

Addendum to the Environmental Report of the Draft Dublin Docklands Area Master Plan 2008

Screening of Amendments/ Modifications to the Draft Dublin Docklands Master Plan 2008

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Introduction

This report, which forms an Addendum to the Environmental Report (ER) of the Draft Dublin Docklands Area Master Plan 2008, screens any amendments/modifications to the Draft Master Plan (DMP) following public consultation and prior to adoption of the Master Plan by the Council of the Authority, for any significant environmental impacts.

The DoEHLG's Guidelines for Regional and Planning Authorities on the Assessment of the Effects of Certain Plans and Programmes on the Environment, (2004), which relate to statutory land use plans, suggests that changes to a draft plan should be screened as quickly as possible to see if the changes would have any significant environmental effects not previously identified in the ER.

The following matrix screens amendments/modifications to the Draft Master Plan including amended and new policies, text and zoning changes.

The Addendum should be read in conjunction with the ER.

Summary of Results of Screening Exercise

The following is a summary of the results from the screening of the amendments and modifications to the DMP on a chapter by chapter basis.

Chapter 1 Introduction

There have been no significant environmental effects resulting from amendments to this chapter.

Chapter 2 Social Regeneration Framework

Any policy or text changes to this chapter will either have a positive impact particularly in terms of population and human health, or will result in no change in terms of environmental impacts.

Chapter 3 Economic Development Framework and the IFSC

Two of the proposed policy changes in this chapter will have a positive impact on population and human health. A further policy and text change which recognises the role played by Dublin Port in passenger travel and supports the need for adequate ferry terminal and ferry services has been amended to include reference to Natura 2000 sites. Any increased activity should have regard for designated nature conservation sites. In addition, a new Urban Design Master Plan Policy is recommended as follows:

New recommended policy UD76*;

Increased amenity, recreational, and other use of designated nature conservation areas in and adjoining the Docklands shall be planned and managed in order to avoid possible significant negative impacts on biodiversity. (New recommended policy UD76*)

Chapter 4 Land-use

Several policy changes are proposed in this chapter. A number of these proposed policy changes either have positive environmental impacts in terms of flood protection, biodiversity flora and fauna and population and human health or have no environmental implications. Further recommended policies have been informed by the environmental assessment of amendments to the Master Plan text. These refer to the need to provide all necessary infrastructure to support development as follows;

Recommended amended policy (LU7, formerly Draft Master Plan Policy LU6);

Provide appropriate zoning of sufficient lands and for the implementation, extension and amendment of Section 25 Planning Schemes, as appropriate, to cater for a target population of between 32,000 and 42,000 by 2013, subject to the timely provision of all necessary infrastructure (including water, waste water, electricity, public transport and social infrastructure), a suitable economic climate and the parallel and efficient roll out of development. (Policy LU7)

New recommended policy LU4;

The Authority will consider higher plot ratios, and in certain circumstances lower plot ratios, for development in Section 25 Planning Schemes, consistent with the provision of all necessary infrastructure (including water, waste water, electricity, public transport and social infrastructure), in accordance with the provisions set out in Section 4.2.4 and Section 4.4.3 of this Master Plan. (Policy LU4)

Chapter 5 Transportation and Infrastructural Framework

Transport policy and text changes in general either have no change in environmental implications or positive implications for air and population and human health. However, short-term negative environmental implications arise during the construction phase of transport infrastructure. Amended Policy T33 ensures consistency with the Dublin City Development Plan in relation to the Eastern By-pass.

New infrastructure policies either have positive environmental implications or strengthen Master Plan mitigation measures.

Chapter 6 Urban Design Framework

In general new Master Plan policies have positive environmental implications in terms of biodiversity, population and human health or seek to clarify existing policies. Master Plan policy UD 53 has been amended to the following: *Retain and strengthen the linear aspect of the Liffey Quays, as a continuous civic amenity punctuated by appropriate amenity, civic, tourist, cultural and related facilities and uses, which complement the character, civic design and vistas of the river and its quays.*

It is considered that the Master Plan should be strengthened by the inclusion of a new Urban Design Master Plan policy as follows;

New recommended policy UD54;

The Liffey Quays shall be retained and any proposed development shall be in accordance with the requirements of the 'Architectural Conservation Guidelines for Planning Authorities', and shall ensure minimum physical impact on the quay walls which are identified on the Sites and Monuments Record (SMR) and / or included in the Record of Protected Structures (RPS).. (Policy UD54)

Chapter 7 Arts, Culture, Tourism and Leisure

Policy and text changes will have positive environmental implications in terms of population and human health or cultural heritage.

Chapter 8 Implementation

In general, policy changes either have no further environmental implications or have a positive impact in terms of sustainability. The text change clarifying the proposed amendment to the North Lotts Planning Scheme is mitigated by the additional Urban Design Policy above.

Zoning changes

Three zoning changes are proposed which will have no significant environmental implications.

Incorporation of Recommendations into Master Plan

The recommendations made above were incorporated into the Master Plan at a Council meeting of the Authority held on Monday 10 November 2008, and adopted at a Council meeting of 27 November 2008.

A detailed breakdown of the screening of the amendments to the Draft Master Plan can be found in the following Table. Minor changes to the text of the Draft Master Plan and to the wording of policies, which have no significant environmental impact, are not included in the table.

Screening of Amendments/ Modifications to the Draft Dublin Docklands Master Plan 2008 for Significant Environmental Effects.

- Column 1** Master Plan Policy Code. Where this code contains an asterisk it has been informed by the Environmental Assessment of the Plan. Draft Master Plan Policy (DMP) code in brackets and in italicised text.
- Column 2** Proposed Master Plan Amendments. Wording of Draft Master Plan (DMP) Policy/text in *italicised* text. Proposed new wording of Master Plan Policy/text in plain text.
- Column 3** Commentary on environmental implications, if any.

Policy	Master Plan Amendment	Comment
	Chapter 1 - Introduction	
	<p>1.5.3.7 Dublin Retail Planning Strategy for the Greater Dublin Area 2008-2016 <i>The 'Retail Planning Strategy for the Greater Dublin Area 2008-2016', prepared by the Regional Planning Guidelines Office of the Dublin and Mid-East Authorities, provides the primary planning policy context for retail development. In relation to the Docklands Area, the Retail Planning Strategy designates the Point Village and Poolbeg as Level 3: Town and/or District Centres and provides a guideline size of 10,000 sq. m. net and up to 20,000 sq. m. net in accordance with the DoEHLG Retail Planning Guidelines.</i></p>	Master Plan Policy LU49* revised (see below).
	<p>1.5.5.4 The Provision of Schools in the Planning System – A Code of Practice (2008) <i>The 'Provision of Schools in the Planning System – A Code of Practice for Planning Authorities, the Department of Education and Science and the Department of the Environment, Heritage and Local Government' (2008) sets out best practice that should be followed in ensuring that the planning system plays its full part in facilitating the timely and cost-effective roll-out of school facilities by the Department of Education and Science and in line with the principles of proper planning and sustainable development.</i></p> <p>Complementing and expanding on previous planning guidelines issued by the Department of the Environment, Heritage and Local Government, the guidelines include details of how (i) the Department of Education and Science will support the work of planning authorities in their planning functions, and (ii) planning authorities can complement and build on such interaction through site identification and acquisition.</p>	No further environmental implications.
	Chapter 2 – Social Regeneration Framework	
SR5	<p><i>DMP Policy</i> <i>Encourage integration between indigenous communities and new communities to ensure the long-term sustainability of the Docklands Area.</i></p> <p>Proposed MP Policy Encourage integration between indigenous communities and new communities to ensure the long-term sustainability of the Docklands Area. Seek to ensure the objective of social, economic, cultural, and environmental sustainability in all areas and their interactions and interdependencies within the Docklands.</p>	Positive long-term impact on population and human health.
SR8	<p><i>DMP Policy</i> <i>Ensure the Community Trust Fund, with the support of the Authority, is established on a sustainable basis.</i></p>	No change in environmental implications.

	<p>Proposed MP Policy Ensure the Community Trust Fund, with the support of the Authority, is established on a financially sustainable basis within the life-time of the Authority.</p>	
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SR9	<p>DMP Policy <i>Seek to ensure that new development is supported by the provision of adequate facilities and services in tandem with the phasing of development.</i></p> <p>Proposed MP Policy Seek to ensure that new development is supported by the provision of adequate community and recreation facilities and services, consisting of new and / or enhanced existing facilities, in tandem with the phasing of development.</p>	No change in environmental implications.
SR33 (DMP Policy SR32)	<p>DMP Policy <i>Network with local school principals through the Docklands School Principals' Forum and the Department of Education and Science to identify optimum interventions to secure best provision of educational facilities resources and initiatives within the Area.</i></p> <p>Proposed MP Policy Network with local school principals through the Docklands School Principals' Forum and the Department of Education and Science to identify optimum interventions to secure best provision of educational facilities resources and initiatives within the Area to meet capacity needs of the current and growing population of the Docklands Area.</p>	No change in environmental implications.
SR39	<p>DMP Policy <i>Work with local communities and relevant agencies on the expansion of pre-primary education and childcare facilities in the Docklands Area and implement the recommendations from the Childcare Forum.</i></p> <p>Proposed MP Policy Work with local communities and relevant agencies to implement the recommendations from the Childcare Forum, and to expand the pre-primary education and childcare facilities to promote the provision of a viable high standard crèche, in accordance with identified need, in every community of the Docklands Area.</p>	No change in environmental implications.
SR40	<p>DMP Policy <i>Support NCI in the development of the number and range of its programmes, in the recognition of those programmes and in its efforts to secure a wider remit.</i></p> <p>Proposed MP Policy Support NCI in the further development of the number and range of its programmes and to market the recognition of those programmes to secure a wider remit throughout the community. Encourage and support NCI in achieving its HEA aspirations. Monies will be committed</p>	No change in environmental implications.

	by the Authority to fund agreed programmes which can be accessed by, or bring benefits and opportunities to, the local communities.	
New Policy SR13	Proposed MP Policy Seek the provision, in accordance with identified need, of step-down care facilities, nursing home care and supported housing both North and South of the Liffey for older people within the Docklands Area.	Positive impact on population and human health.
	DMP TEXT AMENDMENT 2.1.2 To further monitor unemployment and poverty levels, the Authority supports the provision for a Poverty Impact Assessment, aimed at analysing the need for further focused and integrated measures to identify target areas and to increase economic standing and quality of life of those living within the Docklands.	Positive impact on population and human health.
	DMP TEXT AMENDMENT 2.2.3 The authority recognises existing clubs / facilities and the important role they play in the social regeneration of the Dockland's community.	Positive impact on population and human health.
	DMP TEXT AMENDMENT 2.2.3 The Authority has already installed the first phase of CCTV at Grand Canal Square and at IFSC, with further provision to be phased as Docklands develops.	No environmental implications.
	DMP TEXT AMENDMENT 2.3.1 Dublin 1 and Dublin 3 have an Education Welfare Officer (EWO) assigned. Having regard to the following schemes: ' <i>Towards 2016, National Action Plan for Social Inclusion 2007-2016</i> ', ' <i>DEIS the Action Plan for Educational Inclusion</i> ', ' <i>School Completion Program (SCP)</i> ', ' <i>Home School Community Liaison Scheme (HSCL)</i> ', ' <i>National Education Welfare Board (NEWB)</i> ', ' <i>Education Welfare Officers (EWO)</i> ', and other relevant documents, the authority will promote the feasibility of setting specific goals and targets to encourage the growing trend of school-retention rates and Leaving Certificate Exams. <ul style="list-style-type: none"> It is recommended that pre-school facilities follow relevant national documents such as Siolta, the National Quality Framework for Early Childhood Education, and the NCAA's Framework for Early Learning to address quality in the provision of their pre-school facilities and services. Seven schools in the Docklands Area benefit from the DEIS through the following means: access to the SCP (three projects in the DDDA) and HSCL, reduced class size in primary schools, additional non-pay funding based on level of disadvantage, additional funding under School Books Grant Scheme and access to School Meals Program, literacy / numeracy supports, access to Junior Certificate School Program and Leaving Certificate Applied, and provision for school library and librarian supports.	Positive impact on population and human health.
	DMP TEXT AMENDMENT 2.3.2 The authority will engage with the Department of Education to provide various measures and schemes aimed at addressing adult education in the Docklands Area: City of Dublin VEC (CDVEC), Intensive Tuition in Adult Basic Education (ITABE), NCI and DDDA Parents in	Positive impact on population and human health

