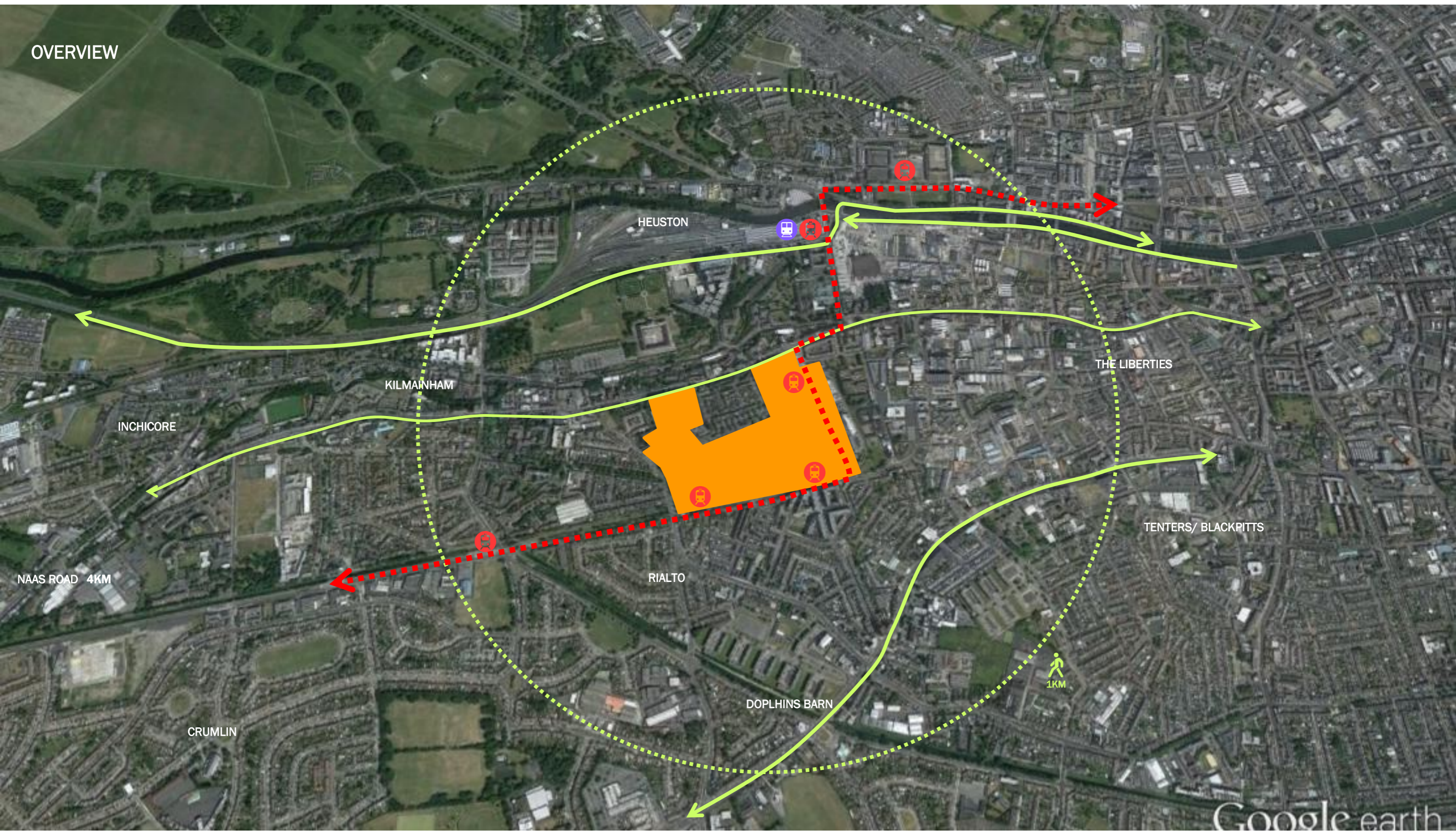
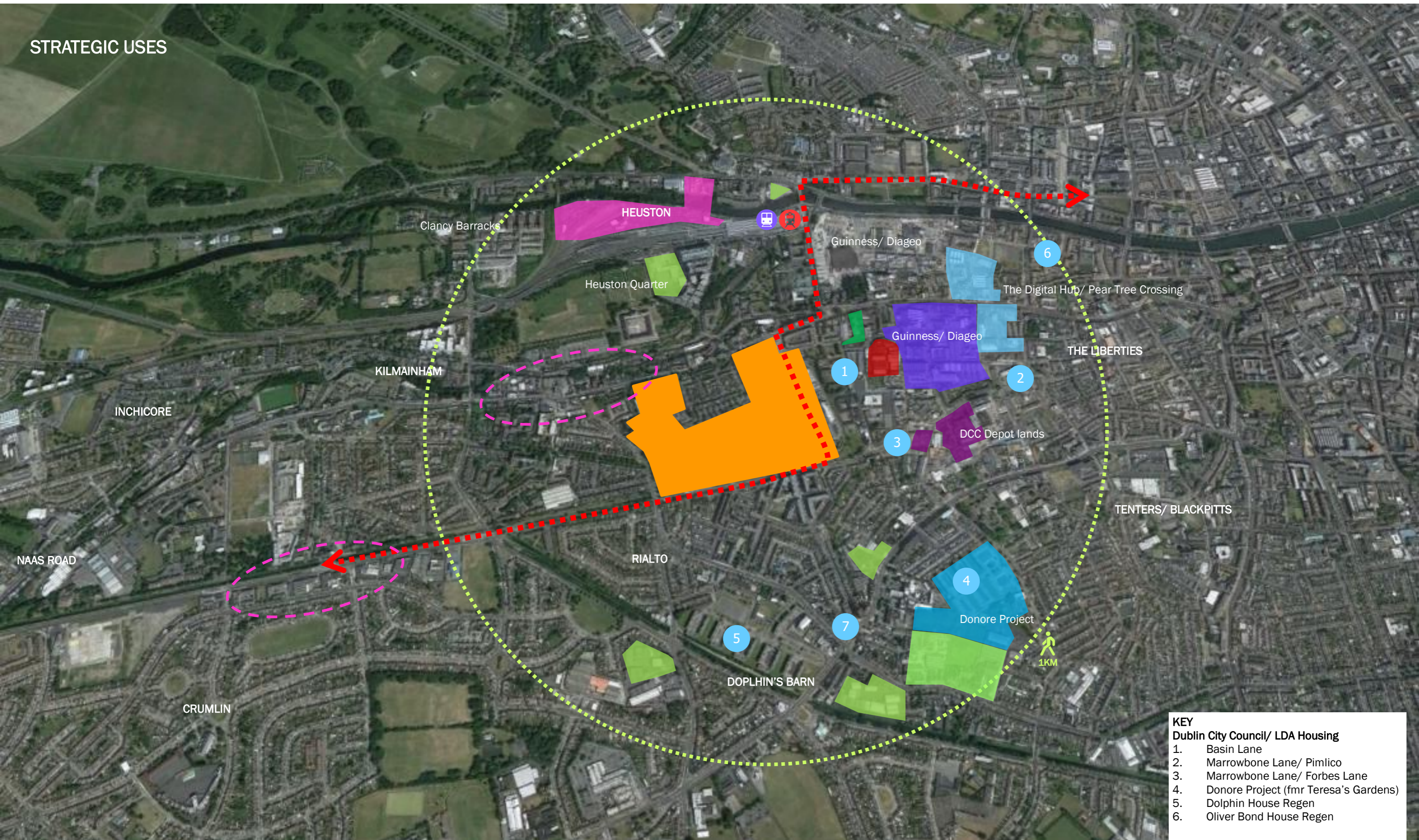


