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Planning Scheme Grangegorman

The Site and its Context



Chapter 2:

The Site and its Context

2

Purpose and Layout of this Chapter

The purpose of this Chapter is to describe the site and its context. The Chapter includes an introduction to the principal users of the site and sets out the sites' physical, socio-economic, historic, town planning and infrastructural context.

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2.0 Planning Policy & Strategic Context

The Planning Scheme has been informed by a wide range of national, regional and local planning policy documents, some of which are listed adjacent.

While all relevant plans and guidelines have been considered, the first three above are of particular strategic relevance to the Planning Scheme and the fourth (the Dublin City Development Plan 2011-2017) is of particular relevance in guiding the nature and extent of development proposed.⁵

- Policy Context
- National Development Plan ‘Transforming Ireland, A Better Quality of Life for All’, 2007-2013
 - National Spatial Strategy 2002-2020
 - Regional Planning Guidelines for the Greater Dublin Area 2010-2022
 - Dublin City Development Plan 2011-2017
 - Grangegorman Development Agency Strategic Plan 2011
 - Architectural Heritage Protection: Guidelines for Planning Authorities, 2004
 - Transport 21, 2005
 - Dublin Transportation Office ‘A Platform for Change’ 2000-2016
 - Greater Dublin Area Draft Transport Strategy 2011-2030 (NTA)
 - Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, May 2009
 - Urban Design Manual: A Best Practice Guide, 2008
 - Retail Planning Guidelines for Planning Authorities, 2005
 - Retail Planning Strategy for the Greater Dublin Area, 2008-2016
 - Greater Dublin Area, draft Transport Strategy 2001-2030

1. National Development Plan 2007-2013

The National Development Plan 2007-2013 (NDP) identifies investment in higher education as a key objective. It states that this investment *“reflects the immense significance that the Government attaches to higher education at all levels and indicates the critical role that higher education will continue to play in sustaining economic growth and promoting social cohesion. The investment will assist Higher Education institutions plan for continuing growth in participation rates”*.

The NDP states that the projects selected will be consistent with its Regional Development Strategy. The NDP explicitly lists the DIT Grangegorman campus and states *“In this context, over the period of the NDP, a major project which will see the development of a large site in Grangegorman, Dublin as a location for education, health and other facilities will be progressed. The site will house the new Dublin Institute of Technology Community Campus.”*

2. National Spatial Strategy 2002-2020

The National Spatial Strategy 2002-2020 (NSS) emphasises the importance of Dublin as a national and international economic driver and promotes the continued growth and consolidation of the Dublin Metropolitan Area.

The NSS clearly sets out that it is not economically, socially or environmentally sustainable for the City to continue to spread outwards towards the surrounding counties. In order to promote a more sustainable approach it is essential to consolidate the physical growth of the City.

The NSS outlines measures to achieve a consolidated City including effective integration of lands use and transportation policy; maximising the opportunity of brownfield, underutilised lands and maintaining and investing in quality of life attractions of the city particularly in terms of education, healthcare, childcare, cultural and entertainment facilities.

3. Regional Planning Guidelines for the Greater Dublin Area 2010-2022

The Regional Planning Guidelines for the Greater Dublin Area 2010-2022 stress the need to consolidate the Dublin metropolitan area with an enhanced public transportation system. Given the limited supply of undeveloped lands in the city, the Guidelines emphasise the need to increase densities and deliver well-designed urban environments which enhance quality of life within the City.

The Government decision to consolidate DIT activities on the Grangegorman site, within the city core, is consistent with National and Regional strategy. The Planning Scheme is guided by these policies together with the Dublin City Development Plan and the provisions of the Grangegorman Strategic Plan.

⁵ See Chapter 3 (3.2) for details of how the Planning Scheme embraces the key philosophies of the Dublin City Development Plan.

4. Dublin City Development Plan 2011-2017

Development Plan Core Strategy and Vision

The Dublin City Development Plan 2011-2017 includes the Core Strategy for the City, which is guided and directed by the policies and objectives of the National Spatial Strategy 2002-2020 and the Regional Planning Guidelines 2010-2022. The Development Plan Core Strategy comprises of three strands:

- A compact, quality, green, well connected city, which generates a dynamic, mixed-use environment for living, working and cultural interaction.
- A smart city, creating real long-term economic recovery.
- A city of sustainable neighbourhoods and socially inclusive communities.

The Dublin City Development Plan 2011-2017 sets out policies and objectives to guide the development of the City to achieve Dublin City Council's vision for a sustainable city with enhanced quality of life and experience for its residents, workers, commuters and visitors, to consolidate the urban form of the city and to do on in conjunction with improvements to the public transportation network. The development of the Planning Scheme will contribute to the realisation of Dublin City Development Plan's Core Strategy and Vision:

- The Planning Scheme will facilitate the enhancement and physical consolidation of the inner city which forms the heart of the city and city region through the redevelopment of a key site within the city that has been underutilised for a long time.

Strategic Development and Regeneration Area

The majority of the SDZ site, in addition to the CIE Broadstone lands, is located within Strategic Development and Regeneration Area 8 (SDRA8) as defined in the Development Plan. The Development Plan sets out the following Development Principles for SDRA8.

1. To ensure that the development framework for Grangegorman / Broadstone provides for a high quality character area/urban district with strong physical linkage to the H.A.R.P. Area / Smithfield, Phibsborough, Manor Street and to the City Centre through Henrietta Street.



Figure 2.1 Dublin City Council Development Plan 2011-2017, Core Strategy

2. To create a highly sustainable urban campus at Grangegorman as a new home for Dublin Institute of Technology with the capacity to develop strong links with other knowledge sector engines located elsewhere in the inner city.
3. To develop a legible, attractive spatial and urban character which marries the provision of new urban space with high quality contemporary architecture and with the integration and re-use of protected historic structures and other buildings of architectural/artistic merit.
4. To ensure that the existing open space is developed both for the benefit of the new campus and for adjacent existing communities.
5. To co-operate with existing stakeholders in Broadstone to promote the development of a range of higher value economic uses that would be complementary to the campus uses at Grangegorman

6. To provide for the physical integration of Grangegorman and Broadstone with each other and the City Centre through the development of a series of physical connections including pedestrian and cycle linkages and new transport infrastructure.
7. To ensure that the requirements of the Northern Area Health Board in the provision of health care facilities shall be accommodated in any future development of Grangegorman.
8. To examine in conjunction with the relevant educational agencies including Educate Together the primary and secondary education uses to support this third level campus.
9. To have regard to the physical integration and regeneration potential of Manor Street/Stoneybatter as important streets/ radial routes in the redevelopment proposals for this area.

The Development Plan also designates a number of Key Developing Areas (KDAs) including Grangegorman. These are the main growth areas for the lifetime of the Development Plan. They represent significant areas of the city with substantial development capacity, supporting the economic or cultural specialisms essential for the growth and diversification of the city's economy. KDA locations correspond to high levels of rail-based public transport accessibility.

The wider Grangegorman/Phibsborough area is designated a KDA (this encompasses more than just the SDZ lands). The Development Plan notes that the area has capacity for an estimated 800 residential units, with an estimated 34 ha zoned for commercial/employment use.

The Planning Scheme will comply with the Development Plan Housing Strategy as it applies to the subject site and with the provisions of Part V of the Planning and Development Act (social and affordable housing), as appropriate.



