycle lanes.

- The northern part of the main site is currently in the ownership of Dublin City Council,

whilst the remainder of the site is in private ownership.

- Vehicular access points on the Swords Road and Collins Avenue, preferred by DCC Roads Department are illustrated opposite. Generally, direct connections between the vehicular access points will be avoided to discourage rat running.

- Additional (pedestrian) connections along both road frontages and to Highfield Hospital and (former) St. Mary's convent lands will be sought / provided.



4.0 Summary of Issues

4.1 Lack of active play space

Whitehall Gaels in particular have made representations over many years to both City Planners and Management, seeking the dedication of a significant part of the development site for their exclusive use as club grounds. They have noted that for 15 years they had enjoyed the use of 8a beside St Aidans School on land that has subsequently been vested in DCU. Their withdrawal was on the understanding that alternative provision would be made for the club elsewhere.

Whitehall Colmcilles currently have the use of the three GAA pitches at Ellenfield. They are also seeking the letting of a pitch at Belcamp, in competition with another club also from outside the locality. Whitehalls also have pitches and a club facility including changing rooms nearby at Cloghran and it is their practice to change in Cloghran when using the Belcamp facility.

One of the prime issues is that of the availability of active open space to service the sports clubs in the area.

They also operate a gymnasium and clubhouse from their premises on the south side of Collins Avenue. This facility is heavily used by a range of local community groups or organizations, including the Church, a local badminton club, election bodies, etc. They have suggested an exchange of this premises, in return for a similar facility adjacent to pitches. The provision of a single match standard pitch requires a land take of some 1.3ha, or approximately 35% of the land south of Collins Avenue, in public ownership.

DCC Parks department have confirmed that they would be unwilling to take charge of a single pitch, due to the onus and difficulty of maintaining such a facility.

Culture and Leisure Services have confirmed that whilst it is their normal practice to grant local clubs an annual licence, there are precedents for granting long leases on park facilities.

Such precedents include Pearse Park, Crumlin, where Crumlin United have developed a 'state of the art' all weather facility for the exclusive use of the club on lands leased from DCC. Lourdes Celtic are another club using Sundrive Park who have upgraded the pitches by matching DCC finance, again on pitches leased from DCC.

An opportunity therefore exists to provide a new club house and sports complex, on DCC owned land south of Collins Avenue, centrally located within the community and within easy walking distance of the park, where the club already enjoy exclusive use of the gaelic pitches.

4.2 High level institutional

The proximity to DCU as well as to a range of institutional health and other third level education facilities will create a particular market for apartment accommodation, to serve both staff and students

4.3 Heavy traffic

The site lies a mere 4km from the City Centre at a strategic junction of the main radial access from the North and the airport and an inner orbital route. Rat running from one to the other could potentially be a problem, and no direct connection between the two will therefore be encouraged.

4.4 Poor connectivity

The poor connectivity prevailing whereby individual estates are developed off a single access point as a series of cul-de-sacs, mean that walking distances are enormously elongated.

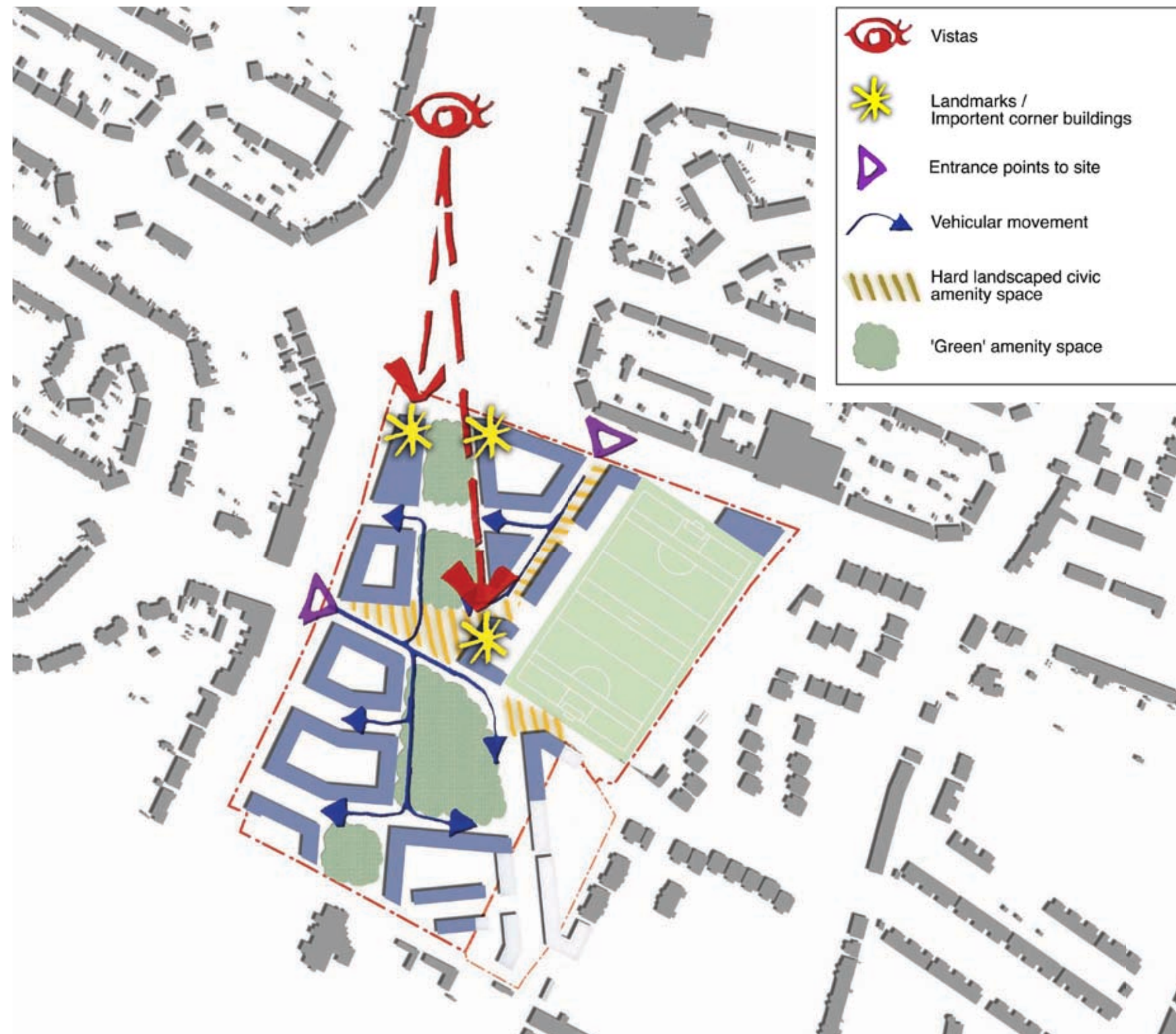
The effect of this is to remove a significant part of the catchment population lying within the walkband to public transport and facilities, from that walkband. This has an ongoing impact on the use to be made of public transport in particular.