	Education course, and the Trinity voluntary Tutor Program.	
	DMP TEXT AMENDMENT 2.3.3 The Authority acknowledges the continuing effort of St. Joseph's Co-ed in East Wall to relocate the school to a new and suitable location.	No environmental implications.
Chapter 3 – Economic Development Framework and the IFSC		
ED14	DMP Policy <i>Facilitate the growth of enterprise and business start-ups in the Area, that provide support services to the primary businesses in the IFSC Provide services for residents, employees and visitors.</i> Proposed MP Policy Facilitate the growth and development of an enterprise culture within the Docklands through local micro enterprise and business start up initiatives and support in collaboration with the Dublin City Enterprise Board, relevant agencies and community representatives.	Positive impact in the short-medium- and long-term on population and human health.
ED15	DMP Policy <i>Promote the development of affordable enterprise spaces to support the development of local businesses and start-ups.</i> Proposed MP Policy Work with the Community, Dublin City Enterprise Board and Enterprise Ireland to provide low cost enterprise space for micro enterprise and business start-ups in the community and explore the opportunities for creating enterprise clusters within the Docklands area in order to accelerate business growth.	Positive impact in the short-medium- and long-term on population and human health.
ED21	DMP Policy <i>Facilitate the implementation of the Government's 'Building on Success: International Financial Services Industry in Ireland'.</i> Proposed MP Policy Facilitate the implementation of the Government's strategy for the financial services industry, 'Building on Success: International Financial Services Industry in Ireland'.	No further environmental implications
ED35	DMP Policy <i>Ensure that the development of the Docklands Area does not compromise existing employment in the Port.</i> Proposed MP Policy Ensure that the development of the Docklands Area does not compromise existing employment in the Port, subject to the Authority's statutory remit.	No significant environmental implications.
New Policy ED36	Proposed New MP Policy The Authority recognizes that Dublin Port plays a major role in passenger travel, and support the need for adequate ferry terminal services. Suggested Amendment: The Authority recognises that Dublin Port plays a major role in passenger travel, and support the need for adequate ferry terminal services, which are consistent with the need to protect existing Natura 2000 sites.	Any increased activity should have regard for designated nature conservation sites. Reference to Natura 2000 sites included in policy following screening as follows: which are

		<p>consistent with the need to protect existing Natura 2000 sites.</p> <p>New UD76* Master Plan Policy also recommended.</p> <p><i>'Increased amenity, recreational, and other use of designated nature conservation areas in and adjoining the Docklands shall be planned and managed in order to avoid possible</i></p>
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		<i>significant negative impacts on biodiversity.'</i>
	<p>DMP TEXT AMENDMENT 3.1 A total of 773 social and affordable houses have been certified since 1997 and 20% of the all the Section 25 certified housing units that are proposed for delivery by 2012 in the Docklands will be allocated for social and affordable housing. These figures as of November 2008.</p> <p>The Dublin City Moorings accommodates over 200 yachts per year while Dublin Port attracts over 70 visiting cruise liners per year.' In 2008 over 80 cruise liners visited Dublin Port, contributing to the local economy as part of an internationally growing industry.</p>	MP text clarification.
	<p>DMP TEXT AMENDMENT 3.4 The Authority recognises that Dublin Port plays a major role in passenger travel, and support the need for adequate ferry-terminal services.</p>	<p>Any increased activity should have regard for designated nature conservation sites.</p> <p>New UD76* Master Plan Policy recommended.</p> <p><i>'Increased amenity, recreational, and other use of designated nature conservation areas in and adjoining the Docklands shall be planned and managed in order to avoid any possible significant negative impacts on biodiversity.'</i></p>
Chapter 4 – Land-use		
LU3	<p>DMP Policy <i>Higher-density development, taller buildings and intensification will be dependent on the provision of high-quality architectural design, public realm, open space and community gain, the proper planning of sustainable neighbourhoods and connectivity to public transport.</i></p> <p>Proposed MP Policy Higher-density development, taller buildings and intensification will be dependent on the provision of high-quality architectural design, public realm, open space, community gain, the proper planning of sustainable neighbourhoods, connectivity to public transport and adequate water, drainage, electricity and flood protection infrastructure.</p>	Positive impact in terms of flood protection and material assets.
LU7 (DMP)	<p>DMP Policy <i>Provide appropriate zoning of sufficient lands for</i></p>	Suggested amendment by

<p>Policy LU6)</p>	<p><i>development to cater for a target population of up to 34,600 in the Docklands Area by 2013 and up to 47,000 by 2018.</i></p> <p>Proposed MP Policy Provide appropriate zoning of sufficient lands and for the implementation, extension and amendment of Section 25 Planning Schemes, as appropriate, to cater for a target population of between 32,000 and 42,000 by 2013, subject to the timely provision of all necessary infrastructure (including water, waste water, electricity, public transport and social infrastructure), a suitable economic climate and the parallel and efficient roll out of development.</p>	<p>the environmental assessment to include; 'subject to the timely provision of all necessary infrastructure (including water, waste water, electricity, public transport and social infrastructure), a suitable economic climate and the parallel and efficient roll out of development.'</p>
<p>LU9 (DMP Policy LU8)</p>	<p>DMP Policy <i>Have regard to the Residential Density – Guidelines for Planning Authorities 1999 and the Draft Planning Guidelines on Sustainable Residential Development in Urban Areas, 2008 in the assessment of all new residential development proposals in the Area.</i></p> <p>Proposed MP Policy Comply with the '<i>Residential Density – Guidelines for Planning Authorities 1999</i>' and the '<i>Consultation Draft Guidelines for Planning Authorities: Sustainable Residential Development in Urban Areas</i>' (DoEHLG, February 2008) (or any subsequently published Guidelines) in the assessment of all new residential development proposals in the Area.</p>	<p>No change in environmental implications.</p>
<p>LU14* (DMP Policy LU13*)</p>	<p>DMP Policy <i>A land use mix in the order of 60-70% residential/30-40% commercial floorspace to be adopted in the Poolbeg Planning Scheme.</i></p> <p>Proposed MP Policy A floorspace ratio in the order of 60-70:40-30 residential to commercial will be required in the proposed Section 25 Planning Scheme for Poolbeg in accordance with the capacity of public transportation proposed for the area.</p>	<p>Reflects restrictions imposed by transport infrastructure. Strengthening of Policy LU14*.</p>
<p>LU27 (DMP Policy LU26)</p>	<p>DMP Policy <i>Encourage the provision of childcare facilities in appropriate locations having regard to Childcare Facilities – Guidelines for Planning Authorities, 2001.</i></p> <p>Proposed MP Policy Encourage the provision of childcare facilities in appropriate locations having regard to '<i>Childcare Facilities – Guidelines for Planning Authorities, 2001</i>' to meet the capacity needs of the current and growing population of the Docklands Area.</p>	<p>Positive impact in the short-medium- and long-term on population and human health.</p>
<p>LU29 (DMP Policy LU28)</p>	<p>DMP Policy <i>Promote the provision, expansion and renewal of primary and secondary schools as required.</i></p> <p>Proposed MP Policy Promote the provision, expansion and renewal of primary</p>	<p>Positive impact in the short-medium- and long-term on population and human health.</p>

	and secondary schools as required to meet capacity needs and continue to keep educational requirements under review with an educational needs assessment and having regard to 'The Provision of Schools and the Planning System - A Code of Practice for Planning Authorities' from the Department of Education and Science, and the draft guidelines 'Sustainable Residential Development in Urban Areas' from the Department of Environment, Heritage and Local Government (July 2008), and in consultation with stakeholders.	
LU36 (DMP Policy LU35)	<p>DMP Policy <i>Identify and monitor key economic performance indicators to measure the performance and attractiveness of Docklands as a location for business and economic development.</i></p> <p>Proposed MP Policy Identify and monitor key economic performance indicators to measure the performance and attractiveness of Docklands and as a location for business and economic development and to support economic competitiveness within the Area</p>	No change in environmental implications.
LU39 (DMP Policy LU38)	<p>DMP Policy <i>Promote the provision of affordable enterprise space to support the development of local businesses and start-ups</i></p> <p>Proposed MP Policy Promote an enterprise culture and enterprise development in the Docklands through the provision of affordable enterprise space to business start-ups and micro creative enterprises.</p>	No change in environmental implications.
LU40 (DMP Policy LU39)	<p>DMP Policy <i>Retain suitable areas for small industry, enterprise and workshop use, where appropriate, whilst applying strong environmental management policies to alleviate any disamenity to neighbouring residential uses.</i></p> <p>Proposed MP Policy Retain suitable areas for the development of small enterprise, micro enterprise and workshop use (including clustering) where appropriate, whilst applying strong environmental management policies to alleviate any disamenity to neighbouring residential uses.</p>	No change in environmental implications.
LU49* (DMP Policy LU48*)	<p>DMP Policy <i>Require an appropriate provision of supporting retail facilities up to District Centre level, which are served mainly by public transport, to be developed within the Poolbeg area in tandem with the rollout of development, in order to serve new residential and workforce populations, and the surrounding area. The scale, location and phased development of the retail facilities to be identified within the Section 25 Planning Scheme for Poolbeg, having regard to the latest Retail Planning Guidelines for the Greater Dublin Area and the Dublin City Development Plan.</i></p> <p>Proposed MP Policy Require an appropriate provision of supporting retail facilities to be developed in the Poolbeg area up to Level 3: District Centre in accordance with the 'Retail Planning Strategy for the Greater Dublin Area 2008-2016', which are to be well served by public transport and undertaken</p>	May give rise to an increase in journeys by car. Mitigated by amended Master Plan policy LU14* which requires a floorspace ratio in the order of 60-70: 40-30 residential to commercial in the proposed Planning Scheme for Poolbeg

	in tandem with the rollout of development, in order to serve the new residential and workforce populations, and the surrounding area. The scale, location and appropriate phasing of the retail facilities are to be identified within the Section 25 Planning Scheme for Poolbeg, having regard to the 'DoEHLG Retail Planning Guidelines, the Retail Planning Strategy for the Greater Dublin Area 2008-2016' and the Dublin City Development Plan.	
LU53 (DMP Policy LU52)	<p>DMP Policy <i>Provide for the development of any major building initiatives by Government, which would act as significant cultural, tourist and entertainment destinations.</i></p> <p>Proposed MP Policy Provide for the development of any major building initiatives by Government and the private sector, which would act as significant cultural, tourist and entertainment destinations.</p>	No further environmental implications
LU56* (DMP Policy LU55)	<p>DMP Policy <i>Seek to preserve, provide and improve recreational amenity, green areas and open space provision within the Area.</i></p> <p>Proposed MP Policy Seek to preserve, provide and improve recreational amenity, green areas and both active and passive open space within the Area, which is accessible to and useable by all Docklanders and which promotes nature conservation and biodiversity enhancement within the Area.</p>	Positive impact on biodiversity, flora and fauna, and human health.
LU57* (DMP Policy LU56)	<p>DMP Policy <i>Seek to protect and improve canal, coastal and river amenities.</i></p> <p>Proposed MP Policy Seek to protect and improve canal, coastal, and river amenities, including both water-based activities and leisure amenities in areas immediately adjacent, and promote nature conservation and biodiversity enhancement within the Area.</p>	Positive impact on biodiversity, flora and fauna, and human health.
LU59* (DMP Policy LU58)	<p>DMP Policy <i>Seek the development of a public park suitable in scale for active recreation as part of a network of public open spaces linking the River Liffey to East Wall Road in any proposed extension of the North Lotts Planning Scheme to the area north of Sheriff Street Upper.</i></p> <p>Proposed MP Policy Seek the development of a public park suitable in scale for active recreation, which will provide opportunities for enhanced biodiversity, habitat creation and nature conservation as part of a network of public open spaces linking the River Liffey to East Wall Road in any proposed extension of the North Lotts Planning Scheme to the area north of Sherriff Street. Similarly, the preparation of the Section 25 Planning Scheme for Poolbeg will provide for new and improved active and passive recreational spaces.</p>	Positive impact on biodiversity, flora and fauna, and human health.
New Policy LU60	<p>Proposed MP Policy Seek the development of a public park suitable in scale for active recreation as part of a network of public open spaces both North and South of the Liffey in the Docklands Area.</p>	Positive impact on biodiversity, flora and fauna, and human health.
New	Proposed MP Policy	New Policy