Indicative view of Grangegorman Lower

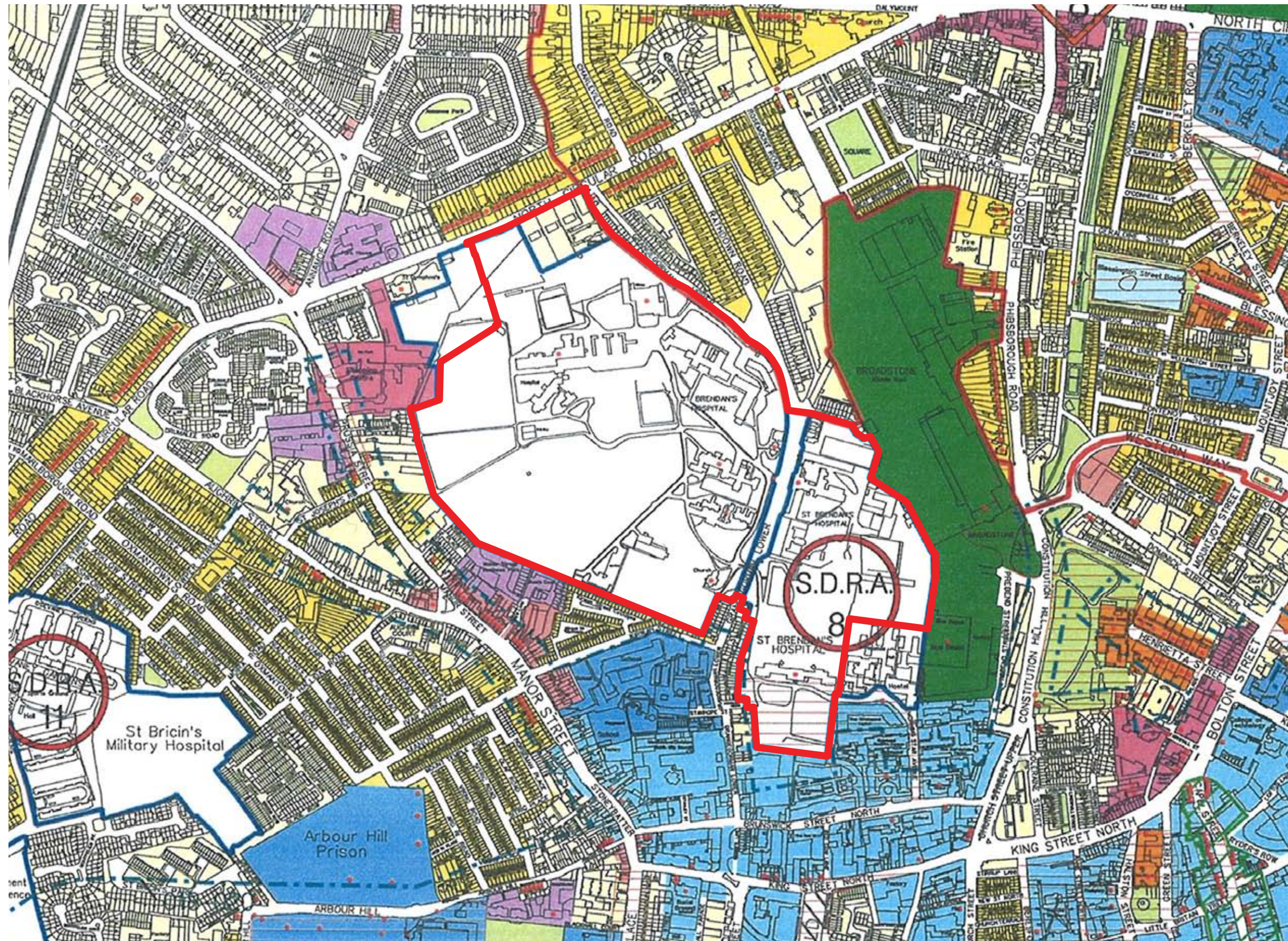


Figure 2.2 excerpt of Dublin City Development Plan 2011-2017 Map E

Land Use Zoning

The majority of the proposed SDZ Site is zoned Z14 *"Strategic Development and Regeneration Areas"*, the objective of which is *"to seek the social, economic and physical development and/or rejuvenation of an area with mixed use, of which residential and 'Z6' would be the predominant uses."*

The additional corner of HSE land (beside the North Circular Road) is zoned Z1 *"Sustainable Residential Neighbourhoods Residential"*, the objective of which is *"to protect, provide and improve residential amenity."*

Grangegorman Lower (a public road in the charge of DCC) is unzoned.

The southern portion of the SDZ site (south of the Lower House) is located within a Conservation Area⁶. The Development Plan requires development proposals in conservation areas to complement the character of the area including Protected Structures and comply with development standards.

The neighbouring CIE Broadstone lands are zoned Z10 *"Inner Suburban"* (Sustainable Mixed Use), the objective of which is *"to consolidate and facilitate the development of inner suburban sites for mixed use development of which office, retail and residential would be the predominant uses"*.

Under the Z1 zoning objective the following land uses are permissible or open for consideration:

Permissible Uses:

Buildings for the health, safety and welfare of the public, Childcare facility, Community facility, Education (excluding a night time use), Embassy, Enterprise centre, Halting site, Home-based economic activity, Medical and related consultants, Open space, Park and ride facility, Place of public worship, Public service installation, Residential, Shop (neighbourhood), Training centre.

Open for Consideration Uses:

Bed and breakfast, Betting office, Car park, Civic and amenity/recycling centre, Cultural/recreational building and uses, Garden centre, Golf course and clubhouse, Hostel, Hotel, Industry (light), Media recording and general media associated uses, Petrol station, Pigeon lofts, Public house, Restaurant, Veterinary surgery.

Uses not listed under the permissible or open for consideration categories for Z1 lands are deemed not permissible uses in principle.

Under the Z14 zoning objective the following land uses are permissible or open for consideration:

Permissible Uses:

ATM, Betting Office, Buildings for the health, safety and welfare of the public, Childcare facility, Community facility, Conference centre, Cultural/recreational building and uses, Education, Embassy office, Embassy residential, Enterprise centre, Green/Clean industries, Halting site, Home-based economic activity, Hotel, Industry (light), Live work units, Media recording and general media associated uses, Medical and related consultants, Offices, Open space, Park and ride facility, Part off-licence, Place of public worship, Public service installation, Residential, Restaurant, Science and technology-based industry, Shop (neighbourhood), Training centre.

Open for Consideration Uses:

Advertisement and advertising structures, Bed and breakfast, Car park, Car trading, Civic and amenity/recycling centre, Factory shop, Financial institution, Funeral home, Garage (motor repair/service), Garden Centre, Golf course and clubhouse, Hostel, Internet Café, Nightclub, Off-licence, Outdoor poster advertising, Petrol station, Pigeon lofts, Public house, Takeaway, Veterinary surgery, Warehousing (retail/non-food)/Retail park, Warehousing

Uses which are not listed as 'permissible' or 'open for consideration' under Z14 zoning will be considered on their own merits.

⁶This refers to architectural conservation rather than environmental conservation.