5.0 Vision and Structuring Concept

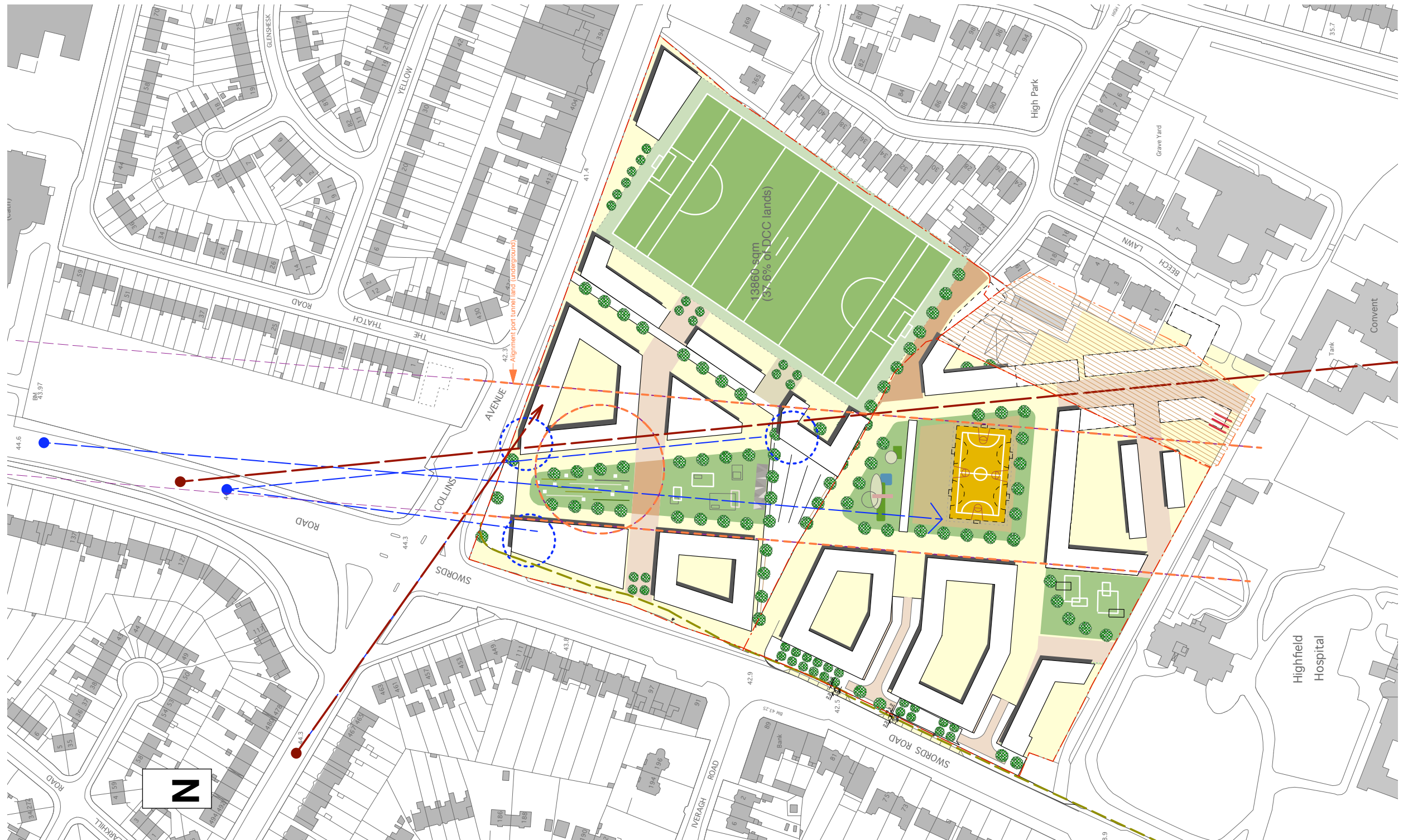
VISION for Whitehall ...

- A 21st. century Gateway to Dublin City, well located between the centre and the airport, well linked to the motorway network (M1, M50) and in close proximity to Dublin City University
- A vibrant mixed-use urban development, structured by strategic views/ vistas and connectivity, highlighted by a series of landmark/ feature corner buildings.
- A new neighbourhood focus within the city, well connected to its surroundings with new pedestrian and cycle links and good accessibility to public transport and facilities for existing and future residents.
- A high level of quality public open space, both hard surfaced urban plazas and well landscaped green spaces including sports and play facilities for the community.
- Strong active frontage onto main streets and public domain, providing security through passive surveillance.