<p>Policy LU4</p>	<p>The Authority will consider higher plot ratios, and in certain circumstances lower plot ratios, for development in Section 25 Planning Schemes, consistent with the provision of all necessary infrastructure (including water, wastewater, electricity, public transport and social infrastructure), in accordance with the provisions set out in section 4.2.4 and section 4.4.3 of this Master Plan.</p>	<p>proposed following environmental assessment of new Master Plan text (4.2.4 and 4.4.3), due to potential negative cumulative impacts.</p> <p>Policy LU4</p> <p>The Authority will consider higher plot ratios, and in certain circumstances lower plot ratios, for development in Section 25 Planning Schemes, consistent with the provision of all necessary infrastructure (including water, waste water, electricity, public transport and social infrastructure), in accordance with the provisions set out in Section 4.2.4 and Section 4.4.3 of this Master Plan.</p>
	<p>DMP TEXT AMENDMENT 4.1.1 These units stem from developments certified under the Section 25 Planning Scheme process and are subject to 20% Social and Affordable requirement or under the Planning and Development Acts, the figures for the social and affordable units that have been permitted by Dublin City Council are not available (under the Planning and Development Acts; the Council has a number of options available to deliver these units).</p>	<p>Master Plan clarification. No further environmental implications.</p>
	<p>DMP TEXT ADDITION 4.1.3 It is proposed to provide for an appropriate 'rejuvenation' land use zoning objective (Z14) over an area that includes part of the River Liffey at North Wall Quay in order to consider innovative forms of intervention to enliven the Liffey Quays, subject to consistency with the amenity and conservation of the area, and the</p>	<p>Clarification of North Lotts Planning Scheme Amendments. Recommended additional UD54 Master Plan Policy</p>

	<p>enhancement of the use of these amenities by the members of the public, to be considered as part of the proposed amendment to the North Lotts Planning Scheme (see Part 8: Implementation and Map A: Zoning Objectives).</p> <p>The proposed Planning Scheme will consider creative and innovative development proposals for the campshire and river, provided they are consistent with the amenity and conservation of the area, and enhance the use of these amenities by members of the public.</p>	<p>for further mitigation purposes. 'The Liffey Quays shall be retained and any proposed development shall be in accordance with the requirements of the <i>'Architectural Conservation Guidelines for Planning Authorities'</i>, and shall ensure minimum physical impact on the quay walls which are identified on the Sites and Monuments Record (SMR) and / or included in the Record of Protected Structures (RPS)'.</p>
	<p>DMP TEXT ADDITION 4.1.4.1 Plot ratio is defined as the proportion of the total gross floor area of a building(s) to the area of land or site area.</p> <p>Gross plot ratio as provided in the Master Plan refers to all zoned lands, including roads and other routes and spaces, within the designated boundary of a Section 25 Planning Scheme area, with the exception of lands zoned Z9 "to preserve, provide and improve recreational amenity and open space" and Z11 "to protect and improve canal, coastal and river amenities", which are intended for comprehensive development, redevelopment, rejuvenation conservation and renewal. Accordingly and for the purposes of this definition, indicative gross plot ratios for mixed use development specified in the Master Plan for Section 25 Planning Scheme areas will relate to those lands as described above which are intended to be the subject of comprehensive development, redevelopment, rejuvenation, conservation and renewal in the Planning Scheme area.</p> <p>Section 25 Planning Schemes may provide for both gross and net plot ratios.</p> <p>Gross plot ratios are generally provided in a Planning Scheme for large landholdings and/or blocks of land. A gross plot ratio referred to in a Planning Scheme relates to the entire large landholding or block, including existing or future internal roads and spaces that are within the perimeter of the landholding / block, but excluding all</p>	<p>Master Plan clarification.</p>

	<p>public roads and spaces outside the boundary or perimeter of that landholding / block.</p> <p>Net plot ratios in a Planning Scheme are site specific and generally applied to one or more sites within a large landholding or larger block. A net plot ratio in a Planning Scheme refers to the area of land within the boundary of a site ('site area'), excluding all surrounding or adjoining roads and spaces which are outside the boundary or perimeter of that site</p> <p>4.1.4.2 Planning Consistency Section 24(5) of the 1997 Act requires that Dublin City Council shall consider the making of a development plan for that part of their area which would be consistent with the Master Plan, or such variation of the development plan as may be desirable to secure consistency between that plan and the Master Plan (see Part 1: Introduction, Section 1.3.3).</p>	
	<p>DMP TEXT ADDITION 4.2.1 Given the importance of promoting Docklands as a vibrant living urban quarter with an established residential base, it is proposed to generally maintain the 60:40 residential to commercial land use mix in Section 25 Planning Schemes areas. However, the Authority may consider some flexibility in relation to this ratio in specific locations, provided the land use mix is generally maintained across the Section 25 Planning Scheme areas.</p> <p>In relation to the proposed Section 25 Planning Scheme for Poolbeg a floorspace ratio in the order of 60-70:40-30 residential to commercial use will be required due to the limited capacity of the road network in the vicinity and the estimated capacity of appropriate public transportation infrastructure to serve the area.</p> <p>.....In the period from 2002 to 2007, this more than doubled to 3,690 units constructed or an average of 615 dwellings per year according to a study carried out by CBRE at the beginning of 2008. These units stem from developments certified under the Section 25 Planning Scheme process and are subject to 20% Social and Affordable requirement or under the Planning and Development Acts, the figures for the social and affordable units that have been permitted by Dublin City Council are not available as under the Planning Act; the Council has a number of options available to deliver these units.</p> <p>In theory, with timely provision of all necessary infrastructure (including water, waste water, electricity, public transport and social infrastructure), a suitable economic climate and the parallel and efficient rollout of development, the population of the Docklands could increase to a level of up to 42,000 by 2013.</p> <p>It is the opinion of the Authority that a reasonable estimate for the population of the Docklands Area would be in the range of 32,000 to 42,000 by 2013. This represents an estimated increase of between 14,500 and 24,500 in the period 1996-2013, and between 10,000 and 20,000 over the period 2006-2013.</p>	<p>Master Plan clarification. Positive environmental implications in relation to Poolbeg Planning Scheme.</p> <p>Master Plan text amended to refer to include reference to timely provision of all necessary infrastructure following environmental assessment.</p>

	<p>It should also be noted that significant intensification of development, with higher average densities, would result from proposed amendments to the North Lotts Planning Scheme. This together with the proposed Poolbeg Planning Scheme and other proposals for extensions to and amendments of Section 25 Planning Schemes (as outlined in Part 8: Implementation) could provide for increases in the population of the Area during the next 10 years to 2018.</p>	
	<p>DMP Text Amendment 4.2.4 <i>The Planning Schemes and Area Action Plans deal in detail with issues such as density, plot ratio, land-use mix, house types and size of units for the areas that they cover.</i> The Residential Density – Guideline for Planning Authorities, 1999 and the ‘Sustainable Residential Development in Urban Areas Consultation Draft Guidelines for Planning Authorities’ February 2008, have been consulted in the review of the Master Plan and will also be consulted in new, amended or extended Planning Schemes and any amendments to Area Action Plans. For the purposes of this Master Plan, the Authority will continue to be guided by these Guidelines.</p> <p><i>The Authority is also committed to implementing the provisions of Sustainable Urban Housing: Design Standards for New Apartments as incorporated by Dublin City Council in Section 4.5.0 of the Dublin City Development Plan, 2005-2011 (Variation No 21), which provides guidelines in respect of apartment size, internal layout, unit mix and open-space provision.</i> The Authority may also consider applying a modified density standard based on bed spaces per hectare (rather than units per hectare) in Section 25 Planning Schemes to reflect the higher occupancy of family sized units.</p> <p>The Authority acknowledges the provisions of the Department of the Environment, Heritage and Local Government ‘Guidelines for Planning Authorities on Residential Density’ (1999), which state that, in principle, there should be no upper limit of the number of dwellings that may be provided within any town or city centre site, subject to specific open space, amenity, urban design, conservation, plot ratio and site coverage safeguards. These provisions have been restated in the ‘Sustainable Residential Development in Urban Areas – Consultation Draft Guidelines for Planning Authorities’ (February 2008). The 1999 Guidelines also provide for plot ratio proportions of floorspace to the site area of 1.0 to 2.5 for ‘City / Town Centre / Brownfield’ sites.</p> <p>The Docklands comprises significant areas of ‘brownfield’ land as defined in the abovementioned Guidelines (1999) and Draft Guidelines (2008). In accordance with the current and draft Guidelines, the Authority will promote the development of areas within Planning Schemes to higher densities, particularly those lands close to existing or future public transport corridors, subject to the safeguards provided.</p> <p>The Draft Guidelines recommend that increased densities should be promoted within 400-500 metres of a bus or light-rail stop and within 1 km of a rail station, with the carrying capacity of public transport taken into</p>	<p>Potential negative environmental impacts on water, air, material assets due to promotion of increased densities in certain circumstances. New LU4 Master plan policy recommended as follows; The Authority will consider higher plot ratios, and in certain circumstances lower plot ratios, for development in Section 25 Planning Schemes, consistent with the provision of all necessary infrastructure (including water, waste water, electricity, public transport and social infrastructure), in accordance with the provisions set out in Section 4.2.4 and Section 4.4.3 of this Master Plan.</p>