Building Height

The Development Plan identifies Grangegorman/Broadstone as a location with potential to accommodate mid-rise building heights subject to the preparation of a *Local Area Plan (LAP)* or *SDZ (Reference Section 17.6.2)*. The Development Plan (*Reference Section 16.4.4.2*) includes the following Key Development Principles for the Grangegorman/Broadstone area.

- *"To create a high quality educational campus and healthcare facilities at Grangegorman, with strong linkages to Phibsborough, Manor Street and the city centre through Henrietta Street."*
- *To promote the physical integration of Grangegorman and Broadstone with each other and to the city centre.*
- *To promote the identity and character of this new educational campus by the location of an elegant mid-rise building towards the centre of the main site on elevated ground overlooking a large open space and the city.*
- *To signify the main gateway to the campus by the use of 1 or 2 mid-rise buildings on the proposed main entrance from Constitution Hill/ Broadstone."*

The Development Plan provides definitions of low-rise, mid-rise and high-rise buildings for various parts of the city. Grangegorman will be treated as a low-rise area until an SDZ Planning Scheme or a Local Area Plan (LAP) is approved. If this Planning Scheme is made then 'mid-rise' buildings can be developed in Grangegorman - up to 16 storeys residential or up to 12 storey office (up to 50m in height).

The Development Plan acknowledges that Dublin City is a predominantly low-rise city. It identifies locations in the City where there is capacity for mid- or high-rise buildings. Section 16.4.1 of the Development Plan sets out General Principles for the development of areas where increased heights can be accommodated. The General Principles are quoted below:

- *"All proposals for high buildings must form part of a sustainable, mixed-use urban district at appropriate density, well served by high quality public transport, with a strong sense of place, a coherent urban structure, and with sufficient neighbourhood facilities for both the existing and new communities, including people- friendly civic spaces."*

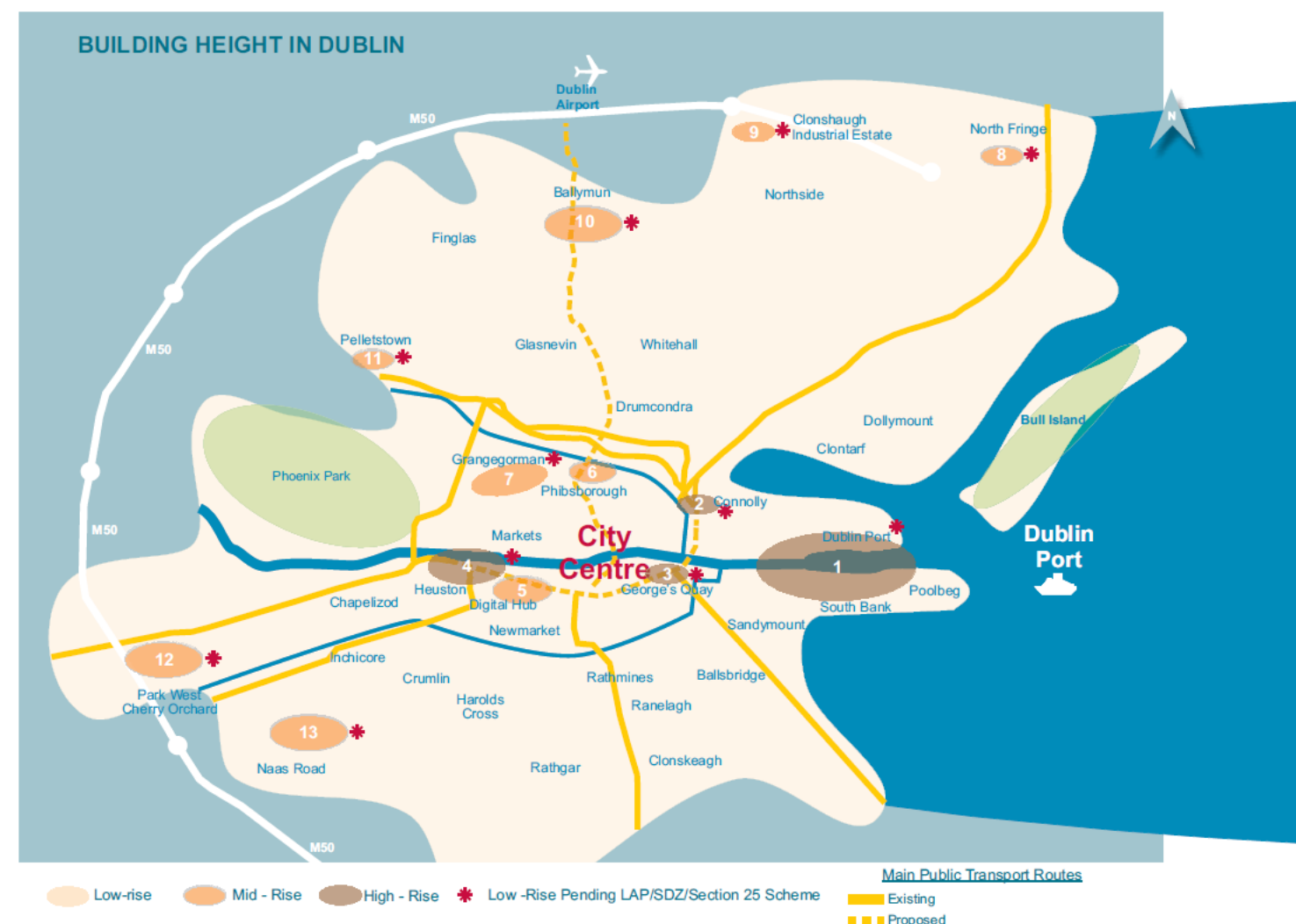


Figure 2.3: Dublin City Development Plan 2011-2017 Graphic illustrating areas of increased Building Height in Dublin

- *All high buildings must be of the highest architectural quality and should aim to have a slenderness ratio of 3:1 or more and have regard to the existing urban form, scale and character, and the built heritage of the area.*
- *The key principles outlined here must be applied in conjunction with other policies and standards in the development plan, including those designed to ensure good community infrastructure, a pleasant public realm, compliance with the apartment quality standards, energy efficient development, and the promotion of employment, especially in the knowledge economy.*
- *Applications for high buildings will also be subject to assessment under the development management process, including matters such as a shadowing, amenity,*

microclimate and Environmental Impact Assessment where appropriate. All development involving higher buildings must be designed to mitigate the effects of climate change.

- *Each of the identified areas for high buildings will (unless there is one already in existence) be the subject of a Local Area Plan, SDZ or Section 25 Planning Scheme as appropriate, to include a co-ordinated urban design strategy which takes on board the guiding principles outlined herein.*
- *Each Plan shall have regard to the overall city form and structure, in order to prevent visual clutter or negative disruption of the skyline.*
- *High buildings should be associated with significant open space, to promote appropriate setting, daylighting and amenity."*

2.1 Dublin Institute of Technology and the Health Service Executive Context

The primary objectives of the Planning Scheme are to provide new accommodation for two established institutions, the Dublin Institute of Technology (DIT) and the Health Service Executive (HSE), to address local community needs and, in doing so, to support the sustainable development of the city as articulated in the City Development Plan.

The redevelopment will provide a major engine for regeneration of the inner city. It will provide important new linkages to and integration with the surrounding community and the city region in the context of the northern innovation corridor as provided for under the core strategy of the development plan and regional economic action plan.

