

3.0 ALTERNATIVES CONSIDERED.

3.1 Introduction.

3.1.1 This section describes the alternative variations of development in broad conceptual terms considered by the DDDA for the Draft Planning Scheme Area and indicates the reasons for choosing the preferred option that forms the basis of the Draft Planning Scheme, taking into account a number of factors such as the potential environmental effects, planning policy and guidance and development opportunities.

3.1.2 By necessity the alternatives have considered the development of lands not only within the area of the Draft Planning Scheme but also outside it to adjoining lands within the peninsula.

3.2 Development Options and Alternatives.

3.2.1 The DDDA considered a number for options for development of the Draft Planning Scheme at a conceptual level which are all described with reference to the character areas of the Planning Scheme Area set out in Figures 3.2.1.1 and 3.2.1.2.

Figure 3.2.1.1 – Character Areas within the Planning Scheme Area.

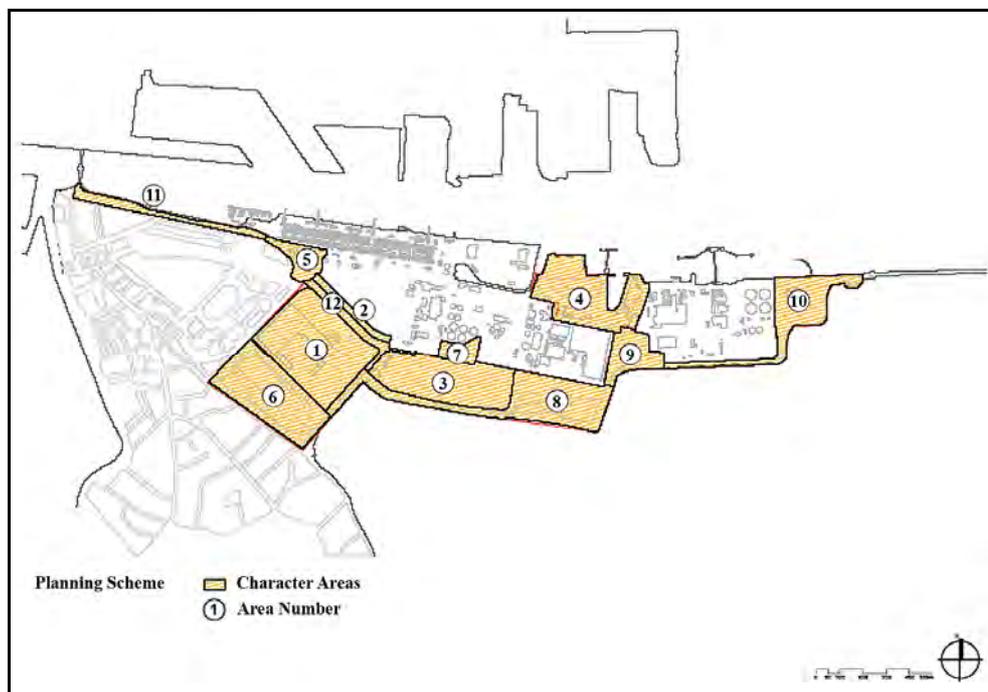


Figure 3.2.1.2 – Description of Character Areas within the Draft Planning Scheme Area.

Character Area / Zone	Description
Zone 1	IGB & Fabrizia.
Zone 2	Container Park / Molasses – Industrial Park.
Zone 3	Southshore / Concrete Factory.
Zone 4	Pigeon House Dock / WWTP / Overflow Tanks / Industry north of Overflow Tanks.
Zone 5	Coastguard Cottages Area.
Zone 6	Sean Moore Park.
Zone 7	Former ESB Pitch & Putt.
Zone 8	Irish town Nature Park.
Zone 9	ESB Green Area.
Zone 10	NORA tank storage / Beach Walk / Shellybank.
Zone 11	East Link / York Road .
Zone 12	South Bank Road and streets.