6.0 Framework Concept (1:2000)

6.1 Proposed Site Layout



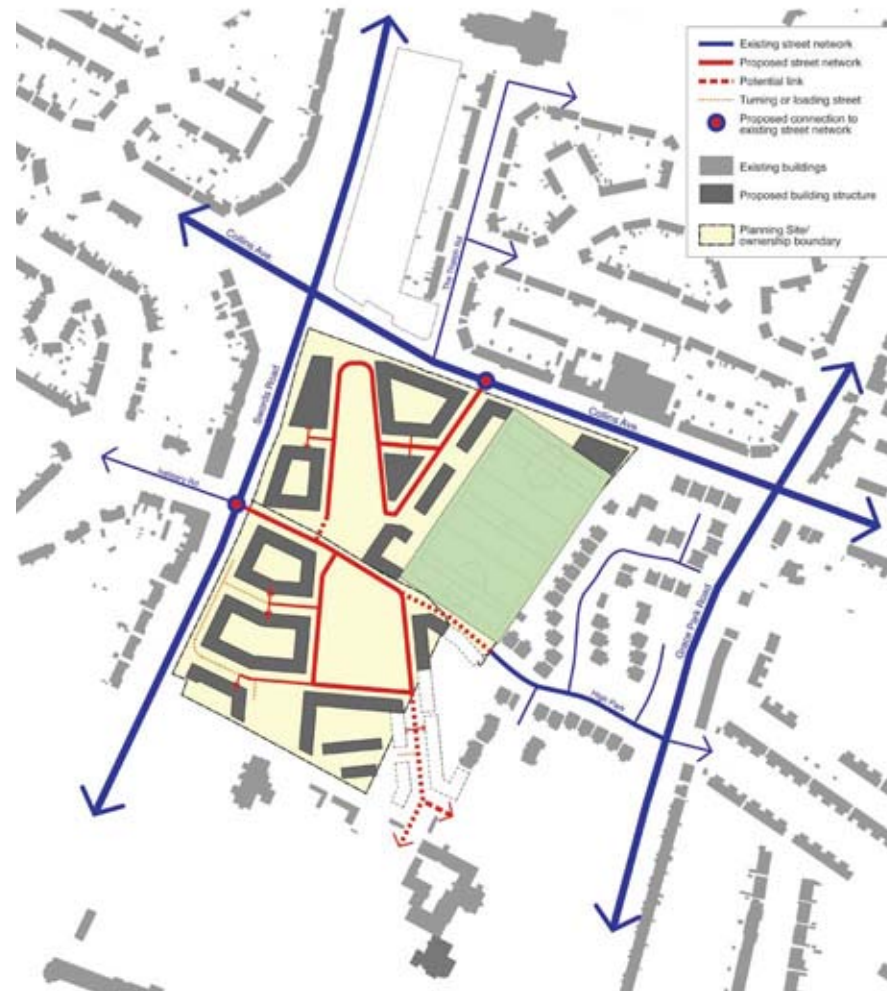
7.0 Strategies

7.1 Movement

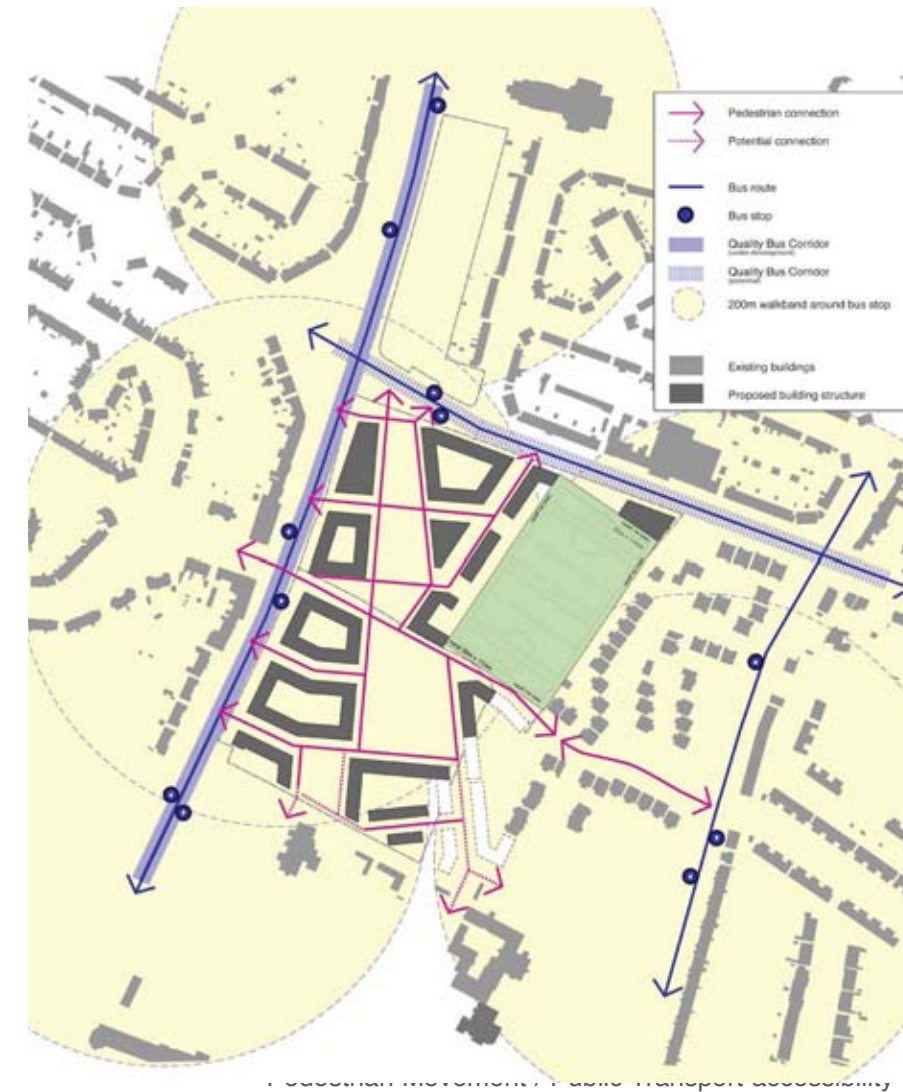
The different access routes to the site areas are proposed as follows:

- A vehicular access to the southern part of the main site from the Swords road.
- A vehicular access to northern part of the main site from Collins Avenue.
- Seek to maximise pedestrian and cycle connections from all directions, including through the site, to minimise the walking distance to shops and neighbourhood facilities.
- Possible future connections to lands south of the site to extend access and connectivity of the wider area.

No direct connection between the vehicular access roads on site is proposed.



Vehicular movement



pedestrian movement / public transport accessibility

7.0

Quality Bus Corridor Layout Swords Road (DCC) superimposed on Framework Plan

The scheme illustrated provides for the re-configuration of the Swords Road along the length of the site.

This reconfiguration will enable a continuous bus lane to be provided together with a bus pull-in bay, to facilitate buses passing and to avoid stacking.