Dublin Institute of Technology

The Dublin Institute of Technology was established as an autonomous institution under the DIT Act in 1992, but its origins go back to 1887 and the establishment of technical education in Ireland.

The DIT Act 1992 provided for the formation of the Dublin Institute of Technology by bringing together six colleges of higher education formerly under the City of Dublin Vocational Educational Committee. These were:

- College of Technology, Kevin Street - founded in 1887
- College of Music, Chatham Row - founded in 1890
- College of Commerce, Rathmines - founded 1901
- College of Marketing and Design, Mountjoy Square - founded in 1905
- College of Technology, Bolton Street - founded in 1911
- College of Catering, Cathal Brugha Street - founded in 1941

These colleges had provided much-needed education services, pioneering technician and technologist training and education, both to meet the needs of industry and to develop the students' individual potential. Their graduates played a significant role in the development of industry, business and the community in Ireland throughout the 20th



century. By 1992, these colleges were recognised as centres of excellence in their areas of specialism and following the establishment of the Institute, their expertise formed the nucleus of the college structure within DIT.

Today DIT is one of Ireland's largest providers of higher education and continues to build on those solid foundations and to respond to the social, cultural and educational needs of Ireland in the 21st century. DIT is creating a world-class higher education campus at Grangegorman. This campus will be designed to meet a higher education environment which underpins and serves society by supporting the economic, social and cultural life of its citizens and reflects the changing nature and evolving character of education. The campus will be student-centred and resourced to meet the multiple needs of the Institute's current student population of 20,500 students, with the potential to accommodate a further 2,000 full time students when completed, and a further potential increase of 30% in the decades ahead. These students range from undergraduate to postgraduate, research students, full-time, part-time,

apprentice students, traditional school leavers, mature students, international students and students studying junior music.

DIT is a part of Dublin and although its many buildings scattered throughout the city, people feel the presence of this long established educational Institute. The Grangegorman project allows DIT to establish a world-class higher education campus on the last available large development site within the city.

For DIT the primary aim of the development is to create a modern learning and research environment that allows it to deliver the objectives of its strategic plan. For over 120 years, DIT has occupied a unique space within the Irish higher education landscape. From its origins in technical education, DIT has evolved to provide a wide range of programmes from apprenticeship to undergraduate and postgraduate level. The DIT strategic plan 2001-2015 and its subsequent series of three year Development Plans underpins the relocation of DIT to its new campus at Grangegorman. DIT has had a strong tradition in part-time education and currently is the largest provider of

part-time education in Ireland. DIT delivers a wide range of community supports aimed at enhancing access and participation in higher education. Due to the nature of its building stock, DIT has been restricted in expanding and broadening its student base. The new campus will provide the essential capacity and space to expand to address this constraint.

DIT views the campus acting as a catalyst for partnership and alliances between academia, enterprise, culture, the community and the city. It is this interaction and dynamic that the campus will promote through its design and co-location of activities. In doing so the campus environment will lead to discovery, innovation and technology transfer and an overall enhanced learning experience for the student. The campus will provide the opportunity to improve overall quality and efficiency of DIT operations. Technology is viewed as a defining characteristic of the new campus underpinning core Institute processes such as academic processes, administration, communications and integrated management systems. It will facilitate cross functional working and promote the sharing of knowledge.

Health Service Executive

St. Brendan's Hospital is operated by the HSE within an assortment of buildings, many of which are dilapidated, that are fragmented across what remains of the once great hospital complex. This arrangement severely compromises the capacity of the HSE to deliver its healthcare services and a programme of major reinvestment is required.

Mental healthcare has been undergoing a process of major change over many years, driven both by policy imperatives and increasing expectations. The current mental healthcare and primary healthcare facilities in the Grangegorman locality need to change in order to maximise efficiency and effectiveness. Furthermore the condition of existing buildings is such that, irrespective of the Government decision on the moving of DIT, replacement facilities are urgently required. The Mental Health Commission reported in its Annual Report 2009 that it continued to be of concern to the Inspectorate of Mental Health Services that residents remain accommodated, cared for and treated in such unsuitable premises.

The HSE will provide services on the site for children and families, older people, the disabled, people who are socially disadvantaged and those suffering from mental illness.



The HSE has a broad aim in relation to social inclusion. It intends to improve access to mainstream services, target services to marginalised groups, address inequalities in access to health services and encourage service user involvement in the design, delivery, monitoring and evaluation of health services.

Not only will the Grangegorman project provide for facilities for both the HSE and DIT, it will allow for closer co-operation and partnership between the two service providers. In fact a first step towards this has already taken place. Under the recently announced Programme for Research in Third Level Institutions (PRTL) V DIT received €12.4 million funding towards the development of the Environmental Health Sciences Institute (EHSI) at Grangegorman. This innovative project will see a dedicated

research facility established on the site of the new DIT campus, enabling inter-disciplinary collaboration between scientists and environmental health professionals. DIT will be the lead institution, working in partnership with the HSE, Dublin City Council, the University of Ulster, Dublin City University and the Institute of Public Health in Ireland. The aim of EHSI is to develop national and regional capacity, as well as the scientific evidence base, to inform environmental health policy, planning and decision-making, as well as developing practical solutions to environmental health problems. It is intended that this new facility will be integrated with other research facilities funded under earlier programmes to create a single integrated facility.

It is within this context of evolving needs and urgently required facilities that the redevelopment of the SDZ site is set.

2.2 Location and Extent of Site

The SDZ site is located in the district of Grangegorman, north of the River Liffey and south of the Royal Canal, approximately 1 kilometre from Dublin's City Centre. It mainly comprises of the site of St. Brendan's Hospital, a Psychiatric Hospital owned and run by the Health Service Executive (HSE).

The site extends to approximately 28.69 hectares and is occupied by a large number of buildings dating from the early nineteenth century. The most prominent structures are the former Richmond Asylum, the former Penitentiary and the larger buildings attached to the District Asylum. There are significant tracts of green space comprising of former gardens and playing fields within the western portion of the site along the south, west and northern parts.

In addition to St. Brendan's Hospital, the SDZ Site also includes lands in the ownership of HSE (to the north of the site fronting onto North Circular Road); Grangegorman Road Lower; the DCC Cleansing Depot (land owned by DIT), together with 5 boarded-up terraced houses (owned by the HSE) to the east of Grangegorman Road Lower.

The Grangegorman SDZ site has a diverse architectural, historical, and land use character, developed over two centuries of institutional use. The redevelopment project offers the opportunity to reintegrate the site into the surrounding city fabric and create a distinct urban quarter.

2.3 Site Context

The area is bisected by Grangegorman Lower (a public road) running north-south through the site. The site is bound to the north by the North Circular Road ('NCR') and by Grangegorman Upper, to the west by residential and commercial development which fronts onto Prussia Street and Manor Street, to the south by residential developments which front onto Kirwan Street, Grangegorman Lower, Brunswick Street and, to the east, by the Broadstone and Phibsborough bus depots.

The principal surrounding land use is mature residential, generally in well-established terraces of one or two storeys, especially to the east and south. To the north of the site (North Circular Road) it is also mainly residential, occasionally three to four storey and with some local



Fig 2.4: Map of Dublin City Centre showing location of Grangegorman

shopping and one substantial commercial block (Park House, across the NCR, at Hanlon's Corner). The character of the area to the west of the site (Prussia Street/Manor Street) is more commercial, with a mix of residential, shopping and some offices/car sales and other commercial/employment uses.

