



docklands



EAST WALL

Area Action Plan
2004

East Wall Area Action Plan

Dublin Docklands Development Authority
and
Dublin City Council

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1. Context

1.1 Purpose and Objectives

This Area Action Plan for East Wall is a joint Plan prepared by the Dublin Docklands Development Authority – ‘the Authority’ – and Dublin City Council – ‘the City Council’. The purpose of the Plan is to direct the physical, social and economic development of the area. The Area Action Plan is based upon a study commissioned by the Authority and the City Council, which was undertaken by Colin Buchanan and Partners.

The Plan is designed to give detailed guidance to the community, state bodies, transport operators, businessmen, landowners, developers and other interested parties. It is structured so as to provide analysis and proposals with regard to the following core themes:

- a) social infrastructure, including childcare, health, education and recreation;
- b) transportation, including traffic management, public transport and safety of all road users; and
- c) the nature and extent of any future development, the overall design of such development and environmental improvement works.

Actions are proposed at the end of each section and Appendix I summarises the principal impacts, parties and timescales involved.



LOCATION OF EAST WALL IN DOCKLANDS



THE PLAN AREA

1.2 The Area

The Plan area comprises some 39.8 hectares (98.35 acres approximately) located to the east of the Royal Canal, between East Wall Road and Sheriff Street Upper.

East Wall is essentially a residential neighbourhood with a current population of 3,600 persons and approximately 1,400 households with facilities such as a primary school, church, shops, community centre and proximate recreational facilities. There are also a number of businesses in or on the periphery of the area, which are largely of a manual/low intensity nature.

In terms of population and scale, East Wall has many traits of a sustainable neighbourhood:

- facilities are within walking distance;
- it is a human scale;
- it is close to the city centre yet has a separate identity;
- residents have a choice of mobility; and
- there are employment opportunities within the locality.



JOHN ROCQUE'S 1756 MAP,
SHOWING LOCATION

The origin of East Wall dates from the construction of the North Wall at the end of the eighteenth century and the subsequent reclamation of the 'North Lotts' area, with its distinctive orthogonal grid pattern which still represents the main arteries for the area (East Road, Church Road and West Road).

The nineteenth century construction of the Royal Canal, and multiple railway alignments and embankments serving the Port, form strong infrastructural boundaries to the area. More recently the growth in traffic volumes on East Wall Road and East Road has contributed to the severance of the community from adjoining areas.

The regeneration of the Docklands area, under the direction of the Authority and the City Council, now places the established residential community of East Wall in a rapidly changing economic and urban environment. From being an isolated dockland community, suffering from the decline in Port-related employment, East Wall is now at the heart of one of the fastest growing areas of Dublin city. The change will continue at pace, representing both an opportunity and a challenge for the community. This Area Action Plan therefore seeks to provide a framework within which to facilitate regeneration.



EAST WALL AREA RAILWAY

1.3 Population and Employment

The results for the 2002 Census have been recently issued. However, only the population statistics for each District Electoral Division (DED) are currently available from the 2002 Census and the Small Area Population Statistics (SAPS) have not yet been published.

The Docklands area as a whole experienced a 12% growth in population between 1996 and 2002. Sheriff Street and the IFSC area experienced the fastest population growth, with an increase of 46% in the six years to 2002. However, there was a slight decline in the population of East Wall between 1996 and 2002.

Area	Population 1996	Population 2002	Population Change 1996-2002
North Dock B*	3,655	3,598	-1.6

* The Plan Area corresponds very closely with North Dock B

The SAPS from the 1996 Census show that there was an increase in the 25-44 age-cohort over the preceding five years. The East Wall area contains a higher than average number in the 65+ age-cohort when compared with the remainder of the Docklands.

The majority of persons working in the Plan area are employed in manufacturing, transport and commerce. The economic profile of the resident population mirrors this pattern, with a low representation in professional, managerial and technical categories and twice the county average in semi-skilled and unskilled manual categories.