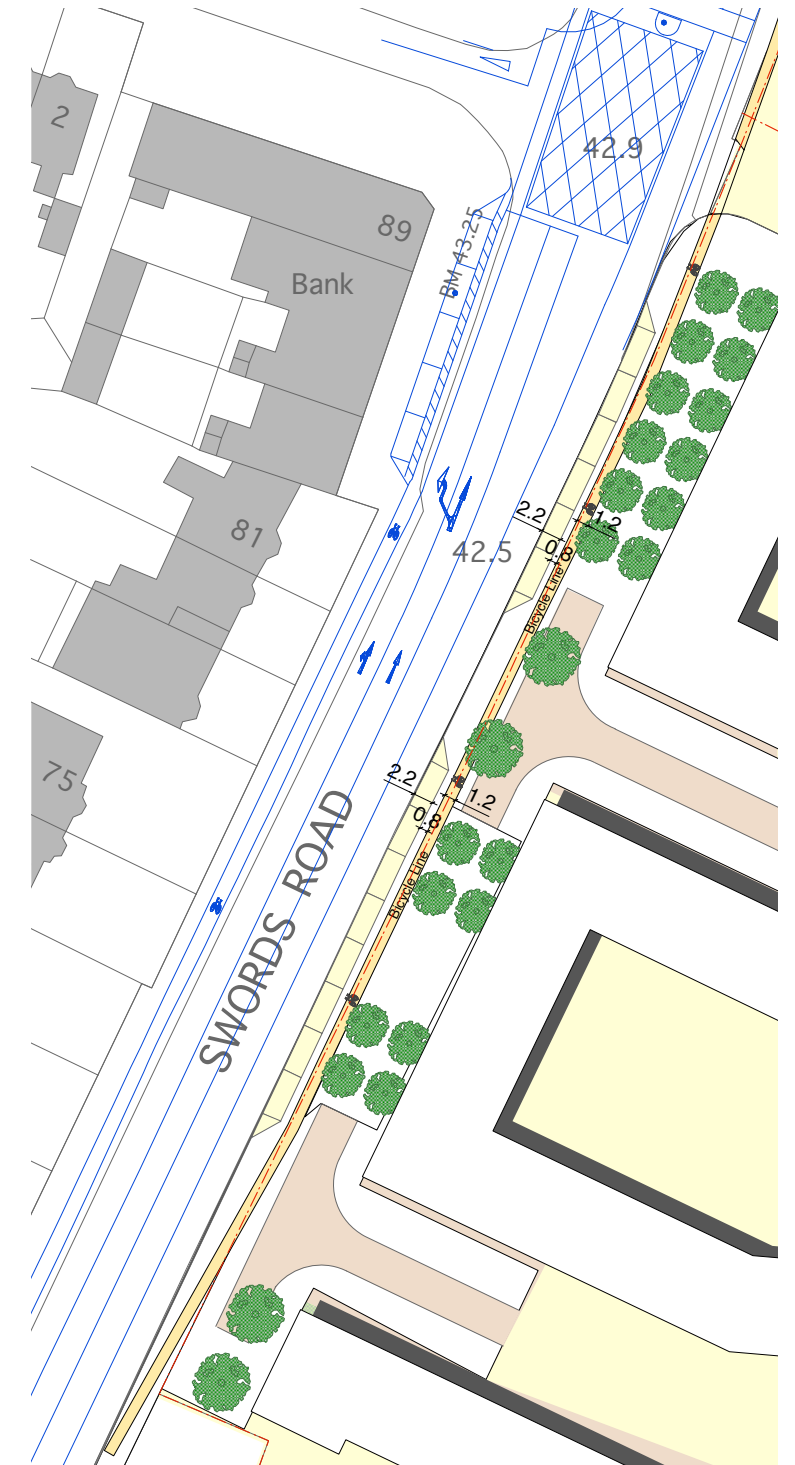
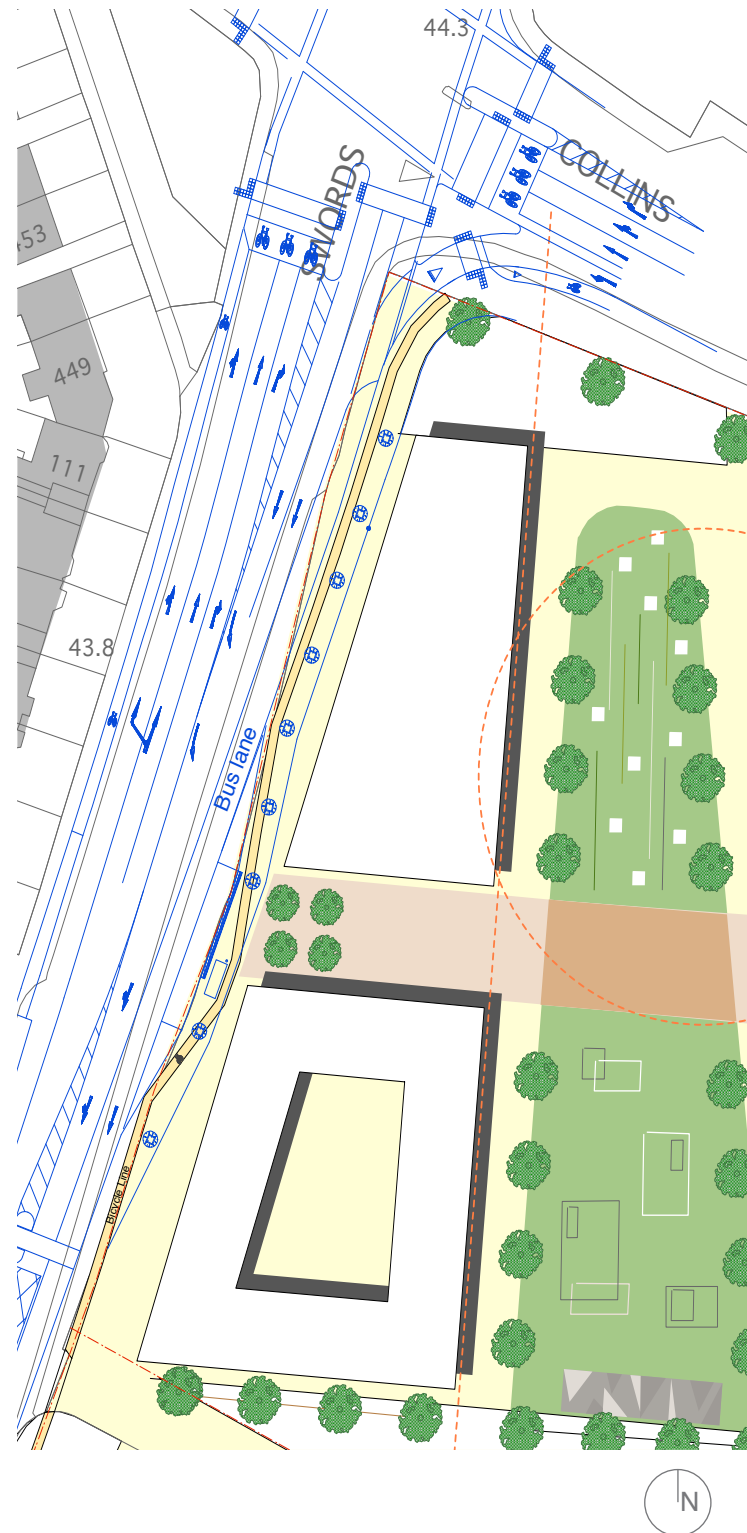
In addition, Dublin Bus will be requested to review the overall usage on QBC to ensure adequate priority is given to the deployment of new and additional rolling stock.

The delivery of a cycle lane segregated from the bus lane, along the frontage of the site will also be prioritised, as shown opposite, for the stretch of road south of the Iveragh Road junction. This is deemed desirable in discussions with Road Design, particularly where vehicles are merging from two lanes to one.

The proposed building setback will allow a separate cycle lane to be provided along the entire length of the site.

The amended sequencing of the existing pedestrian signals to provide the necessary turning phases at Iveragh Road will be prioritised.

A restriction on right turning movements into Gaeltacht park from Collins Avenue during rush hours will also be imposed and provision for direct access to Iveragh Road from the Whitehall Framework plan area and vice versa will not be provided, to minimise rat running.



QBC Layout Swords Road/Iveragh RD - enlarged scale

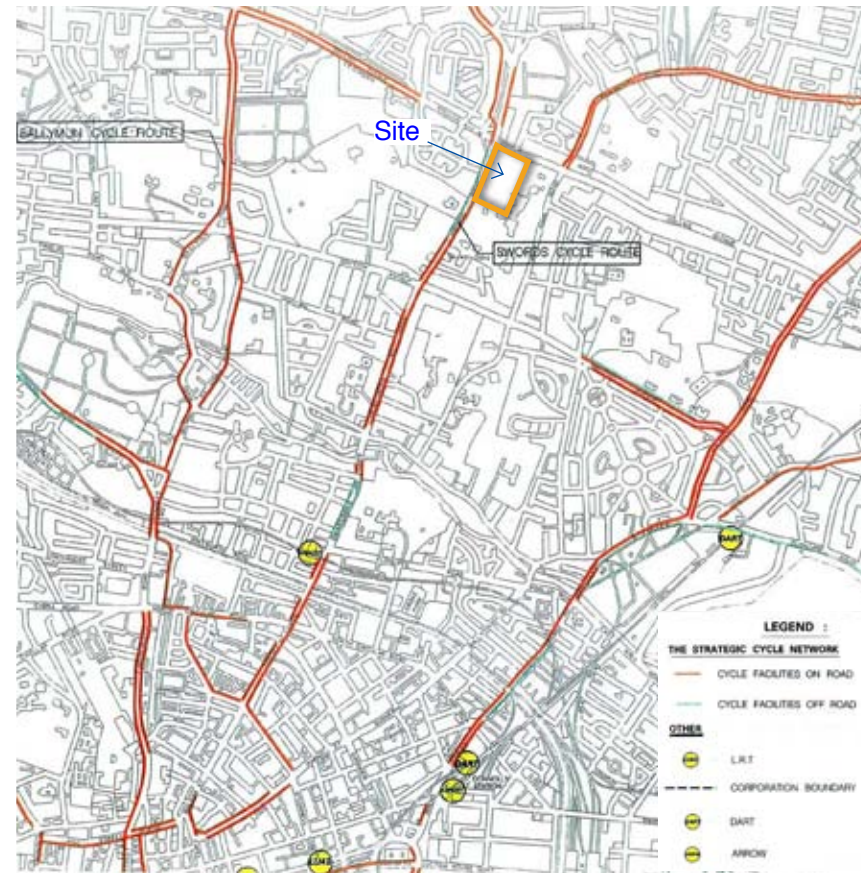
7.0

7.2 Movement Strategies

The site (outlined in yellow) at the confluence of Quality Bus corridors on Swords Road (existing) and on Collins Avenue (proposed) will be very well served by public transport. In addition cycle routes on three sides will serve the site.