Due to the historic use and enclosed nature of the Grangegorman lands, the central position of the site, in the context of the city centre, is easily overlooked. The lands are adjacent to Phibsborough (to the north), the City Centre (to the south east) and to Smithfield and the Digital Hub

area (to the south). In addition, the lands are within easy access of the Phoenix Park (to the west) and the former Royal Canal spur to the east.

This Planning Scheme provides an opportunity to provide new pedestrian, cycle and vehicular connections between the site and the surrounding urban quarters and to enliven those which already exist. These new connections will reintegrate the site into the city context. The adjoining communities will also benefit from the development of new sports and community facilities within the site.

2.4 Social and Economic Context

The Grangegorman site is located in its entirety within the Electoral Division (ED) of Arran Quay B. The Grangegorman neighbourhood, as described in the Grangegorman Development Agency Act, 2005, comprises the area of land stretching from Cabra Road in the north to the River Liffey in the South and from McKee Barracks in the west to Bolton Street/Dorset Street Upper in the East. It includes the EDs of Cabra C East; Arran Quay A; Arran Quay B; Arran Quay C; Arran Quay D; Arran Quay E; Inns Quay B; and Inns Quay C.

Based on the latest available data sources, including Small Area Population Statistics (SAPS) from the 2006 Census it was found that the population of the Grangegorman neighbourhood rose by over one quarter, 27.1%, in the period 1996 – 2006, from 19,304 persons to 24,534 persons. This compares to growth of 5.1% and 16.9% in Dublin City and the State respectively over the same period. The level of growth witnessed in the Grangegorman neighbourhood moderated significantly in the 2002 – 2006 period (9.6%) compared to that experienced in the 1996 – 2002 period (15.9%).

A study of the age profiles in the Grangegorman neighbourhood indicates that there is a heavy concentration in the 15 – 24 and 25 – 44 years age cohorts with no corresponding concentration in the 0 – 14 years cohort. This indicates that the area, due to a combination of location, accommodation supply and access factors, is characterised by higher than average levels of students and young workers (both Irish and Non Irish). 44.1% of the population of the Grangegorman neighbourhood is classified as the 25-44 age cohort, with 24.8% aged 45 and over.

The Grangegorman neighbourhood is culturally diverse, with 67% of the usually resident population in the neighbourhood classified as Irish nationals, compared to 82.8% in Dublin City as a whole and 88.8% in the State.

In terms of the economic status of residents aged 15 years and over, Arran Quay B and the Grangegorman neighbourhood have high labour force participation rates of 59.1% and 59.6% respectively. However the area has also exhibited higher levels of unemployment. While 2006 figures are the latest available, they can be

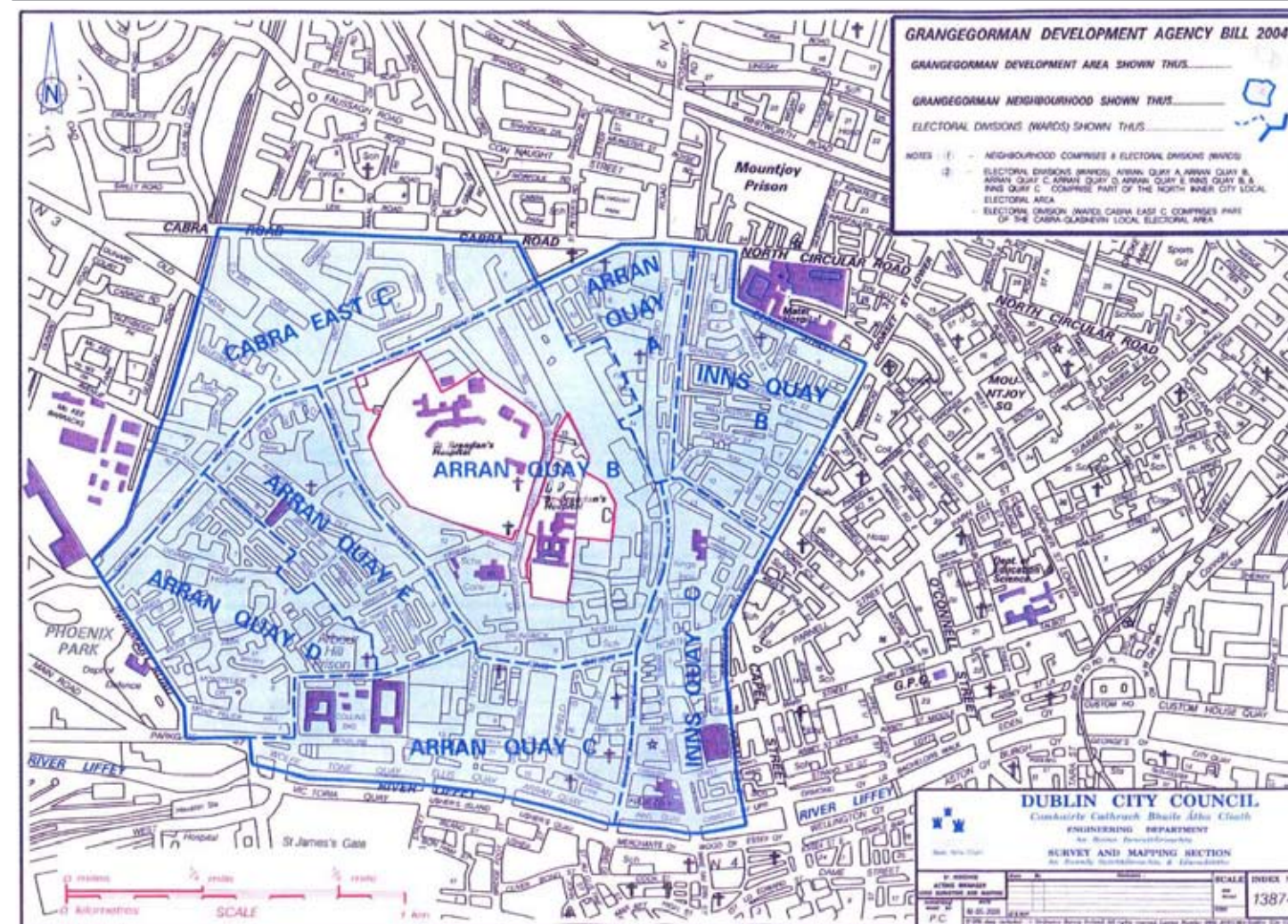


Figure 2.5: Grangegorman neighbourhood as described in the Grangegorman Development Agency Act, 2005

taken as a reference point. Arran Quay C (7.1%) and the Grangegorman neighbourhood (7.6%) - compared to Dublin City (5.7%) and the State (4.4%). At the end of February 2011 the national unemployment level stood at 13.6%, the above figures must be viewed with this in mind.

2.5 Heritage Context

The historical evolution of the site is set out in detail in Chapter 6 of this Planning Scheme.

The surviving structures that are to be found in Grangegorman today represent the remains of several institutions built in phases over the last two hundred years. The site has a rich architectural and built heritage and

includes many buildings and structures of conservation merit. In addition, there are a number of more recent buildings (1970/80's) which are considered of little or no architectural merit.