	<p>consideration in considering appropriate densities. Furthermore, the Draft Guidelines specify that minimum net densities of 50 dwellings per hectare be applied within transport corridors, subject to the design and amenity standards, with highest densities at rail stations and bus stops. The Draft Guidelines also require that higher densities must be accompanied in all cases by high qualitative standards of design and layout and that particular sensitivity is required in relation to the design and location of apartment blocks which are higher than existing adjacent residential development.</p> <p>Appendix B of the <i>'Sustainable Residential Development in Urban Areas – Consultation Draft Guidelines for Planning Authorities'</i> (February 2008) recommends that a gross density measure is best applied to overall land areas required for mixed use developments or for Local Area Plans, whereas a net density is best for allocating housing land within Local Area Plans. Therefore, the Master Plan provides a gross density for mixed use development in the range of an indicative plot ratio of 2.0:1 to 3.0:1 across Section 25 Planning Scheme areas, with net densities to be provided in each Planning Scheme.</p> <p>Net densities in terms of plot ratio and/or dwellings per hectare on individual sites within Section 25 Planning Scheme areas shall be in accordance with the provisions and qualitative standards of the <i>'Guidelines for Planning Authorities on Residential Density'</i> (1999) and the <i>'Sustainable Residential Development in Urban Areas – Consultation Draft Guidelines for Planning Authorities'</i> (February 2008). Consequently, higher net densities will be promoted on lands close to existing or future public transport nodes / corridors, subject to the safeguards and standards required, with some decreasing of densities further from such nodes / corridors.</p> <p>The maximum net site density standard set out in the previous Master Plan of 247 units per hectare has proven to provide a combination of sustainable residential development and qualitative standards of amenity for residents and, therefore, a net density standard should be continued in the Master Plan as an indicative guide rather than a maximum. Having regard to the new apartment standards introduced under Policy LU10 of the Master Plan (implementing the provisions of Variation No. 21 of the Dublin City Development Plan 2005-11), an average indicative net site density of 247 dwellings per hectare is recommended for Planning Scheme areas for guidance purposes and in accordance with the promotion of family living in Docklands. In addition, an indicative net site density range is recommended of between 150 dwellings per hectare as an indicative lower density and up to 325 dwellings per hectare as an indicative higher density for core central areas at public transport nodes.</p> <p>However, lower net densities in terms of plot ratio and/or dwellings per hectare may be appropriate in certain locations such as those immediately adjacent to existing dwellings or adjacent to protected structures, designated nature conservation areas and Seveso II sites, whilst higher net densities may be considered by the Authority</p>	
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	<p>in accordance with the provisions of the Guidelines and Draft Guidelines above and the paragraphs below.</p> <p><i>A higher indicative plot ratio for residential development may be permitted on individual sites and in high-density, mixed-use development in locations adjoining major public transport nodes and corridors, where the plot ratio is provided in accordance with the Section 25 Planning Scheme (or Amended or Extended Planning Scheme) for the area, and the development accords with the provisions of Policy LU3 of the Master Plan, which states. 'Higher-density development, taller buildings and intensification will be dependent on the provision of high-quality architectural design, public realm, open space, community gain, the proper planning of sustainable neighbourhoods, connectivity to public transport and adequate water, drainage, electricity and flood protection infrastructure'.</i></p> <p>Indicative gross plot ratios for mixed use development in the Section 25 Planning Scheme areas will be in the range of 2.0 to 3.0 over the entire lands intended for comprehensive development, redevelopment, rejuvenation, conservation and renewal in the Planning Scheme area (as defined in 4.1.4.1 above). In certain circumstances, the Authority will consider higher plot ratios for mixed use development in Section 25 Planning Schemes having regard to the following:</p> <ul style="list-style-type: none"> • In locations adjoining major public transport nodes and corridors, where an appropriate mix of residential and commercial uses are provided for, • To facilitate comprehensive redevelopment in areas in need of urban renewal, • To maintain existing streetscape profiles, • Where the site already has the benefit of a higher plot ratio, <p>and</p> <ul style="list-style-type: none"> • The plot ratio and any other density standards provided in the relevant Section 25 Planning Scheme (or Amended or Extended Planning Scheme), • Policy LU3 of the Master Plan, • The '<i>Guidelines for Planning Authorities on Residential Density</i>' (1999) and the '<i>Sustainable Residential Development in Urban Areas – Consultation Draft Guidelines for Planning Authorities</i>' (February 2008) or such subsequently published Guidelines. <p>In addition, in certain circumstances and subject to appropriate urban design, lower plot ratios may be considered or required by the Authority as follows:</p> <ul style="list-style-type: none"> • Where sites adjoin areas designated for nature conservation, • Where sites adjoin or are in close proximity to Seveso II sites, • Where sites are proximate to historic or protected structures, • Where it is necessitated by the existing context, and/or • Where particular use types, such as family residential accommodation, are designated in Planning Schemes. <p>All Section 25 Planning Schemes (including Amended and Extended Planning Schemes) contain proposals in relation to the overall design of proposed development, including</p>	
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	<p>the maximum heights of structures, in accordance with Section 25(2)(c) of the Dublin Docklands Development Authority Act, 1997. The location and height of landmark buildings are and will continue to be identified and detailed in Section 25 Planning Schemes, refer also to Part 6: Urban Design Framework of this Master Plan.</p> <p>Offices</p> <p>4.4.3 Future Demand and Supply</p> <p>One of the key drivers for office development has been the proximity of large parts of the Docklands to major rail stations, quality bus corridors and the Luas terminus at Connolly Station. The opening of both the Port Tunnel and the Docklands rail station at Sheriff Street has further enhanced the accessibility of Docklands. The Luas C1 extension from Connolly to the Point Village, which is due for completion in 2009, will provide a high-capacity public transport corridor through northern Docklands, further increasing the accessibility of North Lotts in particular.</p> <p>This high level of accessibility justifies increased density of development in the North Lotts area, whilst also providing the opportunity to further enhance the amenities of the area, and the Authority intends to make provision for such in a proposed amendment to the North Lotts Planning Scheme 2002 (amended 2006), refer to Part 8: Implementation of the Master Plan relating to Section 25 Areas.</p> <p>The Interconnector underground rail line proposed in <i>'Transport 21'</i>, which connects the Kildare line at Heuston and the northern DART line, will include a new Docklands station in the western part of the North Lotts Planning Scheme area. This major project is targeted for completion in 2016 and would significantly increase accessibility to the area, as well as providing a new public transport interchange with the Luas C1 line extension. Therefore the construction of the Interconnector would also support intensification of development in the vicinity of the station in Docklands within the North Lotts Planning Scheme area, a factor which will be considered by the Authority in the proposed amendment to the North Lotts Planning Scheme as mentioned above.</p> <p>Indicative gross plot ratios for mixed use development (including offices and other commercial uses) in the Section 25 Planning Scheme areas will be in the range of 2.0 to 3.0 over the entire lands intended for comprehensive development, redevelopment, rejuvenation, conservation and renewal in the Planning Scheme area (as defined in 4.1.4.1 above). In certain circumstances, the Authority will consider higher plot ratios for commercial development in Section 25 Planning Schemes having regard to the following:</p> <ul style="list-style-type: none"> • In locations adjoining major public transport nodes and corridors, where an appropriate mix of residential and commercial uses are provided for, • To facilitate comprehensive redevelopment in areas in need of urban renewal, • To maintain existing streetscape profiles, • Where the site already has the benefit of a higher plot ratio, 	<p>Potential negative environmental impacts on water, air, material assets, due to increased density proposed, New LU Master Plan Policy recommended above. (LU4*)</p> <p>Positive environmental impacts in relation to Poolbeg Planning Scheme where a floorspace ratio in the order of 60-70:40-30 residential to commercial use will be required.</p>
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	<ul style="list-style-type: none"> • The plot ratio and any other density standards provided in the relevant Section 25 Planning Scheme (or Amended or Extended Planning Scheme), and Policy LU3 of the Master Plan. <p>Furthermore, in certain circumstances and subject to appropriate urban design, lower plot ratios may be considered or required by the Authority as follows:</p> <ul style="list-style-type: none"> • Where sites adjoin areas designated for nature conservation, • Where sites adjoin or are in close proximity to Seveso II sites, • Where sites are proximate to historic or protected structures, • Where it is necessitated by the existing context, and/or • Where particular use types requiring lower plot ratios are designated in Planning Schemes. <p>As mentioned in Section 4.2.1 above, it is proposed to generally maintain a 60:40 residential to commercial use mix in Section 25 Planning Schemes areas, already referred to in Section 4.2 above. However, the Authority may consider some flexibility in relation to this ratio in specific locations, provided the land use mix is generally maintained across the Section 25 Planning Scheme areas.</p> <p>In relation to the proposed Section 25 Planning Scheme for Poolbeg a floorspace ratio in the order of 60-70:40-30 residential to commercial use will be required due to the limited capacity of the road network in the vicinity and the estimated capacity of appropriate public transportation infrastructure to serve the Area.</p> <p>All Section 25 Planning Schemes (including Amended and Extended Planning Schemes) contain proposals in relation to the overall design of proposed development, including the maximum heights of structures, in accordance with Section 25(2)(c) of the <i>'Dublin Docklands Development Authority Act', 1997</i>. The location and height of landmark buildings are and will continue to be identified and detailed in Section 25 Planning Schemes; refer also to Part 6: Urban Design Framework of this Master Plan.</p> <p>In relation to office development on lands zoned Objective Z14, the Master Plan provides that all Class 2 and 3 Uses according to the <i>'Planning and Development Regulations, 2001-2007'</i> and 'Office' use as defined in Appendix 13 of the <i>'Dublin City Development Plan 2005-11'</i> are classified as 'permitted uses' within lands zoned Objective Z14.</p>	
Chapter 5 – Transportation and Infrastructural Framework		
T3 (DMP Policy T2)	<p>DMP Policy <i>Support the provision of additional pedestrian bridges at strategic locations including new pedestrian bridges across the Liffey at Forbes Street and Castleforbes Street whilst ensuring the design of bridges enables the use of the river for navigation including river ferries and taxis. Seek to incorporate pedestrian and cycle infrastructure into all new bridge crossings including Samuel Beckett Bridge and the Dodder Bridge.</i></p> <p>Proposed MP Policy Support the provision of additional pedestrian bridges at strategic locations including new pedestrian bridges</p>	No change in environmental implications.

	<p>across the Liffey at Forbes Street and Castleforbes Street whilst ensuring the design of bridges enables the use of the river for navigation including river ferries, masted boats and taxis. Examine the potential to provide cycle facilities in conjunction with new pedestrian bridges. Seek to incorporate pedestrian and cycle infrastructure, subject to feasibility examination, into all new bridge crossings including Samuel Beckett Bridge and the Dodder Bridge.</p>	
<p>T5 (DMP Policy T4)</p>	<p>DMP Policy <i>Promote measures to ensure that the mobility impaired can safely and fully participate in the transportation network of the Docklands Area. Undertake a regular review of facilities and implement an action plan to address any deficiencies identified.</i></p> <p>Proposed MP Policy Promote measures to ensure access for everybody to allow safe and full utilisation of the transportation network in the Docklands Area. Undertake a regular review of facilities and implement an action plan to address any deficiencies identified. Encourage relevant agencies, for example transport providers, to improve facilities for all.</p>	<p>No change in environmental implications.</p>
<p>T7 (DMP Policy T6)</p>	<p>DMP Policy <i>Provide suitable parking and storage facilities for bicycles at regular intervals in prominent locations throughout the Docklands Area for public use. Provide cycle parking and storage facilities at transport interchanges along rail lines and key bus corridors. Develop and implement cycle parking and facility standards for developments in the Area.</i></p> <p>Proposed MP Policy Provide suitable parking and storage facilities for bicycles at regular intervals in prominent and accessible locations throughout the Docklands Area for public use. Provide cycle parking and storage facilities at transport interchanges along rail lines and key bus corridors. Develop and implement cycle parking and facility standards for developments in the Area.</p>	<p>No change in environmental implications.</p>
<p>T8 (DMP Policy T7)</p>	<p><i>Facilitate the implementation of the Sandycove to Sutton proposal for a continuous pedestrian and cycle route along Dublin Bay as it passes through the Docklands Area.</i></p> <p>Proposed MP Policy Promote and facilitate the implementation of the Sandycove to Sutton (S2S) proposal for a continuous pedestrian and cycle route along Dublin Bay as it passes through the Docklands Area. Ensure that the S2S scheme is integrated with the wider pedestrian and cycle network within the Docklands Area.</p>	<p>No change in environmental implications.</p>
<p>T9 (DMP Policy T8)</p>	<p>DMP Policy <i>Secure the reinstatement of Mayor Street between New Wapping Street and Guild Street as a reserved route for public transport, pedestrians and cyclists. Limit vehicular access over the new canal crossing whilst facilitating.</i></p> <p>Proposed MP Policy Secure the reinstatement of Mayor Street between New Wapping Street and Guild Street as a reserved route for public transport, pedestrians and, where possible, cyclists. Limit vehicular access over the new canal crossing whilst facilitating access to the proposed</p>	<p>No change in environmental implications.</p>