An important aspect of the plan will be to reconnect the plan area to its surroundings and to maximise pedestrian and cycle connections from all directions, including through the site, to minimise the walking distance to shops and neighbourhood facilities.

A green link cycle way is envisaged along the Tolka River as set out in the *Richmond Road Action Area Plan*. The provision of cycle ways on both the Swords and Grace Park Road will connect into this and help to facilitate safe cycle movement in this quadrant of the city.



The Strategic Cycle Network, Source: Traffic Control and Management Division



The Strategic Cycle Network, Source: environmental Traffic Planning



Public Transport Networks, Source: Platform for Change



Richmond Road Area Action Plan

7.0

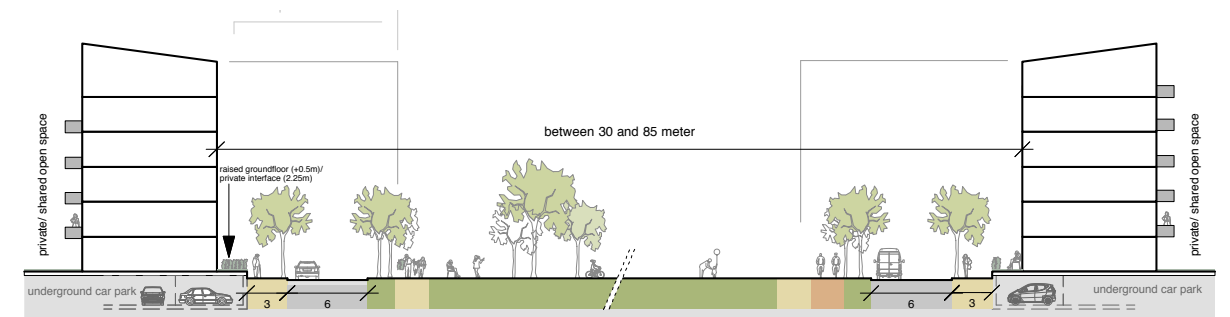
7.3 Public Space Strategy

A hierarchy of open space will deliver the following:

A major wedge of open space running diagonally across the site, amounting to just under 20% of the site will serve both existing and future residents, landscaped to provide a succession of different spaces as listed below and facilitating a range of passive (and active) amenity and play and sensory experience.

Hard landscaped civic spaces:

- At the junction of Swords Road with Collins Avenue, to increase pedestrian amenity at this busy junction and to provide an enhanced setting for a landmark development, an environmental enhancement scheme will be put in place for the site frontage along both Swords Road and Collins Avenue
- A community focus at the heart of the site. A hard landscaped civic space linking the two vehicular access routes, with through access for pedestrians and cyclists only and facilitating movement between the adjacent neighbourhood centres on Swords Road and Collins Avenue. A place to meet, a place to relax, a place to enjoy the sunshine
- A wedge of hard landscaped civic amenity space running from the Collins Avenue neighbourhood centre to a community focus at the heart of the site
- A generous footpath / shared surface access along the Swords Road frontage
- Shared surface residential streets calmed to accommodate incidental use by children and pedestrians
- A small residential square adjacent to the Highfield Hospital to relieve and provide a setting for that building in respect of both the development of the Nuns Field site and the hospital in the future.



Section Open Amenity Space



7.0

A hierarchy of open space will deliver the following: (Cont)

In addition, private / semi private amenity space will be provided as follows:




- Semi private residential amenity space at the core of the residential urban blocks or on the private side of apartments and in roof gardens.
- Private balcony space to currently proposed standards.

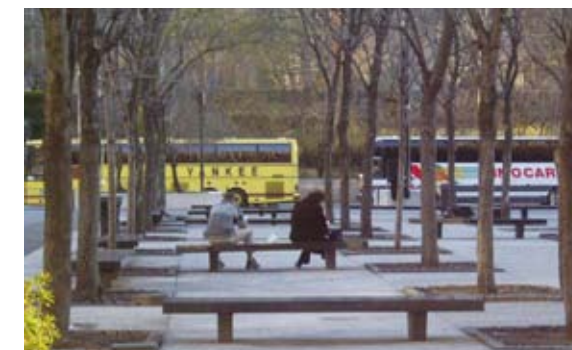
Street Furniture

A pallet of selected street furniture in accordance with city guidance will be used throughout the scheme. This will include lamp standards, cycle tracks and ways, bollards, bins, kerbs etc and could include underground bin receptacles.

Key

- ① Linear / Sensory Garden: gathering, relaxing, lunch break ...
- ② ④ Play: Boule, table tennis, Golf / putting ...
- ③ Skateboard park
- ⑤ MUGA, Astro Pitch
- ⑥ Playground

-  Civic space / pedestrian strip (hard, landscaped)
-  Shared surface
-  Green open space



7.0

7.4 Landuse and Density

The development of a mixed business and residential community at the geographical heart of the Whitehall Area is supported by its location adjacent both to quality public transport and to neighbourhood facilities.



The provision of community facilities will be tied to the roll out of residential accommodation. Detailed planning consent will be conditional upon the delivery of appropriate community facilities.