3.2.2 At a strategic level, development options were initially considered before a planning scheme was developed. The potential options were identified following the generation of the broad principles which would govern development generally on the peninsula. These general principles included the range of population which could be accommodated, the range of potential land uses, the quantum and type of open space that could be provided, the strategic location of development, the relationship between different types of development and finally working with nature on the peninsula.

3.2.3 Six development options were identified and assessed. These were summarised as follows:

1. Low Intervention Green Peninsula.
2. Medium Intervention Concentrated Development.
3. Medium Intervention Infrastructure Hub.
4. High Intervention Maximum Development.
5. Long Term Medium Intervention Mixed Development.
6. Long Term High Intervention Development.
7. 'Do nothing'.

3.2.4 From an environmental perspective, each option was considered against a number of general principles. These included;

- (a) 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.

- (b) 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.
- (c) To ensure that the physical environment (such as noise, odour, nuisance and air quality) is acceptable for future occupiers.
- (d) To protect the coast and Dublin Bay area against the predicted effects of climate change, notably sea level rise.

3.2.5 *Alternative Option 1 – Low Intervention Green Peninsula.*

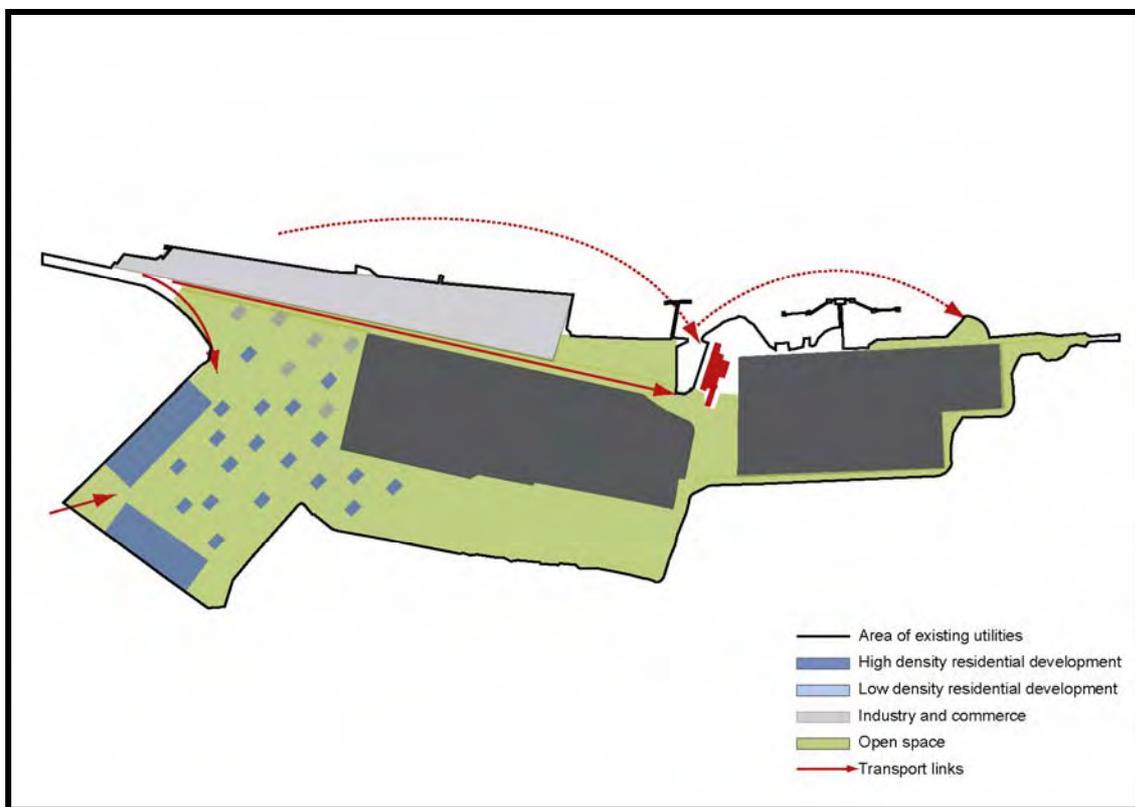


Figure 3.2.5.1 Alternative Option 1- Low Intervention Green Peninsula.