	Convention Centre Dublin.	
T10 (DMP Policy T9)	<p>DMP Policy <i>Ensure that public transport is well linked by pedestrian connections. Facilitate efficient interchange between modes, particularly between cycling, Dart, mainline rail, suburban rail, Luas, buses, taxis and cars. Support the continued operation of Connolly Station and the development of Pearse Station and Tara Street as major interchanges.</i></p> <p>Proposed MP Policy Ensure that public transport is well linked by pedestrian connections. Facilitate efficient interchange between modes, particularly between cycling, Dart, mainline rail, suburban rail, Luas, buses, taxis, and cars. Support the continued operation of Connolly Station and the development of Pearse Street Station as major interchanges.</p>	No change in environmental implications.
T14 (DMP Policy T13)	<p>DMP Policy <i>Support the delivery of the Transport 21 public transport infrastructure programme. Liaise with the implementation bodies, including CIÉ and the Railway Procurement Agency, to facilitate the construction of major public transport schemes that affect the Docklands Area. Take cognisance of the emerging Dublin Transportation Office's Transport Strategy for the Greater Dublin Area (2010-2030).</i></p> <p>Proposed MP Policy Support and facilitate the delivery of the 'Transport 21' public transport infrastructure programme. Liaise with the implementation bodies, including CIÉ and the Railway Procurement Agency, to facilitate the planning and construction of major public transport schemes that affect the Docklands Area. Take cognisance of the emerging 'Transport Strategy for the Greater Dublin Area' (2010-2030) being prepared by the Dublin Transportation Office / Dublin Transport Authority.</p>	No change in environmental implications.
T17 (DMP Policy T16)	<p>DMP Policy <i>Promote the extension of Quality Bus Corridors (QBCs) to serve the Docklands Area within the timescale of the 2008 Docklands Master Plan. Support and facilitate the introduction of the North Wall Quay QBC and the South Quays QBC with services linking across the Dodder bridge.</i></p> <p>Proposed MP Policy Promote the extension of Quality Bus Corridors (QBCs) to serve the Docklands Area within the timescale of the 2008 Docklands Master Plan. Support and facilitate the expansion of bus infrastructure and priority within the North Wall and South Quay areas including the construction of the Dodder Bridge.</p>	No change in environmental implications.
T18 (DMP Policy T17)	<p>DMP Policy <i>Seek the introduction of high capacity public transport services linking Poolbeg to the remainder of the Docklands, the city centre and the wider transport network. Seek the introduction of Bus Rapid Transit, or interim variants, between the City Centre and Poolbeg serving the wider South Docklands. Seek the extension of Luas services to Poolbeg to support the development potential of the Docklands Area.</i></p>	No change in environmental implications.

	<p>Proposed MP Policy Seek the introduction of high capacity public transport services linking Poolbeg to the remainder of the Docklands, the city centre and the wider transport network. Seek the introduction of Docklands Rapid Transit (DRT) as a high quality bus based public transport corridor between the City Centre and Poolbeg serving the wider South Docklands. Seek the extension of Luas services to Poolbeg to support the development potential of the Docklands Area.</p>	
<p>T19 (DMP Policy T18)</p>	<p>DMP Policy <i>Support and promote the construction of the Dodder Bridge as a reserved public transport, pedestrian and cycle bridge in consultation with impacted parties. Seek that the Dodder Bridge is designed and built to accommodate Bus Rapid Transit and Luas operations.</i></p> <p>Proposed MP Policy Support and promote the construction of the Dodder Bridge as a reserved public transport, pedestrian and cycle bridge in consultation with impacted parties. Seek that the Dodder Bridge is designed and built to accommodate Bus Rapid Transit and that it does not preclude the possible future accommodation of Luas operations.</p>	<p>No change in environmental implications.</p>
<p>T21 (DMP Policy T20)</p>	<p>DMP Policy <i>Support the provision of sustainable transport for the Docklands Area in keeping with the Department of Transport's 2020 Vision – Sustainable Travel and Transport. Examine the potential to implement the initiatives that are likely to emerge such as car-sharing schemes, school travel plans, electric cars, and personalised travel planning.</i></p> <p>Proposed MP Policy Support the provision of sustainable transport for the Docklands Area in keeping with the Department of Transport's upcoming 'Sustainable Travel and Transport Action Plan'. Examine the potential to implement the initiatives that are likely to emerge such as car-sharing schemes, school travel plans, electric cars, and personalised travel planning.</p>	<p>No change in environmental implications.</p>
<p>T30 (DMP Policy T28)</p>	<p>DMP Policy <i>Require the submission of mobility management plans for all commercial developments on sites likely to generate 500 or more vehicle trip movements per day or more than 100 vehicle trip movements in peak periods.</i></p> <p>Proposed MP Policy Require the submission of mobility management plans for all commercial developments on sites likely to generate 500 or more vehicle trip movements per day or more than 100 vehicle trip movements in peak periods or where the potential total employment in the development exceeds or will exceed 300 workers. Review and update the requirements for mobility management plans in conjunction with Dublin City Council and the Dublin Transportation Office.</p>	<p>No change in environmental implications.</p>
<p>T33 (DMP Policy T31)</p>	<p>DMP Policy <i>Liaise with the NRA, the DTO, the Dublin Port Company, Dublin City Council and other relevant agencies with respect to proposals for the provision of an Eastern By-Pass.</i></p>	<p>Ensures consistency with Dublin City Development Plan. The</p>

	<p>Proposed MP Policy The Authority endorses the policy of the 'Dublin City Development Plan 2005-11' to support the provision of an Eastern By-Pass Route. The Authority will continue to liaise with the Department of Transport, NRA, the DTO, the Dublin Port Company, Dublin City Council and other relevant agencies with respect to the provision of an Eastern By-Pass Route.</p>	<p>environmental assessment of the Eastern Bypass, should it proceed, will be subject to EIA and to SEA at a higher level plan.</p>
<p>T37 (DMP Policy T35)</p>	<p>DMP Policy <i>Undertake a joint survey of the River Liffey within and beyond the Docklands Area, in cooperation with Dublin City Council, the department of the Marine and other relevant agencies, to investigate and identify the conditions required (including the design of bridges) to ensure the continued use of the River as an amenity, a recreational area and as a channel for boats, river taxis and ferries.</i></p> <p>Proposed MP Policy Undertake a joint survey of the River Liffey within and beyond the Docklands Area, in cooperation with Dublin City Council, the Department of Transport, and other relevant agencies, to investigate and identify the conditions required, (including the impact and design of bridges) to ensure the continued use of the River as an amenity, a recreational area and as a channel for masted boats, river taxis and ferries.</p>	<p>No change in environmental implications.</p>
<p>New Policy T1</p>	<p>Proposed MP Policy Prepare a Transportation Strategy for the Docklands Area to support the delivery of a comprehensive, integrated public transport network as envisaged in the Master Plan. Liaise with the Department of Transport, Dublin Transportation Office, Dublin City Council and other relevant agencies to promote the implementation of the transportation strategy.</p>	<p>Positive environmental impact in the medium to long term on air and population and human health.</p>
<p>New Policy T27</p>	<p>Proposed MP Policy Examine the potential benefits of supporting access to the Docklands by electric car. Assess the feasibility of supporting the provision of electric car recharging stations within the Docklands Area.</p>	<p>Positive environmental impact on air and population and human health.</p>
<p>IF2*</p>	<p>DMP Policy <i>Co-operate and liaise with Dublin City Council as the water services authority in ensuring that the potable and fire water supply, together with the foul sewer and storm water drainage systems, are upgraded to meet the demands arising from the additional physical development in advance of, or in parallel with, the carrying out of the development, while protecting the environment and also having regard to the Greater Dublin Regional water and drainage infrastructural constraints. Measures to include the full integration of Sustainable urban Drainage Systems (SuDS) into new development, as well as the separation of foul and storm water and retrofit of SuDS where practical.</i></p> <p>Proposed MP Policy Actively promote, in conjunction with Dublin City Council, as a prerequisite for development, the provision of adequate potable and fire water supply, foul sewer and storm water drainage systems, while protecting the environment and also having regard to the Greater Dublin Regional water and drainage infrastructural constraints.</p>	<p>Strengthens Master Plan environmental mitigation.</p>

	Measures to include the full integration of Sustainable urban Drainage Systems (SuDS) into new development, as well as the separation of foul and storm water and retrofit of SuDS where practical.	
IF6* (DMP Policy IF5*)	<p>DMP Policy <i>Additional wastewater infrastructure to facilitate intensification of development in the North Lotts Planning Scheme Area to be identified in the Amended North Lotts Planning Scheme and developed in tandem with the carrying out of development in the Docklands.</i></p> <p>Proposed MP Policy As a prerequisite for development actively promote, in conjunction with Dublin City Council, the provision of adequate potable and fire water supply, foul sewer and storm water drainage systems to facilitate development. Additional wastewater infrastructure to facilitate intensification of development in the North Lotts Planning Scheme Area to be identified in the Amended North Lotts Planning Scheme and developed in tandem with the carrying out of development in the Docklands.</p>	Strengthens Master Plan environmental mitigation.
IF7* (DMP Policy IF6*)	<p>DMP Policy <i>The rollout and phasing of development under the Poolbeg Planning Scheme and other amendments and extensions to Planning Scheme Areas within the Docklands Area to be subject to the provision of adequate wastewater infrastructure provided, in consultation with Dublin City Council and other relevant authorities at regional and/or local level to serve that development.</i></p> <p>Proposed MP Policy The rollout and phasing of development under the Poolbeg Planning Scheme, the Amended North Lotts Planning Scheme, and other amendments and extensions to Planning Scheme Areas within the Docklands Area to be subject to the provision of adequate wastewater and adequate potable water supply infrastructure provided, in consultation with Dublin City Council and other relevant authorities at regional and/or local level to serve that development.</p>	Strengthens Master Plan environmental mitigation.
IF18* (DMP Policy IF16*)	<p>DMP Policy <i>Ensure that, in their design and operation canals, waterways, locks and other infrastructure, do not compromise flood protection for the City.</i></p> <p>Proposed MP Policy Ensure that, in their design, operation, and maintenance, canals, waterways, locks and other infrastructure, do not compromise flood protection for the City.</p>	Positive environmental impact for climatic factors, material assets and population and human health.
IF23* (DMP Policy IF21*)	<p>DMP Policy <i>Require all new development to integrate Sustainable urban Drainage Systems (SuDS) to minimise flood risk and enhance the quality of storm water runoff. Encourage the retrofitting of SuDS where possible to remove storm water from the existing sewerage system and enhance water quality in the Liffey/Dublin Bay.</i></p> <p>Proposed MP Policy Require all new development to integrate Sustainable urban Drainage Systems (SuDS) to minimise flood risk and enhance the quality of storm water runoff. Encourage the retrofitting of SuDS where possible to remove storm water from the existing sewerage system and enhance</p>	Strengthens Master Plan environmental mitigation.