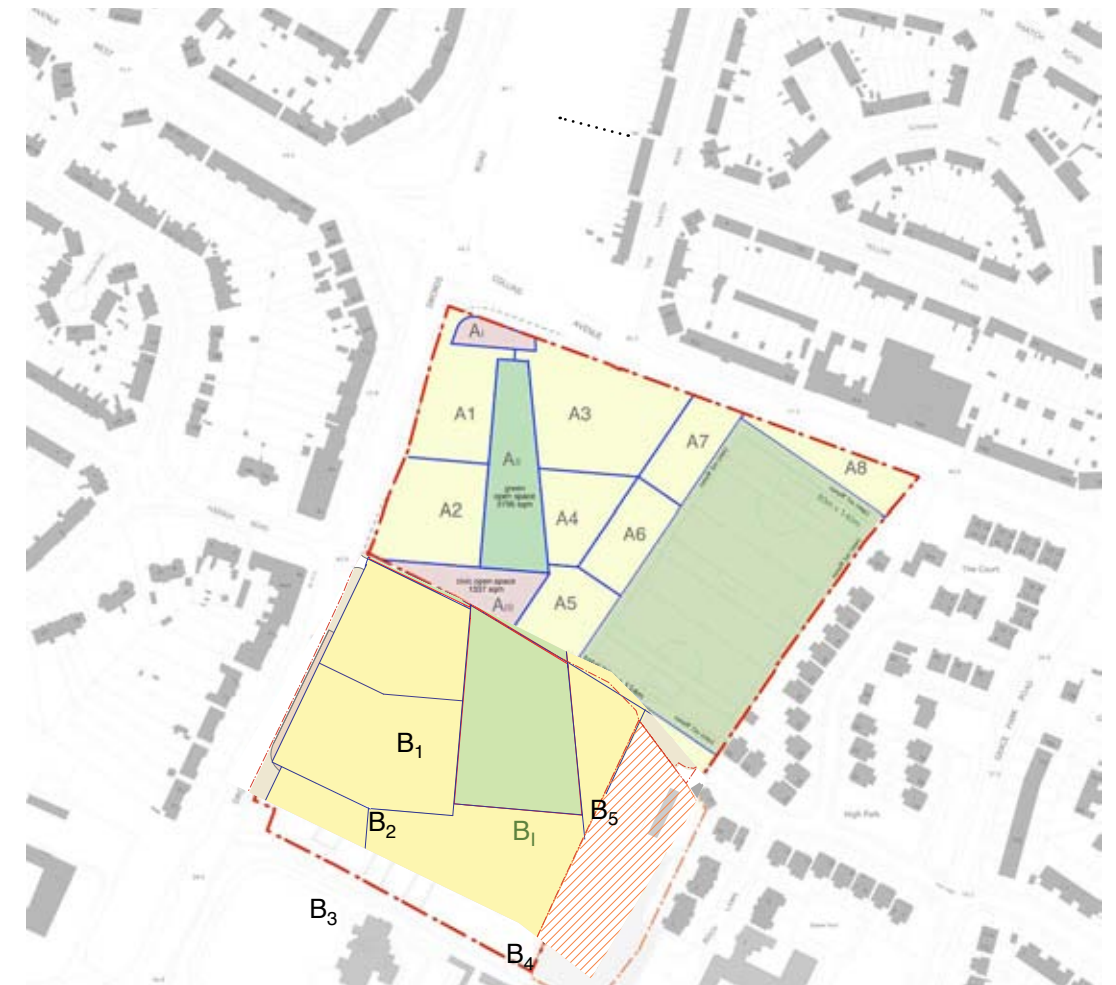
The ground floor of the proposed landmark building on the corner of Collins Avenue and the Swords Road, will be a dedicated neighbourhood / civic centre, incorporating library, and community centre, including performance space, meeting rooms, cafe. The latter will be located where it can animate and spill out into the adjacent public open space helping to demonstrate public ownership and to encourage public use of the amenity space.

The ground and first floor (total, 1316m²) of building A5 will be retained in shared community use, including recreational and educational uses.

A residents parking scheme will be implemented to avoid fly-parking in nearby residential streets.

The brief for the development / disposal of the City Council lands shall provide for the provision of underground public car parking.

Key	
Ownerships	
A1 - A8	DCC
B1 - B5	Barina
	Res - Comm Area
	Public Open Space (civic/green)



Map of Landuse and Density. For Capacity Study see page 31



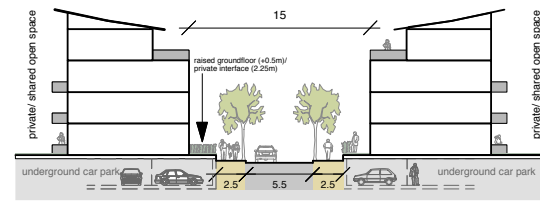
7.0

The strategic intersection of the Swords Road and Collins Avenue presents an opportunity for a landmark building to terminate vistas along these important routes on approach to the city. A landmark building at this location should be created by a combination of increased height and exceptional architectural design quality.

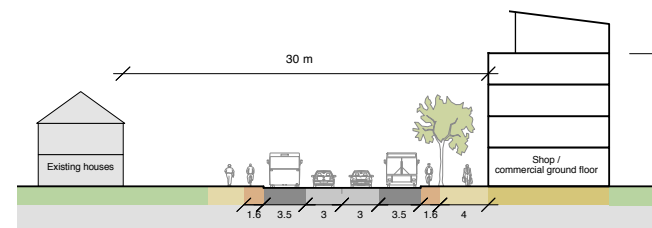
The location of the civic plaza, the connectivity of a series of new pedestrian-cycle routes and the open space provision at the centre of the site, warrants a taller landmark building to signal the community focal point of the neighbourhood development.

The strong wedge of extensive greenspace to the heart of the site provides for a suitable location for a frontage of up to seven storeys to create a sense of enclosure.

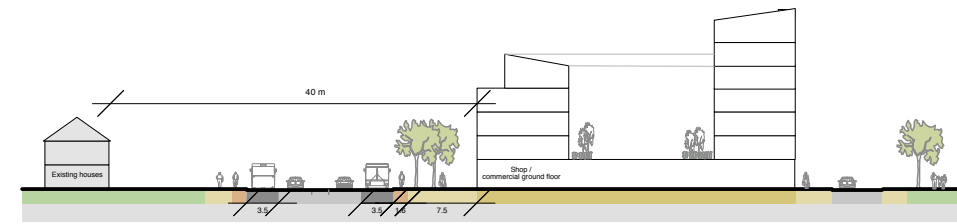
In addition, higher elements and additional storey height can help to define and strength corners. The edges of development will be required to respond sensitively to public streets and to existing development.



Section AA | Typical residential street



Section BB | Frontage to Collins Ave (30m)



Section CC | Frontage to Swords Road (40m)



8.0 Urban Design Performance Specification

8.1 Urban Design Standards

Urban Design Standards provide a set of performance criteria against which individual architectural responses can be measured, in terms of their urban design and contribution to the public domain. This has the benefit of allowing and encouraging freedom of architectural expression and individual design response, whilst ensuring an overall coherence and delivery of urban form. The delivery of places with a high standard of urban design is important in achieving a sustainable urban environment. The environment must foster community development and growth, as well as to meet the more conventional parameters of current national policy on sustainability, building performance and synergy between land use planning and public transport policies.

The preparation of urban design guidelines tailored specifically to the Irish context is currently underway. In the absence of these, a set of urban design objectives identified within the UK guidance document, 'By Design: Urban Design in the Planning System, Towards Better Practice' may be used to test the performance of the structuring proposal and to provide performance criteria to adjudicate any variation to this structure. These objectives have been derived from an analysis of successful streets and places and can be summarized as follows:

Character



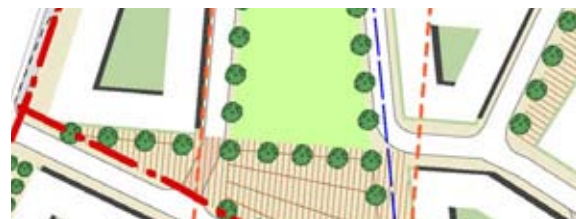
A place with its own identity.

Created by responding to the site specific set of circumstances, for instance, a location, formerly dominated by institutional lands, strategically located at the junction of two major city routes, close to the airport and within 3km of the city centre.

Institutional presence provides an opportunity to develop significant parcels of land at more intense densities, without impacting on neighbouring / historic development.

Institutional domination is reflected in Z12 zoning designations which seeks a higher than usual content of open space.

Continuity and Enclosure



A place where public and private spaces are clearly distinguished

The creation of typical urban form relies on the creation of routes that are fully accessible to the public. The typical format is the perimeter block, where the publicly accessible routes are counterpoised by areas of restricted public access. The centre of the perimeter block may provide semi private and private amenity space, as well as deeper plan commercial ground floor space.

Economic spatial studies have revealed that the perimeter block is an efficient form in terms of space utilization.

Social studies into mass housing development in the 70s and 80s (Coleman) emphasise the importance of providing amenity space that is not accessible to the general public. These studies are supported by contemporary studies and guidance, for instance 'Secure by Design', which requires apartment development to be able to take ownership of its semi private amenity space.