3.2.5.1 Alternative Option 1 proposed the provision of a city wide recreation/amenity/environmental resource and comprised of the following key elements of development as illustrated in Figure 3.2.5.1 above:

- *High density residential* proposed in portions of character areas 1, 2, 3, 5, 6 and 12.

- *Retention of Port activity as Industrial & Commercial development* on Dublin Port Company Lo-Lo and container storage site.
- *Open space* proposed throughout the Draft Planning Scheme Area including character areas 1, 2, 3, 4, 5, 6, 8, 9 and 10.
- *Focal point* proposed at Pigeon House Power Station.
- *Transport links* proposed at Sean Moore Road / Marine Road interface, along Pigeon House Road and South Bank Road and water based transportation within Dublin Harbour.

3.2.6 *Alternative Option 2 - Medium Intervention Concentrated Development.*



Figure 3.2.6.1 *Alternative Option 2 - Medium Intervention Concentrated Development.*

3.2.6.1 Alternative Option 2 proposed the provision of concentrated mixed use development on accessible areas and a linear coastal amenity/environmental park along the southern boundary and comprised of the following key elements of development as illustrated in Figure 3.2.6.1 above:

- *High density residential* proposed in portions of character area 1.
- *Open space* proposed in character areas 3, 6 and 8.
- *Retention of Port activity as Industrial & commercial development* proposed on portions of character areas 4, 5, most of 9 and 12 and within Dublin Port Company Lo-Lo and container storage site.
- *Transport links* proposed from Pigeon House Road, Sean Moore Road and Marine Road.

3.2.7 Alternative Option 3- Medium Intervention Infrastructure Hub.



Figure 3.2.7.1 Alternative 3 - Medium Intervention Infrastructure Hub.

3.2.7.1 Alternative Option 3 proposed accommodating development around infrastructure for Transport 21 and future requirements of exiting public utilities and industrial opportunities that are currently located on the peninsula. This includes an infrastructure hub which provides access to any proposed Eastern By-Pass. It comprises of the following key elements of development as illustrated in Figure 3.2.7.1 above:

- *High density residential* proposed in portions of character areas 1 and 6.

- *Low density residential* proposed in portions of character areas 1 and 6.
- *Open space* proposed in portions of character areas 1, 3, 6, 8, 9 and 10.
- *Focal points* proposed on portions of character areas 1, 2, 3, and 12.
- *Retention of Port activity as Industrial & commercial development* on portions of character areas 2, 4, 8, 9 and 12 and within Dublin Port Company Lo-Lo and container storage site.
- *Transport Links* proposed from interface between Sean Moore Road and Marine Road, from north and south along conceptual Eastern Bypass proposal and from internal road network.

3.2.8 Alternative Option 4 - High Intervention Maximum Development.



Figure 3.2.8.1 Alternative Option 4 - High Intervention Maximum Development.

3.2.8.1 Alternative Option 4 proposed the creation of a high density extension to the city centre including the creation of 'The Liffey Islands' on the northern boundary of the planning scheme area. Alternative Option 4 comprised of the following key elements of development as illustrated in Figure 3.2.8.1 above:

- *High density residential* proposed in portions of character area 5 and within Dublin Port Company Lo-Lo and container storage site.
- *Low density residential* proposed in portions of character areas 1, 2, 3, 5, 6, 8 and 12.
- *Open space* proposed in portions of character areas 1, 3, 6, 8, 9, and 10.
- *Retention of Port activity as industrial & commercial development* proposed on portions of character area 4 and within Dublin Port Company Lo-Lo and container storage site.
- *Focal Point* proposed at Pigeon House Dock.
- *Transport Link* proposed from Sean Moore Roundabout.