OVERVIEW



# STRATEGIC USES



KEY	
Dublin City Council/ LDA Housing	
1.	Basin Lane
2.	Marrowbone Lane/ Pimlico
3.	Marrowbone Lane/ Forbes Lane
4.	Donore Project (fmr Teresa's Gardens)
5.	Dolphin House Regen
6.	Oliver Bond House Regen

**Under Development**

	<i>No of Housing Units</i>	<i>No of Car spaces</i>
Grand Canal Harbour	600	50
<b>Total</b>	<b>600</b>	

**Permitted**

	<i>No of Housing Units</i>	<i>No of Car spaces</i>
Guinness Quarter	336	0
James Street Steelworks	189	4
Donore Project DCC/LDA	543	90
Player Wills	732	
Bailey Gibson	345	c150
Parkgate Street/Fmr Hickeys	40	0
Heuston South Quarter SHD	399	80
<b>Total</b>	<b>2,584</b>	

**In Planning**

	<i>No of Housing Units</i>	<i>No of Car spaces</i>
White Heather Industrial Estate SHD	335	106
Dolphin's Barn Street SHD	116	0
G42 Site	120	56
Pear Tree Crossing LDA	C. 550	
Basin Street Regen DCC	C. 180	
Forbes Lane DCC	C. 80	
Dolphin's Barn/SCR	25	
Heuston Station Qtr	C. 1,000	
<b>Total</b>	<b>2,406</b>	

**Some comments:**

- Most new large residential schemes are being developed with minimal onsite parking or even car-free
- Planning policy supports such development along public transport corridors—shift of focus to active travel and public transport
- Increased parking demand from existing residential in the area is a much greater challenge and much more difficult to quantify (e.g. growth of 2 or 3 car households, larger vehicles, etc)
- Planning policy is to regulate and reduce parking provision within the canal cordon—a shift to pay parking on all streets where parking is permitted / removal of parking areas, particularly to permit active travel routes and public space
- Future development around Donore/SCR/Dolphin's Barn will require public realm interventions to improve pedestrian facilities and to create more public space. Parking will need to be rationalised and better managed (through residential permits and pay parking).