The ESRI's 1999/2000 Docklands Employer Survey found that 1,439 firms were located within the overall Docklands area, employing some 32,100 persons. Just under 2,500 residents of Docklands were identified as currently working in the area, representing a growth between 1996 and 1999/2000 of 900 (56.5%). Unemployment in the Docklands dropped from 26% to approximately 10% in the same period.



SEÁN O'CASEY, PLAYWRIGHT,
FORMER RESIDENT OF EAST WALL WHO
LIVED AT HAWTHORN TERRACE AND
THEN AT ABERCORN ROAD
CIRCA 1888-1920

1.4 Policy Context

East Wall is located in an area that is within the statutory remit of two authorities: the Dublin Docklands Development Authority and Dublin City Council. The Authority has a duty to secure the social and economic regeneration of the area, in addition to the improvement of the physical environment of the Docklands. The City Council has responsibility for the implementation of local authority functions such as planning, development control, roads, housing and sanitation.

1.4.1 Dublin Docklands Area Master Plan, 2003

The Master Plan provides guidance for the development of the Docklands over the period to 2012. Objectives are outlined in relation to economic, social, land use, transportation, civic design, conservation and amenity issues. The zoning objectives of the Plan are illustrated in Fig. 1.1. The predominant zoning objective is Z1, which seeks 'To protect, provide and improve residential amenities'. There is also a spread of the Z2 zoning objective, which seeks 'To protect and/or improve the amenities of residential conservation areas'. The shops on Church Road are covered by the Z3 objective, which is 'To provide for the creation and improvement of neighbourhood facilities'. There are a number of sites along East Wall Road and East Road that are zoned with objective Z14 which is 'To seek the social, economic and physical rejuvenation of the area with mixed use of which residential and zone 6 would be the predominant uses.'

The Docklands Innovative Park on East Wall Road is zoned Z6 which is 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.' The open space zoning objective Z9, which is 'To preserve, provide and improve recreational amenity including open space' is restricted principally to the playground on Russell Avenue East. It is an objective to provide a Linear Park along the Royal Canal, which is also designated as a Conservation Area. The Master Plan acknowledges the deficiency of public open space in the East Wall Area.

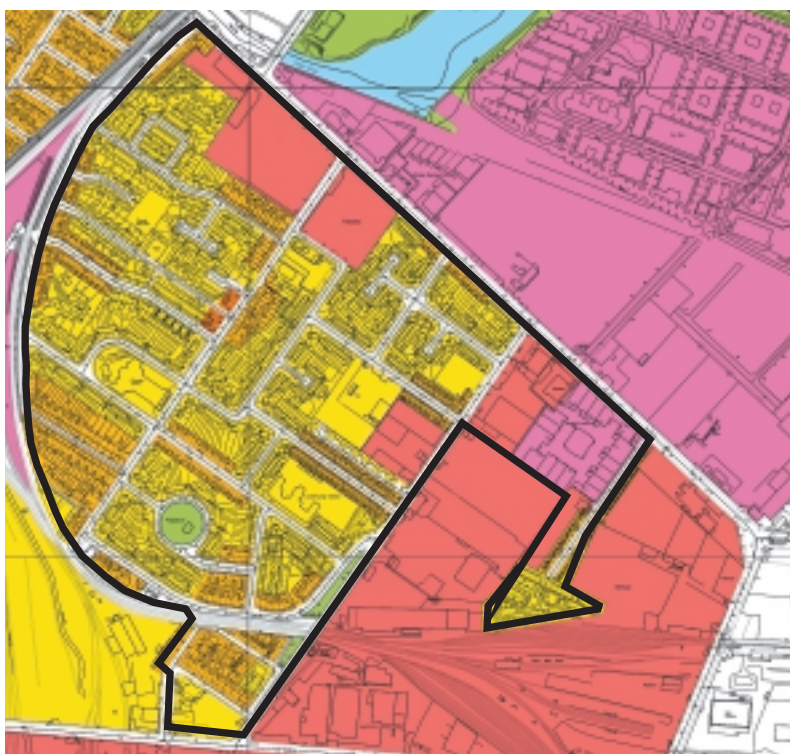


FIG 1.1 DUBLIN DOCKLANDS MASTER PLAN ZONING OBJECTIVES

The Plan promotes the provision of public transport and the reduction of traffic in residential areas. The Master Plan also facilitates the provision of the Interconnector rail link between North Wall and Heuston Station and the extension of LUAS to the Point.