3.2.9 Alternative Option 5 – Long Term Medium Intervention Mixed Development.

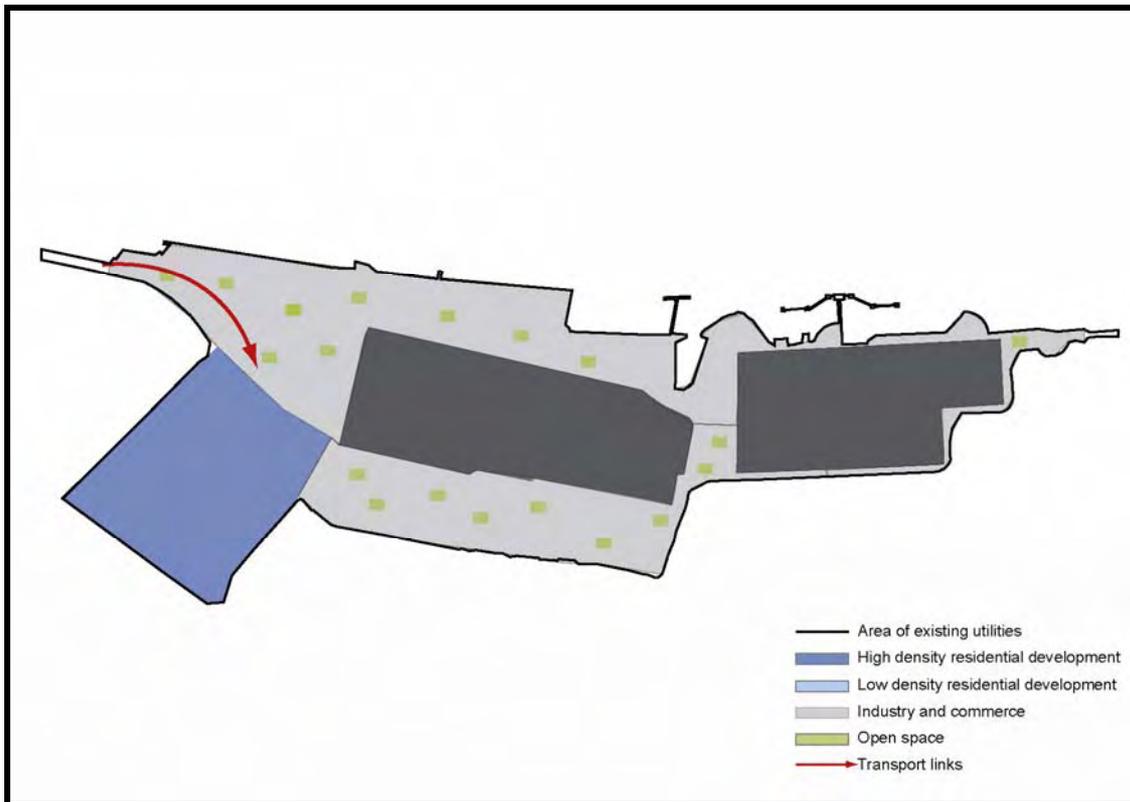


Figure 3.2.9.1 Alternative Option 5 - Long Term Medium Intervention Mixed Development.

3.2.9.1 Alternative Option 5 proposed concentrating residential development, expanding the existing public utilities, creating green industries and providing a 'Green Business Park'.

Alternative Option 5 comprised of the following key elements of development as illustrated in Figure 3.2.9.1 above:

- *High density residential* proposed entirely in portions of character areas 1 and 6.
- *Retention of Port activity as industrial & commercial development* on existing sites and including portions of character areas 2, 3, 4, 5, 8, 9 and 10.
- *Open space* proposed throughout Draft Planning Scheme Area including portions of character areas 2, 3, 5, 8, 9, 10 and 12 and within Dublin Port Company Lo-Lo and container storage site.
- *Transport Link* proposed along Pigeon House Road and South Bank Road.