	water quality in the Liffey/Dublin Bay including cooperation with DCC in the maintenance of water quality that can safely facilitate recreation use.	
New Policy IF4	Proposed MP Policy Infrastructure corridors will be designated, with adequate vertical and horizontal dimensions, to facilitate the provision of new infrastructure. Lands required for new essential infrastructure will be identified under the Planning Scheme and reserved for that purpose.	Positive environmental impact for material assets and population and human health.
New Policy IF10	Proposed MP Policy The Authority will encourage the use of renewable energy technologies wherever possible.	Positive environmental impact for, climatic factors and population and human health.
	DMP TEXT REVISION 5.1.4 Replace Existing Sentence: <i>"It is recommended that consideration should be given to the incorporation of pedestrian and cycle infrastructure into all new bridges within the Docklands, including the Samuel Beckett Bridge, the Dodder Bridge, and the new canal crossing on Mayor Street."</i> with the following: The Authority will seek the incorporation of suitable pedestrian and cycle infrastructure into all new bridges within the Docklands, including the Samuel Beckett Bridge, the Dodder Bridge and the new canal crossing on Mayor Street.	Positive environmental impact on air, climatic factors and population and human health.
	DMP TEXT AMENDMENT 5.1.4 The Sutton-to-Sandycove (S2S) cycle/pedestrian route passes through the area and will serve both as a commuting and amenity corridor. The pedestrian and cycle network of the wider Docklands Area should be integrated with the proposed S2S. In this way, access to the S2S route will be enhanced and greater benefit can be derived for the population of the Docklands. In particular, there is the potential to integrate the S2S route with the pedestrian and cycle network within the Poolbeg Planning Scheme Area which will be examined within the Planning Scheme.	Supports Master Plan Policy T8
	DMP TEXT AMENDMENT 5.1.4 The S2S will form an integral part of the pedestrian network within the Docklands Area as shown in figure 5.1 'Pedestrian Network'. In particular, the S2S will form an integral part of the pedestrian and cycle routes within the Docklands Area as shown in figure 5.2 'Cycle Network'.	No further environmental implications
	DMP TEXT AMENDMENT 5.1.4 For the inclusion of all persons with physical / intellectual impairments in Docklands and its activities, all environments should be accessible by everyone regardless of ability. The Authority will follow the national standards set forth in the Disability Act 2005: <i>"Universal design refers to the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible by all people, regardless of their age, size, or disability."</i> Mobility impaired people and people with disabilities have specific needs in relation to access to transport and movement and the design of public space. Universal	Positive impact on population and human health.

	<p>accessibility will benefit all because people with disabilities, the elderly, parents with buggies, delivery persons and so forth will have greater access to the external environment and transport network.</p> <p>Specific aspects to be considered include:</p> <ul style="list-style-type: none"> a. access to public transport services b. design and layout of street furniture c. design of pedestrian crossings d. design of pedestrian pavements (e.g. provision of ramps and kerb dishing) e. design of public spaces and play areas 	
	<p>DMP TEXT REVISION 5.1.5 Replace Existing Sentence: <i>"The most significant of these is the construction of the Interconnector, which will have a station located at Spencer Dock. Over the coming years, the Authority will need to support the implementation of Transport 21 and assist in facilitating the construction of major public transport infrastructure where necessary."</i> with the following:</p> <p>The Luas extension, C1, from Connolly to the Point Village is currently under construction. Once complete, Luas services will operate through the Docklands along Mayor Street with stops provided at George's Dock, Mayor Square, Spencer Dock and The Point. Line C1 will link with the Luas Red Line between the Busárus and Connolly Stops. The extension of Luas services will enhance the catchment of public transport and provide improved accessibility to the North Wall and Point Village areas. It is anticipated that Luas services to the Point will commence in 2009.</p> <p>One of the most significant schemes within 'Transport 21' that will benefit the Docklands is the proposed Interconnector. The Interconnector scheme will include a new underground heavy rail station located within the western part of North Lotts with interchange facilities with Luas. Currently, the Interconnector is at design stage. The Authority will take provision of the Interconnector Station into consideration in relation to planning and development in the vicinity of the general alignment.</p> <p>Over the coming years, the Authority will support the implementation of 'Transport 21' and assist in facilitating the construction of major public transport infrastructure where necessary.</p> <p>DMP TEXT REVISION 5.1.5 Replace Existing Sentence: <i>"The Luas extension, C1, from Connolly Station along Mayor Street to the Point, is currently under construction with a completion date of 2009. The extension will provide a high-quality..."</i> with the following:</p> <p>"The Luas Extension, to the Point Village, will provide a high quality..."</p>	<p>Positive environmental effects in the long-term in relation to air, climatic factors and human health and population. Short-term negative impacts during construction.</p>
	<p>DMP TEXT AMENDMENT 5.1.5 An indicative alignment of the Luas extension to Poolbeg is shown in figure 5.3 'Public Transportation'. Alternative alignments may need to be considered and</p>	<p>The environmental assessment of the LUAS extension</p>

	the future development of the Luas will be the subject of further evaluation and feasibility studies.	will be subject to EIA.
	DMP TEXT AMENDMENT 5.1.5 The Authority will seek to promote a BRT system for the Docklands. The Docklands Rapid Transit (DRT) scheme will provide a new high quality public transport system for the area. By its nature, the DRT will be flexible to respond to the needs of Docklands. It is likely that the DRT will evolve over time and that the level of service will increase in line with development.	Positive environmental impact on air, climatic factors, population and human health.
	DMP TEXT AMENDMENT 5.1.5 The Authority will look at the feasibility of a Docklands Area Bus System (DABS): a local area bus shuttle service aimed at bringing residents and workers to facilities and public transport nodes within the Area. The service may offer frequent services as a means of quick public transit within the Area.	No environmental implications.
	DMP TEXT AMENDMENT 5.1.7 The Authority endorses the policy of the 'Dublin City Development Plan 2005-11' to support the provision of an Eastern By-Pass Route (i.e. "It is the policy of Dublin City Council to support provision of an Eastern By-Pass Route. This route shall link the northern port to the Southern Cross/South Eastern Motorway by way of a bored tunnel under Sandymount and Merrion Strand and Booterstown Marsh"). The policy also states that " <i>the precise alignment and detailed design shall be the subject of an EIS, and that all statutory requirements, including the Habitats Directive, shall respect the amenity of the River Liffey and Dublin bay, and shall be the subject of a future plan variation</i> " ('Dublin City Development Plan 2005-11', page 52). Although the proposed Eastern By-Pass is not included in Transport 21, the Authority will continue to liaise with the Department of Transport, National Roads Authority, the Dublin Transportation Office, Dublin City Council and other relevant organisations and seek to ensure that progress on the scheme will have a positive impact on the Docklands.	Ensures consistency with Dublin City Development Plan. The environmental assessment of the Eastern Bypass, should it proceed, will be subject to EIA and to SEA at a higher level plan.
	DMP TEXT AMENDMENT 5.1.8 The Authority, in association with relevant agencies, supports the investigation of the feasibility for allotted times for bridge-openings both on the River Liffey and the Dodder.	No environmental implications.
	DMP TEXT CHANGE 5.2.2 The Ringsend Wastewater Treatment Plant is currently operating above its capacity. <i>Dublin City Council has commenced the process of upgrading treatment capacity at the Ringsend Water Treatment Plant to its ultimate capacity. At a city-wide level, the potential demand for treatment capacity may be such that the Ringsend Treatment Plant may only be able to cater for the needs of the Docklands should a second, regional, treatment plant be provided.</i> The provision of this plant is outside the control of the authority. <i>It is possible that, in the event of there being restrictions on treatment capacity, temporary treatment facilities may be required to serve short-to-medium-term needs.</i> Facilities are available which can provide very high quality effluents. Any such plants would be licenced by the Environmental Protection	Master Plan clarification. Mitigated by MP policies IF2*, IF6* and IF7*

	<p>Agency who would set and monitor strict standards.</p> <p>The local drainage network is inadequate in many areas and will need to be upgraded to serve new and existing development while protecting water quality. A joint working group between the Authority and Dublin City Council has been established. This will review issues of water supply and sewage and make recommendations about same.</p> <p><i>The Authority will, where appropriate, through its levy contribution schemes assist in funding the necessary infrastructure for the Docklands. The authority will implement policies to ensure that new development only proceeds in tandem with the provision of adequate water and wastewater infrastructure. The authority will provide adequate infrastructure corridors for water and wastewater and identification of lands required for stormwater storage, potable water storage and pumping stations. These lands will be handed over free of charge to the Water Services Authority as part of the Planning Scheme process.</i></p>	
	<p>DMP TEXT CHANGE 5.2.6</p> <p>District Heating Network The potential for development of a District Heating Network for Dublin City is now under consideration by Dublin City Council. This District Heating Network would primarily utilise waste heat from a range of heat sources which could include the existing major electricity generation plant on the peninsula (which currently does not harness any of the waste heat generated from these processes on the peninsula) and other CHP installations in the city. The District Heating Network would also be able to harness the heat generated by the proposed Waste to Energy Facility on the Poolbeg Peninsula should this go ahead. A national requirement to reduce overall Carbon Emissions and a range of incentives and potential carbon penalties will increase the viability of District Heating and the use of waste heat from existing installations. This, accompanied by connection to new, local development specifically designed to accommodate connection to a District Heating Network will ensure that Local and National energy and climate change targets can be met. The development of this network will be actively encouraged by the Authority.</p> <p>Sustainable Urban Drainage Systems</p> <p>Published by UCD Urban Design Institute in 2008, <i>"Green City Guidelines 'Advice for the protection and enhancement of biodiversity in medium to high-density urban developments"</i>, refers to Sustainable Urban Drainage Systems as follows <i>"(SUDS) provide an opportunity to combine effective water management and habitat creation. Sensitive planting of these systems can significantly enhance the biodiversity value of the site. Built-up areas are traditionally drained using underground pipe systems, which are designed to prevent flooding locally by conveying the water away as quickly as possible. This can alter the natural flow patterns and can lead to</i></p>	<p>Positive environmental impact on air, water, biodiversity, climatic factors and population and human health.</p>

	<p><i>problems of flooding elsewhere in the catchment. Surface water drainage methods that take account of quantity, quality and amenity issues are collectively referred to as Sustainable Drainage Systems. These systems are more sustainable than conventional drainage methods. Design features can encourage wildlife by using permeable instead of hard surfaces; installing grassed swales to convey surface water run-off; and installing treatment basins, pond and reed beds that receive run-off from the development prior to discharge to a watercourse (London Development Agency 2000)."</i></p>	
	<p>DMP AMENDMENT TO FIGURES 5.1 and 5.2 Amendments to pedestrian and cycle networks.</p>	No further environmental implications.
Chapter 6 Urban Design Framework		
UD2	<p>DMP Policy <i>Promote, through direct action and encouragement, the establishment of demonstration projects of high standards of sustainable design, and construction in building works, for which the Authority is directly responsible and where control can be exercised through its planning powers.</i></p> <p>Proposed MP Policy Promote, through direct action and encouragement, the establishment of demonstration projects of high standards of sustainable design and construction in building works through the Sustainability Toolkit, for which the Authority is directly responsible and where control can be exercised through its planning powers.</p>	Positive impact, in the short-medium- and long-term for sustainability.
UD11*	<p>DMP Policy <i>Carry out a views study to inform consideration of the impact of development on city views.</i></p> <p>Proposed MP Policy Carry out a views study to inform consideration of the impact of development on city views, including those from the Liffey and Dublin Bay.</p>	Positive cumulative environmental implications for cultural heritage.
UD23 (DMP Policy UD25)	<p>DMP Policy <i>Seek to develop stronger links between open spaces, particularly new bridge crossings along the Liffey and the Dodder, in order to create a more cohesive and connected Docklands. These links should emphasise pedestrian and cycle movement.</i></p> <p>Proposed MP Policy Emphasise pedestrian and cycle movement to aid the integration of the Docklands area into established parts of the City promoting urban cohesion and connectivity. Develop permeability through stronger links between open spaces, particularly new bridge crossings along the Liffey and the Dodder, and the provision of a new link from Trinity College to Pearse Street.</p>	Positive environmental implications for population and human health.
UD31 (DMP Policy UD32)	<p>DMP Policy <i>Promote the development of athletics and sports facilities, including water- based activities on water bodies, in co-operation with local sports clubs, community groups, and other existing sport bodies.</i></p> <p>Proposed MP Policy Promote the development of athletics and other active recreation facilities both North and South of the Liffey, including water- based activities on water bodies, in co-</p>	No additional environmental implications.