The residential capacity assessment for the Docklands area is based upon a net site density of 247 units per hectare on large development sites in central areas, with a lower residential density of 150 units per hectare in outer areas, such as East Wall. In the case of family areas identified in the Planning Schemes and Area Action Plans, the maximum proportion of single bed units shall be 25%. In large scale residential developments of 50 units or more, a minimum of 25% of units shall be family sized (minimum of 80sq.m), although the 50 unit threshold may be lowered in some areas. The minimum open space standards outlined in the Residential Density Guidelines will be exceeded.

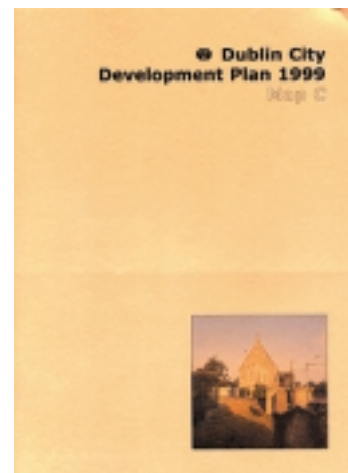
The Master Plan proposes an Area Action Plan for the core East Wall area and specifies a number of goals. These goals are outlined in Section 2.2 of this Plan. In addition, the Master Plan proposes a second Area Action Plan for the remainder of the lands between Sheriff Street Upper and East Wall Road, which will complement this Action Plan.

1.4.2 Dublin City Development Plan, 1999

The Dublin City Development Plan provides the statutory framework for the purposes of development control. The Wiggins Teape site and print works on East Wall Road, in addition to lands on the western side of East Road, are zoned for enterprise uses (Z6) in the City Development Plan, although they have been zoned enterprise and residential (Z14) in the 2003 Master Plan. The former Maxol site on Ravensdale Road is zoned enterprise (Z6) in the Development Plan, although this has been changed to residential (Z1) in the 2003 Master Plan.

The Dublin Port Tunnel and the associated widening of East Wall Road between Tolka Quay Road and Sheriff Street Upper are objectives of the Plan. The Macken Street Bridge is a five-year roads objective and has now secured statutory approval. Area 3 parking standards apply to East Wall. No plot ratio or site coverage standards are specified for Z1, Z2 or Z6 zoning objectives. The City Development Plan has been varied to accommodate the provisions of the Part V Housing Strategy, which requires the provision of 20% social and affordable housing in new residential development. In relation to residential apartment development, there should be an appropriate mix of unit sizes and in schemes consisting of fifteen or more apartments, not more than 50% shall be one-bed units. In larger apartment developments a minimum of 25% of units shall be suitable for families.

The Development Plan is currently under review. With the exception of the site at the junction of East Road and Sheriff Street Upper, which is zoned enterprise (Z6) and opposed to residential (Z1), the Draft Dublin City Development Plan 2004 adopts the zoning provisions of the Master Plan 2003 for the East Wall area.





1.4.3 Strategy 2000-2016 - A Platform for Change, DTO 2000

The Strategy envisages a significant modal shift from private car to public transport, which would cater for 85% of trips to the city centre. Key elements of the Strategy that are relevant to the Docklands include:

- The construction of an Interconnector rail link between Heuston Station and East Wall which would allow for through running from the Kildare to the Maynooth and Dundalk lines, and a possible station at Spencer Dock.
- The extension of LUAS to the Point Depot. It is further proposed to construct a line from Lucan to the Docklands via St. Stephen's Green, crossing the River Liffey at the new Macken Street Bridge and connecting with the North Docklands line at Guild Street.
- The upgrading of LUAS Line B to a Metro, including an underground section in the city centre and serving the Airport.
- The extension of the Quality Bus Network (QBN)/Bus Priority Routes (QBC). Orbital routes are indicated in the North and South Docks areas.
- The completion of the Dublin Port Tunnel, which would be tolled as a traffic management measure to deter peak-hour car commuting, while facilitating HGV traffic, and the construction of the Eastern By-Pass.
- The completion of the strategic cycle network, enhancement of pedestrian facilities, the preparation of a regional freight study for Dublin Port and the development of traffic cells for the city centre. Parking policies and standards should provide a competitive advantage for public transport.

1.4.4 Ministerial Guidelines

The Residential Density – Guidelines for Planning Authorities, 1999 emphasise that Local Plans should seek to integrate schools, social, recreational, employment, public open space and retailing uses. In addition, they should specify net densities. Indicative plot ratios for brownfield sites are between 1.0 and 2.5. The Guidelines outline a range of controls and safeguards for residential development at higher densities.

The Childcare Facilities – Guidelines for Planning Authorities, 2001 establish standards in relation to the provision of childcare facilities. An indicative standard of one childcare facility for every 75 dwellings is established.

1.4.5 Local Plans

The Authority's Area Action Plan for Church Road/East Wall outlines a series of proposals to environmentally upgrade Church Road, including traffic management measures. These works on Church Road have been recently completed.

The Authority's Docklands North Lotts Planning Scheme 2002 covers the area between Sheriff Street Upper and the Liffey and from the Royal Canal to the Point Depot. It is proposed to have a ratio of 60:40 residential to commercial use. The southern half of the East Wall area is within 600m of the indicative Docklands Station, which is a proposed LUAS/suburban rail interchange. The development of Spencer Dock provides an opportunity to accommodate the Linear Park along the Royal Canal, with waterside buildings such as pubs and cafés providing a focal point for leisure and entertainment uses. Access to such amenities would be of benefit to the residents of East Wall.



1.5 Consultation

Comprehensive consultation was a fundamental element of the Action Plan process. It was considered essential to consult to a wide degree with the local community, businesses, community representatives and various stakeholders in order to allow for ownership of the Plan and its recommendations. The consultation process comprised four fundamental elements:

- *Stakeholder Consultation* – This initial stage provided direction on the approach and subject matter of the Plan, in addition to providing essential data. Initial stakeholder meetings were carried out with community representatives, community groups and the Authority's and City Council's officers.
- *Public Consultation Event* – Following the initial stakeholder meetings a public consultation event was held in the East Wall Community Centre.
- *Focus Group Consultation* – The purpose of the forum was to investigate the requirements of businesses within the area.
- *Public Display of Draft Plan* – The Draft Plan was placed on public display in February 2004 and representations were invited.

Two reports on the public consultation process were prepared summarising these discussions and submissions. The findings of the consultation exercise form the core of all proposals contained in this Plan and are summarised in the SWOT analysis in Appendix II. This analysis forms the basis for the formulation of the Strategy outlined in Section 2.



PUBLIC CONSULTATION EVENT

2. Strategy

2.1 Issues

The consultation exercise highlighted a number of issues, which can be summarised as follows:

- Some considered that sufficient community facilities were not available to address the needs of the wider community in East Wall.
- Others highlighted the existence of facilities such as the East Wall Community Centre, the East Wall Recreation Centre, St. Mary's Youth Club and Fairview Park, while acknowledging there was room for improvement.
- Concern was raised over the availability of childcare and adolescent facilities. A number of individuals acknowledged that the existing facilities at the circle on Russell Avenue are extensively used by the younger population. This play area has recently undergone significant environmental improvements, including the installation of an outdoor football pitch and play equipment, in addition to the refurbishment of the recreation centre and employment of full-time staff.
- Some individuals commented that the East Wall Community Centre on St. Mary's Road North was of a sufficient size for the needs of the community, while noting that extensive refurbishment was required. Other members of the community considered that a fully integrated and multi-functional facility, catering for all groups, was required.
- Housing was a central issue to the community. The ability of residents and their families to continue to reside in the area, in an inflated housing market, was high on all agendas.
- Retail facilities were viewed as inadequate and uncompetitive within the area.
- Social facilities, in terms of pubs and restaurants, were very limited and therefore the community had nowhere to host events.
- There was a lack of public open space in the immediate area.
- The community is extremely concerned about traffic volumes in the area, with associated issues of noise, pollution and safety arising.
- The frequency of the bus service to the area was highlighted as an issue.
- Streets and open spaces are in need of environmental improvement. There is potential to environmentally enhance open spaces adjacent to the railway lines along the western and southern boundaries of the area.
- The redevelopment of private sites would assist in the regeneration of the area.
- Education and training remain important issues.

2.2 Goals

Many of the issues raised during the consultation exercise are addressed in the Plan through a targeted strategy, with key proposals for improvement. Social, health and community issues will require a co-ordination of initiatives.

The principal goals of the Area Action Plan are to:

1. *Ensure that the social needs and the provision of community facilities are addressed.*
2. *Support education and training programmes that will enable local residents to avail of new job opportunities.*
3. *Promote the refurbishment or redevelopment of the East Wall Community Centre.*
4. *Seek to reduce extraneous through traffic within the area and ensure a safe system for pedestrians, cyclists and vehicles.*
5. *Promote the upgrading of public transport in the area, including the upgrading of the public bus service through East Wall.*
6. *Ensure that new developments are well designed and integrated into the existing area, with a preference for mixed use developments on larger sites.*
7. *Promote the enhancement of retail and social facilities, where possible.*
8. *Ensure the adequate provision of housing for all in the community, including social and affordable housing.*
9. *Promote the improvement of existing open space, developing linkages to adjoining areas, and examine the potential for pocket parks within the area.*
10. *Seek the environmental upgrading of streets and the public domain in the area.*

2.3 Strategy Elements

In developing an overall strategy, it is important that the Plan is tailored to meet the specific needs of the area and that it delivers real improvements over the short, medium and long term. The overall strategy comprises three distinct but inter-linked elements which seek to ensure that East Wall develops into a multi-functional sustainable urban neighbourhood. This will ensure that detailed projects and guidelines are targeted to meet the requirements of the area. The three elements are:

- Social Infrastructure
- Transportation
- Land Use and Urban Design

Actions are listed at the end of each section.



AERIAL PHOTOGRAPH OF EAST WALL

3. Social Infrastructure

3.1 Introduction

The Dublin Docklands Development Area Master Plan 2003 states that ‘*The overall objective of the Master Plan must be to secure the sustainable social and economic regeneration of the Area, with improvements to the physical environment being a vital ingredient*’.

To ensure consistency with this objective, a core theme is to address the social infrastructural needs of the area, including those relating to childcare, health, education and recreation. This section of the Plan seeks to address these issues in an integrated manner. The following stages are required:

- Establishment of community objectives
- Audit of existing and proposed community infrastructure
- Proposed actions

3.2 Community Objectives

In order to achieve the sustainable social and economic regeneration of the area, community development must be supported and encouraged at all levels. The consultation process identified a number of issues which were viewed as fundamental to the continued development of East Wall. Community development needs to be inclusive, dynamic and creative, with an equitable access to funding and resources. The following objectives aim to address these issues in a coherent and comprehensive manner.



1. Education and Training objectives are to:
 - a) *promote life-long learning within the community, by supporting co-ordinated forums between the main training providers and potential students;*
 - b) *encourage accessibility for all to educational and training service providers; and*
 - c) *encourage the adoption of new technologies to assist education and training.*
2. Youth and Children objectives are to:
 - a) *place emphasis on those who are at ‘risk’ of isolation, exclusion or early school leaving;*
 - b) *assist in the provision of essential services such as recreational, educational and childcare facilities; and*
 - c) *encourage personal development opportunities to all children in the area.*