Quality of the Public Domain



A place with attractive and successful outdoor spaces

The public domain is comprised of not just the 20% open space required by the Z12 zoning of the site. It also comprises the network of streets and spaces along which the public may freely move through the site.

By establishing a hierarchy of streets, it is possible to seek to reduce the impact of vehicular traffic on certain areas.

The treatment of the streets and spaces will be a significant factor in creating memorable or pleasant spaces suited to both active and passive uses.

8.0

Urban Design Standards (cont.)

Ease of Movement



A place that is easy to move through

Ease of movement is particularly important in securing the use of public transport. Where routes are contorted, illegible and circuitous, thus increasing travel distances to essential facilities, such as transport and neighbourhood facilities, slow modes including pedestrian and cycle movement may be discouraged and vehicular use may rise.

Poor connectivity for example where estates are developed off a single vehicular access, without additional pedestrian linkages, encourages the use of vehicular transport.

Where roads are designed to maximize traffic a recent engineering response has been to line such distributor roads with high blank walls, to mitigate the impact on adjacent residential development.

However this creates an environment which is less safe for the pedestrian, both for reasons of traffic and a lack of passive surveillance. This can reinforce the use of private vehicles.

Legibility



A place that has a clear image and is easy to understand and navigate

Many of our older residential suburbs were developed by institutions at low densities using semi detached and terraced housing typologies. This led to vast areas of uniformity, difficult to navigate for its occupants and visitors alike.

The creation of areas which respond both to their specific site circumstances, as well as to the hierarchy of the street and space network, to historic features, topography, etc, will allow the urban form to be both memorable and legible.

The addition of extra storeys along significant routes, the marking of strategic corners with an appropriate design response, additional height, etc, will allow variety as well as legibility.

Adaptability



A place that can change easily

One of the dilemmas and challenges in creating state of the art 21st century urban environments that can respond to their context and provide sustainable urban places within which communities can flourish, is to endow them with sufficient 'loose-fit' to respond to urban dynamics and economic realities.

In the past, whole areas have been assembled to enable wholesale redevelopment and regeneration, often removing the essence of those areas and leaving large monolithic areas to be re-colonised by their future occupants. One of the most successful examples of regeneration in Dublin can be ascribed to a happy accident of chance, where in Temple Bar, an acquisition programme enabled short term artistic uses to achieve a sufficient critical mass and function to successfully oppose, with political support, their relocation.

A balance is clearly required to enable the creation of new communities, often in advance of an also developing or intensifying hinterland. Thus adaptability is a key objective, to install short term uses which may in time be replaced by others, more economically or environmentally suitable. For instance, ground floor non residential uses are generally sought by policy makers along principal and busy traffic routes. Yet at the current time, when residential values far outweigh commercial, the private sector is reluctant to commit to that level of non residential use.

8.0

Urban Design Standards (cont.)

Adaptability (cont.)

A place that can change easily

One means of facilitating adaptability is to build all ground floor property to commercial storey heights, but to permit the insertion of residential ground floor uses on a temporary (leasehold) basis, provided the residential environment created meets current standards in all respects. Typically, the temporary ground floor residential use would be required to have a raised ground floor to achieve privacy for the occupants, which can be removed when and if the unit is converted to a commercial use.

To minimise future disruption to existing and future residents, hours of construction should be restricted and good construction practices, including wheel wash and dust minimisation, should be incorporated, as a condition into any detailed consent.

Diversity

A place with variety and choice

The development of higher densities of development within the city is essential in terms both of sustaining existing public transport and delivering improved levels of service. The close coupling of access to facilities with increased levels of density has been gradually emerging in response to sustainability policy since the early 1990s and the Rio Convention.

In the 1970s, Dublin city was dominated by surface carparking on land that had little value for other uses in the absence of demand. This situation was reversed over the following decades, primed by European 'Urban' programmes.

As our city emerges as a place where choice and cultural variety is maximized, the city has moved to become a vibrant and culturally mixed and highly diverse community.

With the benefit of both experience and of greater spending power available to decision makers over the past decade and a half, it is no longer acceptable to build extensive tranches of residential accommodation without a corollary investment into a range of social and physical infrastructure.

It has become mandatory to build crèche provision to support the development of new residential apartments above a certain threshold. In addition, it has become widely accepted that developers either contribute to the provision of infrastructure by the local authority or deliver the infrastructure themselves.

The obligation to provide for non residential ground floor uses along strategic routes means that space can be provided for a range of uses ancillary to the residential community.

The deliberate location of active uses in central, or strategic locations for instance fronting onto a public space, can significantly add to the opportunity for real neighbourhood activities to cluster and achieve a critical mass.

The provision of active play spaces within neighbourhood centres runs counter to best practice and to economic logic. As access to strategic public transport and facilities increases, so the size and character of appropriate civic space reduces and changes, from larger sports facilities on the peripheries of cities and in the suburbs, to harder civic spaces at the foci of the neighbourhoods and the built up areas. This is a fundamental condition and consequence of maximizing access for all to public transport, facilities and even play space.



8.0

Urban Design Standards (cont.)

Accessibility and Energy Efficiency



A place that is sustainable

- maximises access to public transport through the development of connections through and within the site.
- provides safe and secure environment for walking and cycling
- provides for secure and sheltered cycle parking in convenient locations
- design for flexibility to facilitate future adaptation to the changing needs of the economy, demographical change, the life cycle of the family/occupants and the maximisation of the building's lifespan;
- increases the density of development close to shops, schools, workplaces, and transport nodes;



Buildings that are sustainable

Maximising the sustainability of housing through improved thermal performance and insulation standards, thereby reducing greenhouse gas emissions due to lower energy requirements, will contribute to the achievement of Ireland's commitments under the Kyoto Protocol.

The concept of sustainability encompasses location of urban development at densities sufficient to support public transport, as well as the generation and efficient use of energy in a way that allows us to meet present needs without compromising the ability of future generations to meet their own needs.

The design for sustainability involves:

- optimising the energy performance of buildings so as to reduce CO2 emissions in the context of the general intention of substantially improving the energy efficiency of new homes by 40% (Source: "Quality Housing for Sustainable Communities", DEHLG 2007);
- optimising use of renewable materials and sources of energy through design of passive solar responsive buildings that minimise energy consumption over the lifetime of their use. Reducing the need for the use of natural resources and non-renewable materials in the construction and future maintenance of the building;
- reducing the consumption of natural and scarce resources during the lifetime of the building through the use of efficient, low-maintenance systems, components and fittings;
- achieving a high quality indoor environment, e.g., through avoidance of the use of products and materials that may adversely affect indoor air quality or comfort;
- minimising waste production during the construction process and providing for recycling of both construction waste and domestic waste generated during the ongoing use of the building;
- greater use of materials from local, sustainable sources, use of materials that are ecological or that consume less energy in their production.



8.0

Urban Design Standards (cont.)

Accessibility and Energy Efficiency (cont.)



The right design decisions in relation to building form, dwelling layout, levels of insulation, amount and orientation of glazing (as well as in terms of noise protection), utilisation of solar energy, heating system and fuel type, use of draught lobbies, construction materials and measures to conserve potable water, can contribute greatly to sustainability.