	operation with local sports clubs, community groups, and other existing sport bodies.	
UD32 (DMP Policy UD33)	<p>DMP Policy <i>Promote the provision of a major recreation and sports facility within the Area, suitable for use by the surrounding community and the provision of a public park of suitable size for active recreation, as part of a network of public spaces connecting the River Liffey to East Wall Road, in any proposed extension of the North Lotts Planning Scheme to the area north of Sheriff Street Upper.</i></p> <p>Proposed MP Policy Promote the provision of a major recreation and sports facility within the Area, suitable for use by the surrounding community.</p>	Clarification of policy. No further environmental implications.
UD46 (DMP Policy UD48)	<p>DMP Policy <i>Maximise and enhance the amenity potential of the water bodies in accordance with the River Regeneration Strategy and all other relevant Docklands strategies.</i></p> <p>Proposed MP Policy Maximise and enhance the amenity potential of the water bodies in accordance with the River Regeneration Strategy and all other relevant Docklands strategies, including consideration of innovative forms of intervention to enliven the Liffey Quays, subject to consistency with the amenity and conservation of the area and the enhancement of the use of these amenities by the members of the public.</p>	Mitigated by new Master Plan Policy to retain Liffey Quays. (UD54)
UD49 (DMP Policy UD51)	<p>DMP Policy <i>Continue with Waterways Ireland to provide public amenity use in Grand Canal Dock. Seek the provision of a continuous walking path around the edge of the outer dock.</i></p> <p>Proposed MP Policy Continue with Waterways Ireland to provide public amenity use in the Grand Canal Basin. Seek the provision of a continuous walking path and public space around the edge of the outer dock.</p>	Clarification of policy. No further environmental implications.
UD53 (DMP Policy UD55)	<p>DMP Policy <i>Retain and strengthen the linear aspect of the Liffey Quays, as a continuous civic amenity punctuated by appropriate amenity-related facilities.</i></p> <p>Proposed MP Policy Retain and strengthen the linear aspect of the Liffey Quays, as a continuous civic amenity punctuated by appropriate amenity, civic, tourist, cultural and related facilities and uses, which compliment the character, civic design and vistas of the river and its quays.</p>	Amendment of policy extending the types of uses which may punctuate the Liffey Quays. Recommended additional Master Plan UD54 Policy for further mitigation purposes <i>'The Liffey Quays shall be retained and any proposed development shall be in accordance with the requirements of the</i>

		'Architectural Conservation Guidelines for Planning Authorities', and shall ensure minimum physical impact on the quay walls which are identified on the Sites and Monuments Record (SMR) and / or included in the Record of Protected Structures (RPS).'
UD55* (DMP Policy UD56*)	<p>DMP Policy Explore the possibility of exposing and restoring that part of the South Bull Wall currently underground, possibly as a waterfront edge.</p> <p>Proposed MP Policy Explore the possibility of exposing and restoring that part of the Great South Wall currently underground, possibly as a waterfront edge.</p>	Clarification of policy. No further environmental implications.
UD60 (DMP Policy UD61)	<p>DMP Policy Encourage public and cultural re-use of protected structures and sites of historical architectural or artistic interest which contribute to the preservation of cultural heritage and character of the Area.</p> <p>Proposed MP Policy Encourage with development public and cultural re-use of protected structures and sites of historical architectural, industrial, or artistic interest which contribute to the preservation of cultural heritage and character of the Area.</p>	Clarification of policy. No further environmental implications.
New Policy UD27	<p>Proposed MP Policy Promote the development of public green spaces throughout the Area, whether as improvements of existing spaces or as new spaces in redeveloped areas, in accordance with approved Planning Schemes.</p>	Positive cumulative environmental impact in terms of biodiversity, flora and fauna, population and human health.
New Policy UD54	<p>Proposed MP Policy The Liffey Quays shall be retained and any proposed development shall be in accordance with the requirements of the 'Architectural Conservation Guidelines for Planning Authorities', and shall ensure minimum physical impact on the quay walls which are identified on the Sites and Monuments Record (SMR) and / or included in the Record of Protected Structures (RPS).</p>	Recommended mitigation measure in response to further protect Liffey Quays
New Policy UD71*	<p>Proposed MP Policy Planning Schemes to allow for replacement of loss of significant habitat and nesting places of protected species if considered appropriate.</p>	Positive environmental impact in terms of biodiversity, flora and fauna.
New	Proposed MP Policy	Positive

Policy* UD72*	Encourage appropriate native planting throughout the Docklands to allow for connectivity for wildlife and to keep important natural heritage character of site.	cumulative environmental impact in terms of biodiversity, flora and fauna.
New Policy* UD73*	Proposed MP Policy Landscape planting throughout the area to be environmentally sensitive and include food plants for the important populations of butterflies, moths and songbirds in the area.	Positive cumulative environmental impact in terms of biodiversity, flora and fauna.
New Policy* UD74*	Proposed MP Policy Ensure sensitive timing of works to prevent disturbance to nesting birds e.g. terns on ESB mooring platforms or guillemots around Pigeon House Dock.	Positive environmental impact in terms of biodiversity, flora and fauna.
New Policy* UD75*	Proposed MP Policy Any works near Shellybanks to be sensitive of the embryonic dunes forming at this site and reflect soft engineering practices as outlined in ' <i>Environmentally Friendly Coastal Protection Code of Practice, 1996</i> ' (Dept. of Marine, DOENI, Forbairt, Life).	Positive environmental impact in terms of biodiversity, flora and fauna.
New Policy* UD76*	Proposed MP Policy Increased amenity, recreational and other use of designated nature conservation areas in and adjoining the Docklands shall be planned and managed in order to avoid possible significant negative impacts on biodiversity.	Recommended New Master Plan policy.
	DMP TEXT ADDITION 6.3.3 However it is of the utmost importance that the level of public lighting provided should enhance the feeling of safety and security in the Dockland's public realm.	No significant environmental implications.
	DMP TEXT AMENDMENT 6.3.4 The Royal Canal Linear Park scheme will effectively re-open the Royal Canal to the River Liffey. On 29th May 2008 an important step in the restoration of the Spencer Dock Sea Lock took place with the new outer, tidal lock gates being installed. Following its completed restoration later this year, vessels will be able to safely navigate from the Royal Canal to the River Liffey for the first time since its closure in the early 20 th Century. The works are also a further step to the full restoration of the Royal Canal as a public amenity. The Royal Canal Linear Park will feature floating gardens, playgrounds, pavilions, new bridges and sporting facilities. The 1km long park will provide a visually striking public amenity green space covering six hectares in the North Lotts area of the Docklands. The proposed amendment to the North Lotts Planning Scheme will consider creative and innovative development proposals for the campshire and river, provided they are consistent with the amenity and conservation of the area, and enhance the use of these amenities by members of the public.	Positive environmental impact in terms of population and human health. Further mitigated by new recommended policy on retaining Liffey Quays above.
	DMP TEXT AMENDMENT 6.4.3 While many buildings/features within the area are included on Dublin City Council's Record of Protected Structures (RPS), the architectural heritage cannot be	Positive environmental impact in terms of population and

	<p>divorced from the urban landscape in which it is situated. The Docklands' unique identity incorporates the built heritage, archaeology, and the natural environment. The conservation and sensitive management of these qualities, along with a vibrant approach towards a viable and sustainable future development, is central to the policies of the 'Dublin City Development Plan (2005-11)'. Within the ambit of conservation, it is necessary to consider the qualities of the individual heritage features and, in addition, its relationship with the wider landscape and urban environment (such as important vistas, public open spaces, interfaces between space and built form, and the scale of development).</p> <p>A key factor in any successful plan for the Docklands will be the conservation of important architectural, cultural and social heritage features, in order to maintain a sense of place and history and to provide the Area with a resource that can be developed to create an environment unique to the Area.</p>	human health and cultural heritage.
	DMP AMENDMENT TO FIGURES 6.7 and 6.12 Amendments to east-west movement and indicative key amenity areas.	No further environmental implications.
Chapter 7 – Arts, Culture, Tourism and Leisure		
AC6	<p>DMP Policy <i>Encourage the development of live-work accommodation and studios/workspaces which would attract creative practitioners to live in the area.</i></p> <p>Proposed MP Policy Encourage the development of affordable live-work accommodation and studios/ workspaces which would attract creative practitioners to live in the area.</p>	Positive environmental impact in terms of population and human health
AC10	<p>DMP Policy <i>Facilitate the development of arts within the community, local culture and heritage and promote the continuation and development of arts within all education and training.</i></p> <p>Proposed MP Policy Facilitate the development of arts within the community, including a celebration of the Docklands history, maritime activities, local culture, traditional skills, and heritage to promote the continuation and development of arts within all education and training.</p>	Positive environmental impact in terms of population and human health.
AC15	<p>DMP Policy <i>Provide for the development of any major building initiatives by Government which would act as significant tourist entertainment destinations.</i></p> <p>Proposed MP Policy Provide for the development of any major building initiatives by Government and the private sector, which would act as significant tourist and entertainment destinations.</p>	Clarification of policy. No further environmental implications.
AC21	<p>DMP Policy <i>Promote the provision of recreation and entertainment opportunities, including events and festivals, using indoor and outdoor venues.</i></p> <p>Proposed MP Policy Promote the provision of community involvement and local integration in recreation and entertainment</p>	Positive environmental impact in terms of population and human health.

	opportunities, including events and festivals, using indoor and outdoor venues.	
	<p>DMP TEXT AMENDMENT 7.1.2</p> <ul style="list-style-type: none"> Pursue the provision of a Docklands maritime heritage and culture museum 	Positive environmental impact in terms of population and human health and cultural heritage.
	<p>DMP TEXT AMENDMENT 7.1.2</p> <p>The Authority will seek to explore the feasibility, with all relevant parties, of a Dockland's Museum emphasising the cultural and maritime heritage of the Area.</p>	Positive environmental impact in terms of population and human health and cultural heritage.
	<p>DMP Text Amendment 7.1.2</p> <p>In partnership with existing arts companies and other relevant arts agencies that have experience in the field, the Authority will encourage art practitioners to locate in the Docklands.</p>	Positive environmental impact in terms of population and human health and cultural heritage.
Chapter 8 - Implementation		
IM15 (DMP Policy UD22)	<p>DMP Policy</p> <p>Further develop and implement an incentive programme to promote progressive sustainable design in the docklands; consider developing a set of guidelines to surpass the minimum standards set forth for building energy efficiency in EU Directive 2002/91/EC</p> <p>Proposed MP Policy</p> <p>Further develop and implement an incentive programme to promote progressive sustainable design in the Docklands, including Sustainability Toolkits that will be developed for each planning scheme area outlining a set of minimum requirements, which are set above Building Regulations where practicable. Consider developing these set of guidelines to surpass the minimum standards set forth for building energy efficiency in EU Directive 2002/91/EC.</p>	Strengthening of policy IM15 (DMP Policy UD22) to progress sustainability
IM4	<p>DMP Policy</p> <p>Explore the possibility of a bonus scheme for developers who contribute to specific additional infrastructure development.</p> <p>Proposed MP Policy</p> <p>Require developers who are seeking consent to develop to contribute to the costs and delivery of new civic and community infrastructure in accordance with a contribution scheme to be prepared by the Authority.</p>	No further environmental implications.
IM10 (DMP Policy IM9)	<p>DMP Policy</p> <p>Explore the possibility of a financial incentive scheme for the relocation of 'Seveso' sites.</p> <p>Encourage financial incentive schemes for the removal and relocation of 'Seveso' sites</p>	No further environmental implications.
IM11 (DMP Policy IM10)	<p>DMP Policy</p> <p>Ensure the Community Trust is established on a sustainable basis for the purpose of investing in cultural and community facilities and schemes, supported by specified development contribution schemes.</p> <p>Proposed MP Policy</p> <p>Ensure the Community Trust is established on a sustainable basis for the purpose of investing in cultural</p>	No further environmental implications.