This Planning Scheme proposes that all protected structures will be retained and provides guidelines for their sympathetic reuse and incorporation into the new development. Detailed proposals are set out at Chapter 6 and in Appendix 2a Further details of the (non-protected) structures to be demolished are set out at Chapter 6 and Appendix 2b. Historic features and landscape elements which contribute to the special character of the site will also be retained where possible.

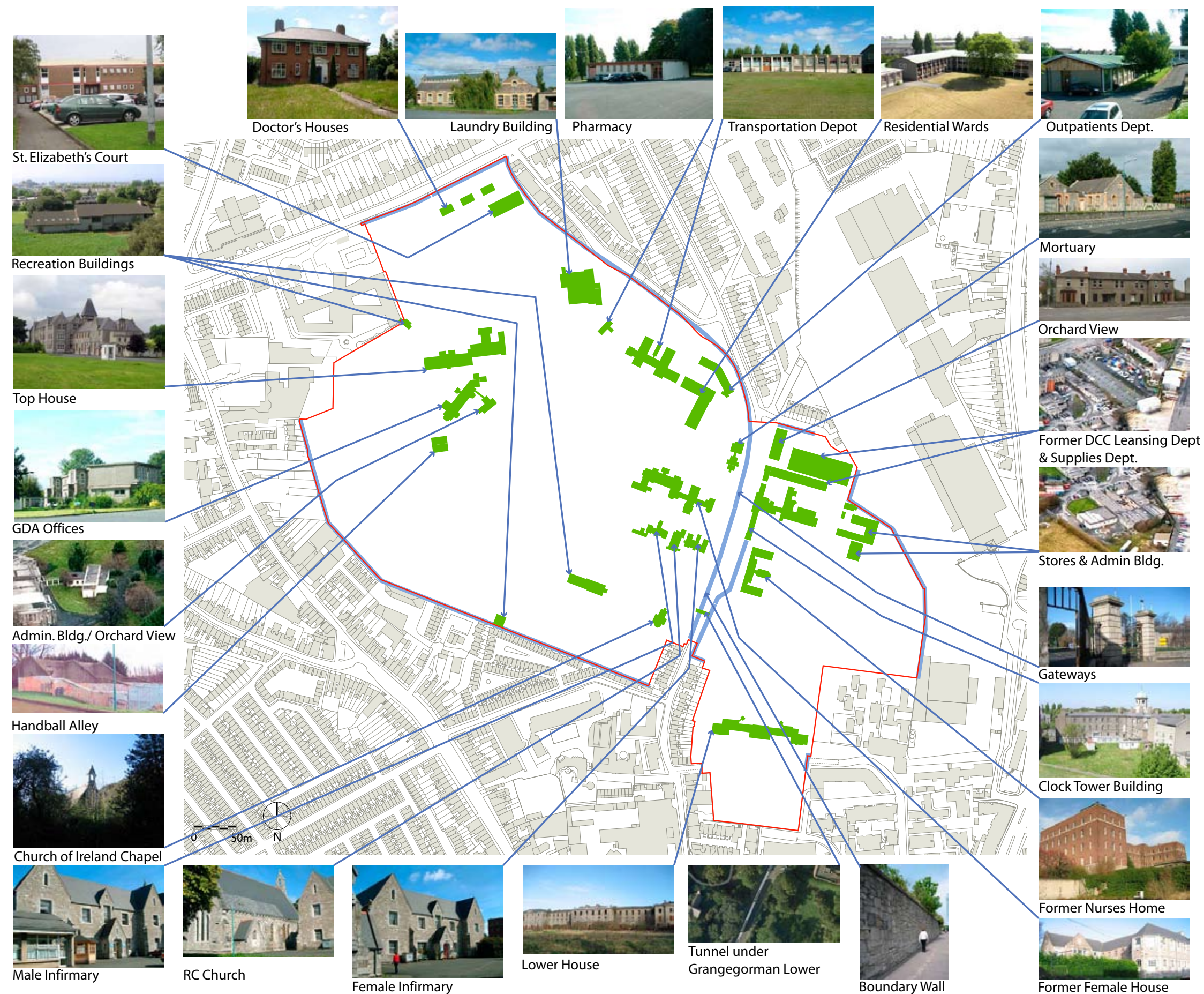


Fig 2.6: Existing Structures within Grangegorman Site

2.6 Landscape Character

The east side of the site is brownfield in nature and the west of the site is a mixture of institutional buildings, amenity space and hard surfaces used for car parking. There are currently no open watercourses present within the site and no designated areas of conservation, i.e. no Special Protection Areas (SPA's) or Special Areas of Conservation (SAC's)⁷.

The site contains mature trees, particularly on the more elevated ground towards the north-western portion of the site. The condition of the trees throughout the site is generally good, though inevitably some individual trees were identified as being of poor quality with recommendations made for their removal. Trees in good condition will be retained consistent with the need to deliver the Planning Scheme, particularly where they contribute to the historic character of the site.

The landscape of Grangegorman is associated with the historic buildings and landscape elements which date back to the 19th century or before. A high wall bounds the site for the most part, which is shared with boundary properties at sections along the wall. The wall has a historical significance within the area and adds to the character of the landscape.

The overall site presents as a combination of sports pitches, amenity grassland, buildings and other hard surfaces, scattered trees and shrubs, tree lines and disturbed ground. The open space within the site mainly consists of areas of grassland / sports pitches to the south-west.

The lands slope gently down towards the south-east. The topography of the landscape at places forms a natural viewing platform giving rise to various views out of the site across the city and to the Dublin Mountains. There are views towards neighbouring properties sharing a boundary with the site, separated by the boundary stone wall. Equally, views of significant buildings on the site are to be had from some locations in the City.

⁷There is however a Development Plan 'Conservation Area', which relates to architectural conservation rather than environmental conservation.



Fig 2.7: Existing Vegetation Map

2.7 Transportation Context

The SDZ Site is surrounded by a number of key arteries to the City Centre including the North Circular Road to the North, Prussia Street to the West and Phibsborough Road and Constitution Hill to the East. These roads provide local movement functions. The N2 and N3 are also located in close proximity to the site and provide more strategic movement functions. Vehicular access is currently provided from Grangegorman Upper/ Lower which bisects the site.

The Grangegorman lands are within comfortable walking distance of many areas of the north inner city and it is considered that a significant portion of those travelling to the site will rely on walking as their primary transport mode. Adequate pedestrian facilities are generally provided along the surrounding road network, though the site currently suffers from a lack of permeability caused by current restrictions of access through the boundary walls, 3rd party lands, including the Broadstone site to the east. An increased number of entrances are to be provided which will increase permeability in this part of the city and encourage the integration of the site. The Planning Scheme will encourage cycling, and the additional permeability will provide connectivity to the existing cycle network in the vicinity of the site.

The existing public transport provision serving the development site is focused primarily on buses and it is currently well connected by bus services. The majority of these services begin or terminate their journey in the City Centre via the Quays, Parnell Square or O'Connell Street. Good frequency of service is provided on the western side of the site along Prussia Street and Stoneybatter. To the east of the site, services are provided along Phibsborough Road and Constitution Hill, while to the north very frequent services are provided along the North Circular Road and nearby on the Cabra Road.