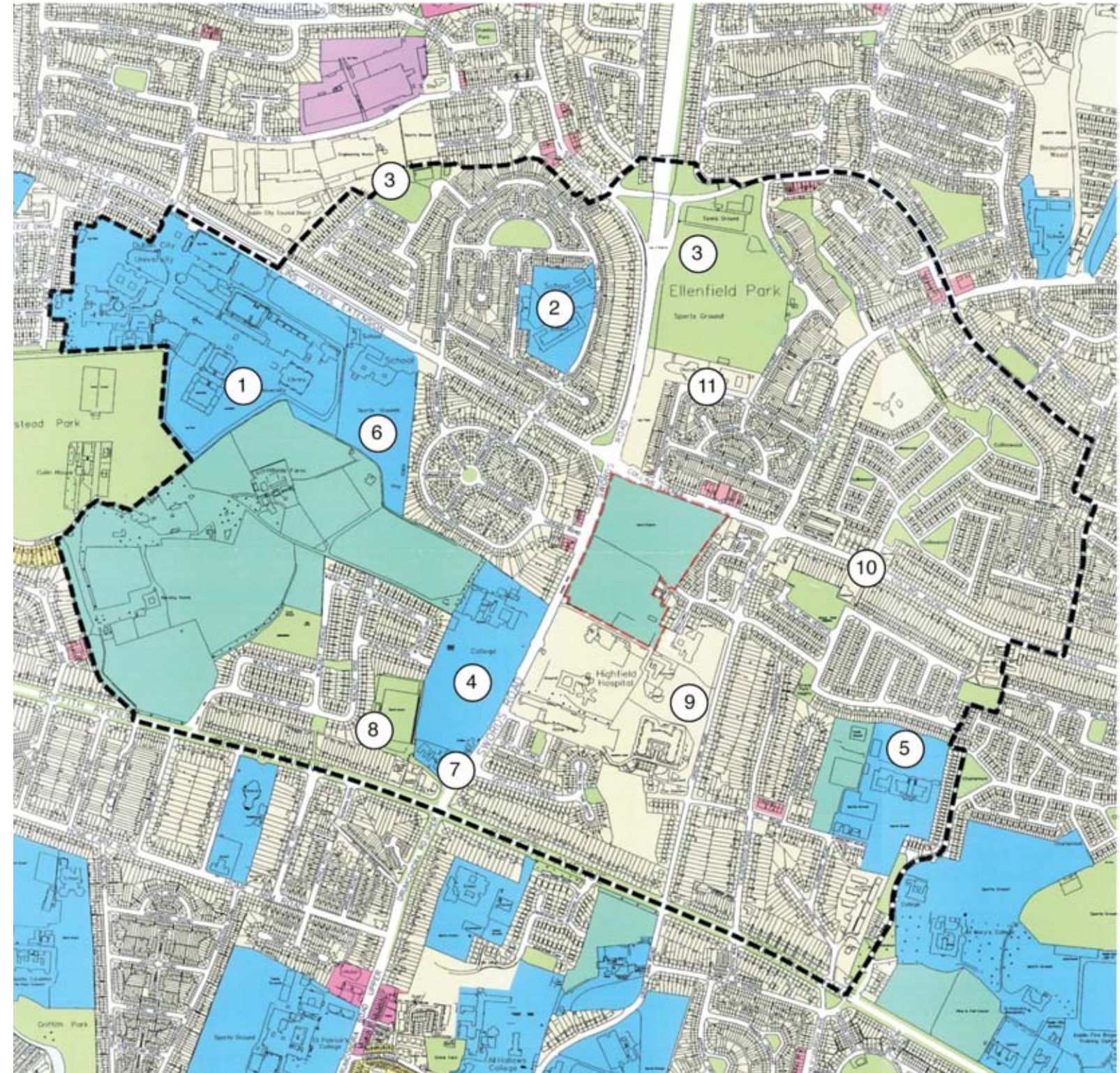
In addition these will lead to cost savings in the long term, while raising the level of comfort for the occupants of the dwelling.

Overall residential amenity can be increased through enhanced access to facilities and amenities.

Open Space Audit

A questionnaire was circulated to all the different Institutions and clubs in the area. The illustration below maps the responses we received to the survey and their precise locations. The areas include:

1. D.C.U
2. Holy Childs Boy's National School
3. St. Kevin's Boys Club
4. Plunket college
6. St. Aidan's CBS
7. Whitehall College of further Education
8. Home Farm Football Club
9. Respond
10. Whitehall Colmcille GAA Club
11. CDVEC School



OpenSpace Audit Results

As stated previously the questionnaire was distributed to a number of institutions and clubs in the area to establish the level of recreation facilities they might have. We asked them to include:

- What sports facilities are provided within your ownership/lease area?
- Are these facilities in your ownership?
- What groups / organizations use these lands, by agreement?
- Do any arrangements exist for public access?

The table below sets out the results of the survey.

No.	Institution	Location	Ownership	Sports Hall	Gaelic	Soccer	Practice Training	Badminton	Rugby	Carnogie	Tennis	Basketball	Playground	Hard surface	Dressing room	Used By
1	Dublin City University	DCU Sports, Dublin 9.	DCU	1	2	2	-	1	1	-	-	-	-	8	1	Students, Staff, Public Membership
2	Holy Child Boys' National School	Larkhill, Whitehall, Dublin 9.	Holy Child Boys National School	-	-	-	-	-	-	-	-	-	1	1	-	Students
3	St. Kevin's Boys Club	Larkhill Road Extension, Whitehall, Dublin 9.	Dublin Corporation & St. Kevin's	1	-	1	1	-	-	-	-	-	-	-	-	Local Schools, Residents Groups.
4	Plunket College (CDVEC College)	Swords Road, Whitehall, Dublin 9.	Dublin Vocational Education Committee	1	-	1	-	-	-	-	-	-	-	1	1	Homefarm FC, Drumcodra Athletic FC, Whitehall Celtic FC, Rosmiri Gaels, Dublin Archers.
5	Maryfield College	Glandore Road, Dublin 9.		1	-	1	-	-	-	1	1	1	-	-	-	Students, Sports hall available for renting
6	St. Aidan's CBS	Collins Avenue Extension, Whitehall, Dublin 9.	Irish Christian Brothers	-	-	-	-	-	-	-	-	-	-	-	-	Students
7	Whitehall College of Further Education	Swords Road, Dublin 9.	(No Facilities)	1	-	-	-	-	-	-	-	3	-	-	-	(No Facilities)
8	Home Farm Football Club	97A Swords Road, Whitehall, Dublin 9.	Homefarm FC	1	-	1	-	-	-	-	-	-	-	-	-	Whitehall College, Senior Citizens, Alzheimer's Group
9	Respond (Housing Association)	High Park, Grace Park Road, Drumcondra, Dublin 9.	(No. Facilities)	-	-	-	-	-	-	-	-	-	-	-	-	(No Facilities)
10	Whitehall Colmcille G.A.A Club	Thorndale, P.O Box 8289, Collins Avenue, Dublin 9.	Whitehall Colmcille GAA Club	1	-	-	-	-	-	-	-	-	-	-	1	Local Community Events, Residents Associations, DCU
11	Margaret Aylward CDVEC School	Thatch Road, Whitehall, Dublin 9.	CDVEC, (Originally Church)	-	-	-	-	-	-	-	1	1	-	1	-	Students, Local Children