3.2.10 Alternative Option 6 – Long Term High Intervention Maximum Development.

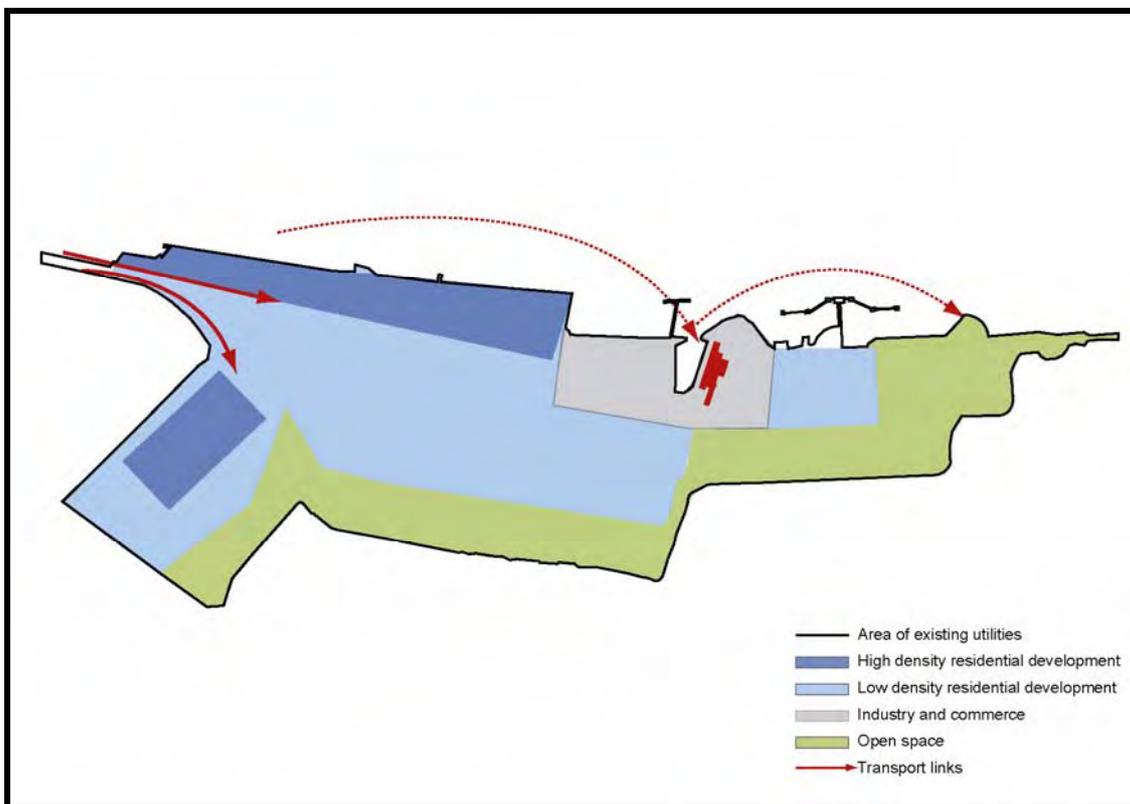


Figure 3.2.10.1 Alternative Option 6 - Long Term High Intervention Maximum Development.

3.2.10.1 Alternative Option 6 proposed the removal / relocation of all existing public utilities and the development of the entire peninsula, including the restoration / regeneration of protected structures. Alternative Option 6 comprised of the following key elements of development as illustrated in Figure 3.2.10.1 above:

- *High density residential* proposed in portions of character areas 1 and 6 and within Dublin Port Company Lo-Lo and container storage sites.
- *Low density residential* proposed in portions of character areas 1, 3, 6, and 8 and on land presently occupied by existing public utilities and therefore outside the Draft Planning Scheme Area.
- *Open space* proposed in portions of character areas 3, 6, 8, 9 and 10 and on land presently occupied by existing public utilities.
- *Retention of Port activity as industrial & commercial development* on character area 4 and on land presently occupied by existing public utilities.
- *Focal point* proposed at Pigeon House Dock.
- *Transport links* proposed along Pigeon House Road and South Bank Road and water based transportation within Dublin Harbour.