The existing LUAS Red line running from Tallaght to The Point via Connolly Station has two stops (Smithfield and Four Courts) within walking distance from the Grangegorman site.

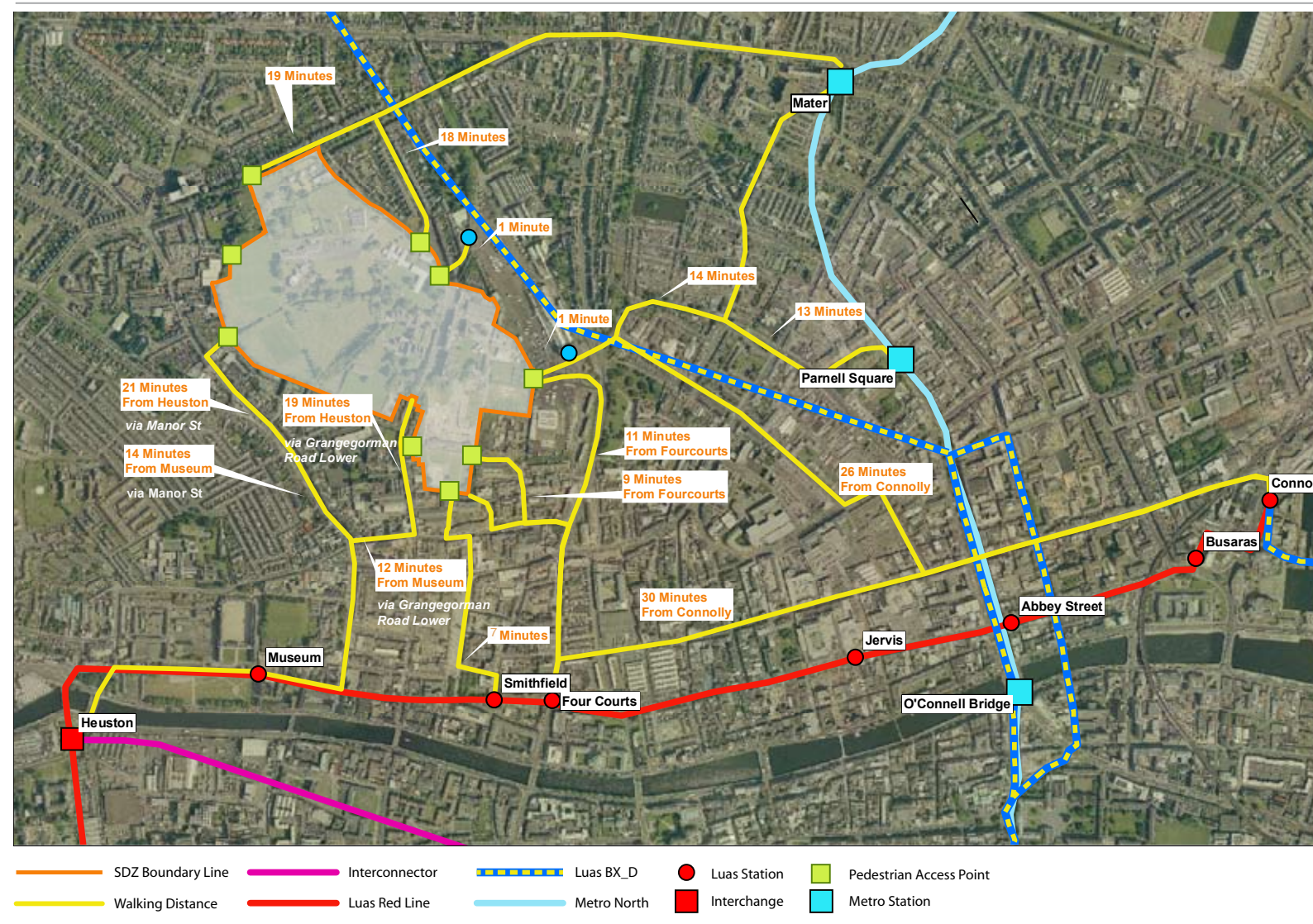


Fig 2.8: Proposed Transport network serving area
Source Arup

There are various different transport proposals planned in Transport 21 that will improve access to the site. Within the local vicinity of the site, the planned Metro North and the LUAS Line BXD will directly improve rail services providing high capacity public links to the site.

Metro North will connect Swords in North Dublin to Dublin City Centre (St. Stephen's Green) via Dublin Airport. Metro North will operate underground, surface and elevated tracks with 15 stops between the City Centre and the Airport, including two (Parnell Square and Mater) that are located within reasonable walking distance (approximately 1.4km and 2km, respectively) from the site.

The proposed LUAS Broombridge (Line BXD) will connect the two existing LUAS lines, enhancing the connectivity to and across the City Centre and will extend to directly serve Grangegorman.

The GDA is committed to reducing reliance on private cars and maximising walking, cycling and sustainable public transport usage, in line with the National Transport Authority's GDA Draft Transport Strategy 2011-2030. Therefore, delivery of these external transport proposals will be necessary in order to allow for the full realisation of the Grangegorman development proposals.

2.8 Services and Water Infrastructure Context

The Planning Scheme has had regard to all relevant National regulations and guidelines relating to water quality standards.

Existing sewers serving the site are combined taking both foul and surface water drainage. The Bradogue river system which crosses part of the site has been built into culverts and incorporated into Dublin City Council's sewerage system. The existing public sewer network serving the site is a combined system, which adequately served the site foul drainage requirements. The Planning Scheme proposes a move to separate foul and surface water systems, in accordance with best practice. The removal of the current site surface water discharge from the combined sewer network will free capacity for the proposed increase in site foul drainage.

External water services need to be improved in terms of surface water and foul water capacity, as described in Chapter 7. All planning applications for the site must demonstrate that sufficient water services capacity is available at the time of the application. Notwithstanding any such statement in the Planning Scheme, the Planning Authority will reserve the power to make its own independent determination of the adequacy of water and waste water infrastructure and to refuse permission or phase development as it deems appropriate.

There is a significant water main network in the vicinity of the site with large mains in North Circular Road and Brunswick Street / Constitution Hill.

It is proposed to decommission existing redundant electricity, gas and telecoms services infrastructure, with new primary utilities to include an energy centre with power distributed from there throughout the site.

See Chapter 7 for details of services and water infrastructure.