	and community facilities and schemes, supported by specified development contribution schemes, within the lifetime of the Authority.	
New Policy IM16	Proposed MP Policy Promote the Sustainability ToolKit as set forth in Section 25 Planning Schemes to achieve enhanced performance of development.	Positive cumulative environmental implications in terms of sustainability.
New Policy IM5	Proposed MP Policy Promote and encourage cooperation between developers, landowners, Dublin City Council, other relevant providers and the Authority in order to ensure the orderly and phased provision of infrastructure to serve development. As part of a Section 25 Planning Scheme (or an amended or extended Planning Scheme), the Authority may require developers and landowners to deliver infrastructure (including water, waste water, electricity, public transport, roads and social / community infrastructure) in advance, on the basis of specified development thresholds, to serve the development of an area in accordance with the requirements of the Planning Scheme (or amended or extended Planning Scheme).	Positive environmental implications for material assets, air, water and population and human health.
	<p>DMP TEXT AMENDMENT 8.1.2 Cooperation between developers, landowners, Dublin City Council, other relevant providers and the Authority will be encouraged in order to ensure the orderly and phased provision of infrastructure (including water, waste water, electricity, public transport, roads and social / community infrastructure) to serve proposed development.</p> <p>In order to ensure the orderly and phased provision of infrastructure to serve proposed development in Section 25 areas the Authority may require, as part of a Planning Scheme, developers and landowners to deliver infrastructure (as above) in advance on the basis of specified development thresholds, which will serve the development of the Area.</p> <p>Vision The overall vision for the Poolbeg peninsula is:</p> <p><i>“to create an urban waterside quarter that facilitates sustainable and consolidated growth of Dublin City and articulates a new relationship between the city and the Bay. The quarter will provide for commercial, residential, cultural and amenity uses, whilst balancing the essential industrial and infrastructural requirements of the area. The recreational and amenity potential will be enhanced through a landscape and environmental framework, which optimises the natural resources of the peninsula”.</i></p> <p>Objectives for the Poolbeg Peninsula The overall vision is articulated through a number of objectives. The objectives are grouped under the themes of “Place-making”, “Environment and Sustainability”, “Infrastructure” and Delivery”:</p> <p>Place-making The Planning Scheme aims:</p> <ul style="list-style-type: none"> • To develop a major new urban quarter for Dublin, as a commercial, residential and cultural expansion of the city, within the next 20 years. 	<p>Positive environmental implications for material assets, air, water and population and human health.</p> <p>Clarification of Poolbeg Planning Scheme. No further environmental implications.</p>

	<ul style="list-style-type: none"> • To contribute to the immediate and long term commercial growth of the city and the economic development of the city region. • To meet the future residential needs of the city and city region for this and the next generation. • To provide for the holistic needs of the existing neighbouring communities and the future population of the peninsula. • To develop the potential of the peninsula as a valued, accessible and popular regional recreational and amenity resource, which is considered a destination within the city. • To optimise the potential for re-imaging the city and the peninsula, given its strategic gateway location and visibility from sea, air and rail routes. <p>Environment and Sustainability</p> <p>The Planning Scheme aims:</p> <ul style="list-style-type: none"> • To realise the potential of existing and future brownfield land providing a sustainable location for consolidated urban growth. • To physically reposition the city to engage with Dublin Bay and the city harbour, capitalising on the uniquely open aspect and natural assets of the peninsula. • To significantly enhance the physical environment and biodiversity of the peninsula, whilst maintaining and improving the protected environment, designated areas and high water quality of Dublin Bay. • To enhance the historic and architectural quality of existing features, and ensure their long term survival through conservation, restoration, accessibility, interpretation and economically viable re-use. • To create a sustainable urban quarter which makes the most efficient use of resources, notably water, energy, raw materials and goods, in an innovative and practical way and create a place which in the long term is low carbon. • To ensure that the physical environment (noise, odour, nuisance and air quality) is acceptable for future occupiers. • To take into account the predicted effects of climate change, notably sea level rise, and to ensure that the scheme does not give rise to wider negative impacts. <p>Infrastructure</p> <p>The Planning Scheme aims:</p> <ul style="list-style-type: none"> • To provide a balance between the mix, density and quantum of development which would deliver long term sustainable patterns of living, working and travelling. • To improve accessibility to the peninsula through the development of a movement framework with a strong emphasis on public transport, pedestrian / cycle networks and the incorporation of innovative approaches to sustainable modes of transport. • To establish a high level of integration between land use and transport, maximising connectivity and permeability. • To allow for essential utilities operation, activities associated with which are to be organised and consolidated within an overall environmental enhancement strategy. • To provide the necessary services and infrastructure which will facilitate the sustainable operation and growth of a new social and business community, balanced with a consideration for the natural environment, and in accordance with IF2*, IF6*, IF7* and LU3. 	
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	<p>Delivery</p> <p>The Planning Scheme aims:</p> <ul style="list-style-type: none"> • To ensure that the new urban quarter is deliverable in the immediate future and the long term. • To ensure that the regeneration of the peninsula is phased appropriately, and provides links between the future population and the transport, utilities and service infrastructure required to support them. • To ensure that the future regeneration, through the appropriate quantum of development, facilitates the implementation of a peninsula wide landscape, biodiversity and environmental enhancement programme, key elements of which will be delivered in the short term to set a future precedent for the peninsula. • To optimise the development potential of the peninsula and support the aspirations of the existing and future landowners. • To ensure that the proposals are feasible and facilitate a viable mix and density of use. • To ensure that the implementation of the development is practicable, ensuring the highest standards of sustainability and innovation whilst not entailing excessive cost or risk to the Developer, development, community or environment. 	
	<p>DMP TEXT Addition 8.1.2</p> <p>General aims to include (in addition):</p> <ul style="list-style-type: none"> • Provision of new public open space in the wider area • Consider the provision of publicly accessible amenity, civic, tourist, cultural and related facilities and uses on the waterfront <p>The proposed Planning Scheme will consider creative and innovative development proposals for the campshire and river, provided they are consistent with the amenity and conservation of the area, and enhance the use of these amenities by members of the public.</p> <p>It is proposed to retain the quay walls, identified on the Sites and Monuments Record (SMR) and included in the Record of Protected Structures (RPS) and to minimise any physical impact on the structure.</p>	<p>Clarification of North Lotts Planning Scheme Amendments. Recommended additional Master Plan Policy on retention of Liffey Quays for further mitigation purposes. (UD54)</p>
	<p>DMP TEXT AMENDMENT 8.2.4</p> <p>Tax Incentives</p> <p>The Authority encourages potential new tax incentive initiatives to facilitate the removal and relocation of Seveso-listed industrial facilities which hinder regeneration in urban brownfield areas.</p>	<p>Positive environmental implications</p>
	<p>DMP TEXT AMENDMENT 8.4.1.</p> <p>It is recognised that to deliver a sustainable built environment the Docklands Development Authority must clearly set out the levels of sustainable design required. Following a review of existing methodologies and case studies the Authority recognises the need to generate a bespoke mechanism to deliver a Sustainable Built Environment within their Master Plan Area. To this end specific Sustainability Toolkits will be developed for each planning scheme area founded on a baseline study of sustainability for the particular area and best practice case studies of Sustainable Development from around the globe.</p>	<p>Positive environmental implications in terms of sustainability.</p>

The One Planet Living® Programme, which is sponsored by the World Wildlife Fund, is a current example of an evaluation mechanism considered in the review process. The following 10 principles are the main tenets of this approach:

ONE PLANET LIVING PRINCIPLE	AIM
Zero Carbon	Minimising CO ₂ emissions from heating, cooling and powering our buildings
Zero Waste	Minimising waste and flows of waste to landfill in a resource-efficient society
Sustainable Transport	Reducing the need to travel and providing sustainable alternatives to private car use
Local and Sustainable Materials	Optimisation of use of materials, in terms of their source and their performance
Local and Sustainable Food	Maximisation of opportunities for use of local food supplies
Sustainable Water	Minimisation of water consumption
Natural Habitats and Wildlife	Protection of the natural environment and the habitats it offers to flora and fauna
Culture and Heritage	Protection of the cultural heritage and the sense of local and regional identity
Equity and Fair Trade	Promoting equity and fair trade within the community
Health and Happiness	Promoting well-being and healthy lifestyles

TABLE 8.2 One Planet Living® Principles

As part of the development of each Toolkit a review shall be conducted of Sustainability Evaluation and Delivery Methodologies in existence at the time of drafting, which promote and measure the environmental performance of the built environment.

Customised themes and sub-themes with explicit criteria shall then be developed for the Sustainability Toolkit of each particular planning scheme area. These shall be transparent and enable a developer directly and clearly to pass responsibilities to their planning, architectural and engineering design team to achieve a set level of performance in a number of clearly defined areas.

In each thematic area in the Toolkit a developer will be obliged to meet all of the minimum requirements. The minimum requirements shall be set at a point above common practice and Building Regulations where practicable. This will ensure that all new development in planning scheme areas achieve a level of performance above the norm.

In addition to satisfying the minimum criteria, developers may be required to achieve a number of additional 'points' (detailed in each toolkit) awarded for achieving enhanced performance within the criteria of each theme. A range of options shall be available to the developer to achieve the additional enhanced points requirements. This ensures that the developer has an opportunity to tailor their particular sustainable solution to their particular design proposal. In this way it is anticipated that the Docklands will accommodate a range of varying sustainable solutions according to differing building form and functions.

	<p>In each Toolkit there will be two levels of performance specified. An application achieving the lower level of performance will receive a Silver Commendation while an application performing to the higher level required by the planning scheme will receive a Gold Commendation. The requirements for both silver and gold levels of performance will be particular to each planning scheme.</p> <p>In each planning scheme area there may be specific and bespoke links between the achievement of the Gold Commendation and development density. Details of these links will be particular to each planning scheme and should be reviewed in detail by each prospective developer.</p> <p>The Toolkit should act as a live mechanism for ensuring sustainability within the Planning Scheme Areas over the lifetime of the Master plan. It should be capable of being updated periodically as sustainability and building standards evolve and change.</p>	
	<p>DMP AMENDMENT TO FIGURE 8.1 Removal of proposed amendments to existing Section 25 Planning Scheme Areas.</p>	<p>No further environmental implications anticipated. Exact boundaries of areas to be subject to Planning Scheme Amendments have yet to be identified.</p>
	<p>Map B Specific Objectives Inclusion of additional Seveso II Establishment at Pigeon House Power Station.</p>	<p>No further environmental implications than already assessed.</p>
	<p>DMP Land Use Zoning changes</p> <p>1 Triangular Area north of Waste Water Treatment Plant – change from Z9 to Z14 (0.53 ha)</p> <p>2. Rezoning of ESB intake to the Liffey from Z14 to Z7 (0.57 ha)</p> <p>3. Narrow strip along North Wall Quay from Z9 to Z14 (0.19 ha)</p>	<p>No significant environmental impact.</p> <p>Correction of irregularity to comply with Area designated under the approved Planning Scheme for Poolbeg. No significant environmental impact.</p> <p>Mitigated by inclusion of Priority Pedestrian Network along North Wall Quay (Map B) and by amended MP text</p>

		S 4.1.3. and S. 6.3.4
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