2.9 Site Appraisal

A summary of the implications arising from the analysis of the SDZ sites' context

Table 2.1 Implications of Site context Analysis

Theme	Issue	Analysis	Implications
Conservation	Protected Structures	There are a total of 11 No. Protected Structures located within the site (10 No. buildings together with entrance gates, piers and wall at Grangegorman Upper and stone wall along North Circular Road).	Protected Structures will be integrated where possible into the overall development in a manner which respects the character and setting of these structures. Strategies will be established for the repair, intervention, adaptation and extension of these structures.
	Conservation Area	A portion of the site is identified as a Conservation Area in the Dublin City Development Plan.	New buildings close to the Conservation Area will ensure that they enhance the setting and character of the surrounding environment, both natural and manmade.
	Trees	There are a number of mature trees located within the site of varying quality and lifecycle stages.	Where possible mature trees will be retained and incorporated into design proposals and appropriately protected during construction. New trees will be provided in appropriate areas.
	Biodiversity	Existing hedgerows and trees may be of local ecological value and an important site for urban wildlife.	Key hedgerows and trees will be retained where possible.
Infrastructure	Surface Water Drainage	Existing sewers serving the site are combined taking both foul and surface water drainage. The Bradogue river system which crosses part of the site has been built into culverts and incorporated into Dublin City Council's sewerage system.	A new separate surface water drainage system will be constructed on the site and connections made to a new Dublin City Council sewer to be extended to Grangegorman Road Lower from Smithfield. The site surface water discharge will be designed to comply with the Greater Dublin Strategic Drainage Study recommendations to both limit and control run off.
	Foul Water Drainage	The existing public sewer network serving the site is a combined system which adequately served the site foul drainage requirements. The removal of the current site surface water discharge from this combined sewer network will free capacity for the increased site foul drainage.	A new separate foul drainage system will be constructed on the site and connected to the existing Dublin City Council public sewer network.
	Water Supply	There is a significant water main network in the vicinity of the site with large mains in North Circular Road and Brunswick Street / Constitution Hill.	A new site watermain network will be constructed and will be fed from the Dublin City Council Network with a link constructed between the existing North Circular Road and the Brunswick Street / Constitution Hill mains.
	Electricity/Gas/Telecoms	It is proposed to decommission existing redundant services infrastructure, with new primary utilities to energy centre and distributed buildings.	Adequate availability of supply has been confirmed by each of the relevant utilities providers. New energy infrastructure will embrace sustainable sources such as bio-fuels and geo-thermal where practical.
Transportation	Access	The Grangegorman site is surrounded by a number of key vehicular traffic routes providing access to the City Centre.	General permeability of the site, in terms of both vehicular and pedestrian access, will be enhanced.
	Bus Routes	The SDZ site is well served by a number of bus routes.	Enhanced bus services will be provided.
	Proposed LUAS & Metro routes	The proposed Metro North and LUAS Line BXD Broombridge Route will serve to enhance accessibility to the site.	There will be an opportunity to increase development density in due course.
Urban Design	Opening up the site	The historic use of the site and the boundary wall surrounding the site has resulted in the site being cut-off from the surrounding area.	The boundary wall is of historic significance with parts of it listed on the Register of Protected Structure. New interventions and removal of sections of the wall will be carefully considered in order to ensure that its special character is maintained while further improving accessibility.
	Linking the site	Grangegorman Lower currently dissects the site, resulting in two distinct land parcels within the overall site.	The development of the lands provides an opportunity to integrate both land parcels into a single coherent urban quarter.
	Interface with existing land-uses	The immediate surrounding area is generally characterised by residential properties some of which back onto the site (at Grangegorman Lower, Grangegorman Upper, Fingal Place and Kirwan Street/Kirwan Street Cottages).	Heights will be restricted close to sensitive boundaries. Development proposals will ensure that the residential amenity of the area is protected in terms of overlooking and overshadowing.
	Linkages with surrounding area	There are a number of opportunities to link the SDZ site with the surrounding area, particularly North Circular Road, Prussia Street, Constitution Hill and Smithfield.	Opportunities to link the SDZ site with the surrounding street network are facilitated by the Planning Scheme.
	Site topography	The site slopes down towards the south east.	The Planning Scheme will exploit level changes.

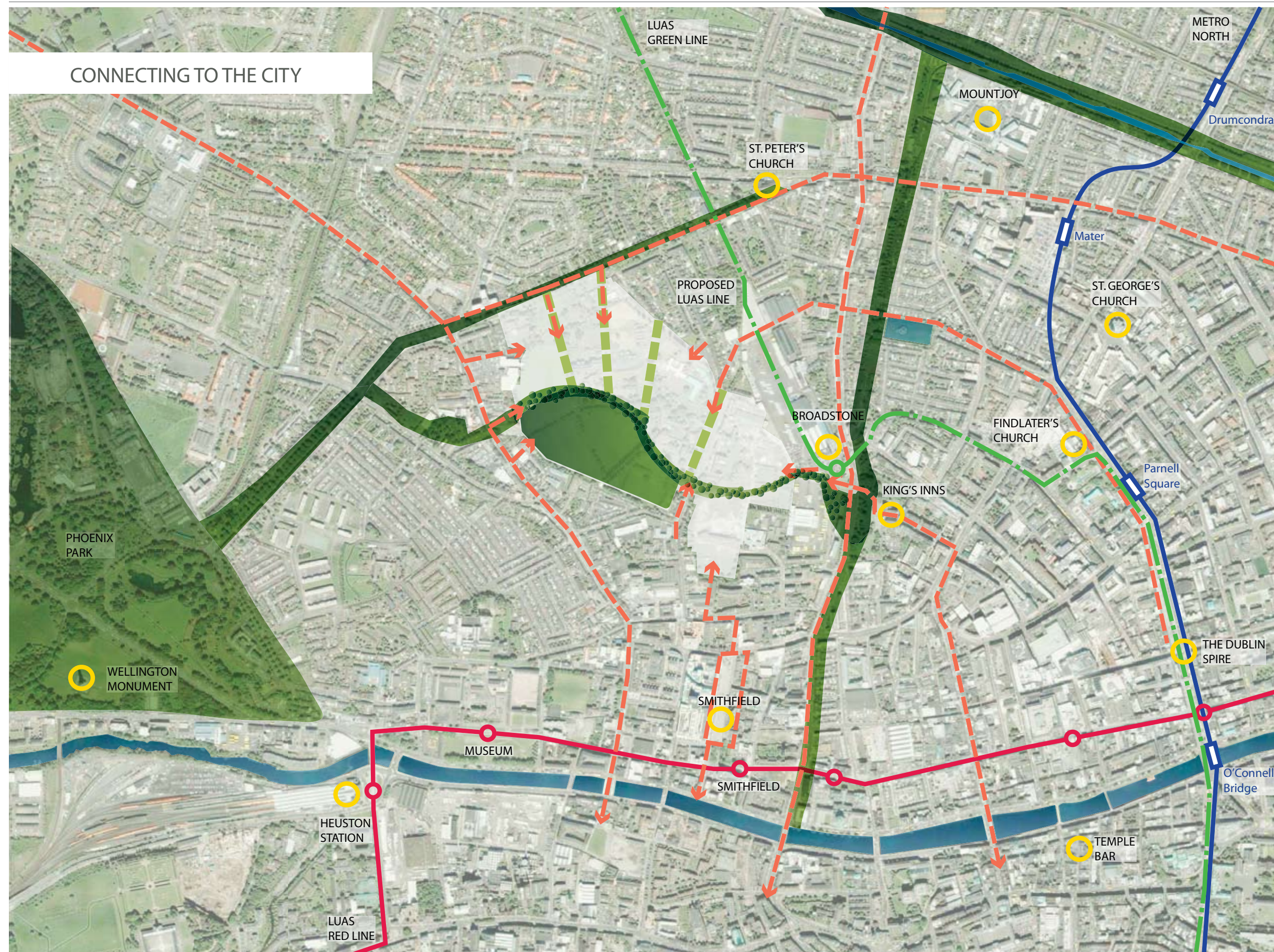


Figure 2.9 Grangegorman site with Indicative Connection to the City and Local Landmarks