3.2.11 *Alternative Option 7: 'Do Nothing'.*

3.2.11.1 Alternative Option 7 comprised a 'do nothing' scenario which involved retaining the peninsula as it is. The key features of a 'do nothing' scenario would include:

- Retention of undeveloped sites
- Little or no environmental or landscape enhancement
- Retention of existing access internal and external; vehicular and pedestrian.

3.2.12 *Assessment of Development Options and Alternatives.*

3.2.12.1 It was considered that Options 5 and 6 as long term developments would not be desirable and not meet the principle requirement (a) of repositioning the City and engaging with Dublin Bay and the city harbour and would not capitalise upon the uniquely open aspect and natural assets of the peninsula. Option 5 in particular was considered strongly contrary to principles (b) and (d). It would also result in the loss of Sean Moore Park as for Alternative Option 6. Option 1 was considered to not meet principle (a) above and that to maintain or enhance the greenness of the peninsula would not be feasible with the very limited development advocated under that option. Option 4 was considered contrary to all the established principles and would result in the loss in particular of substantial areas of public open space. Option 7 as a 'do nothing' scenario was not considered viable in terms of sustainably utilising the peninsula's assets and development potential. 'No development' would make it very difficult to implement

environmental and landscape enhancements or improvements.

- 3.2.12.2 The preferred option was a combination of Options 2 and 3 with the retention of open space at Sean Moore Park and the Nature Park, high density residential at the IGB and Fabrizia sites of Option 2, combined with a focal point or district centre at the IGB site and limited development at the Southshore.

3.3 The Preferred Option.

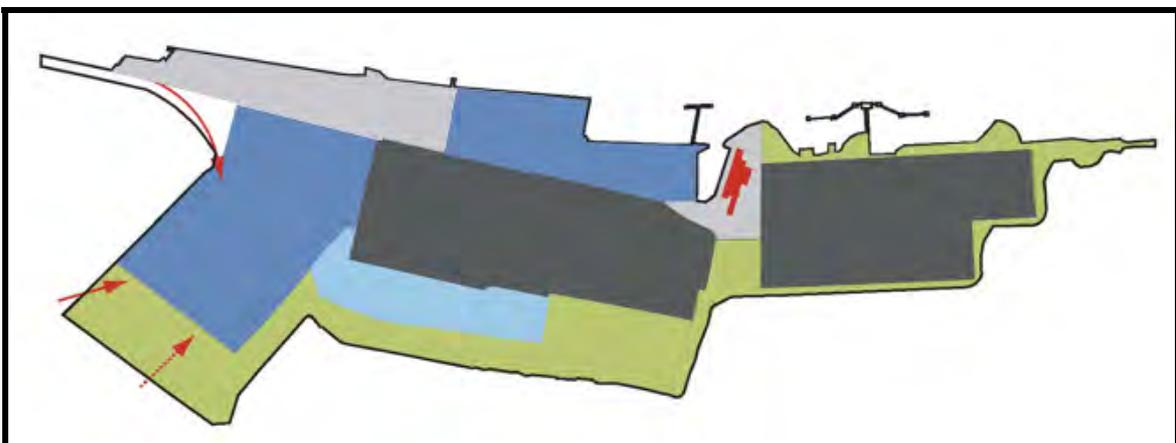
- 3.3.1 The Preferred Option, which forms the basis of the Draft Planning Scheme, general design parameters and mix of uses evolved following the assessment of the six alternative options specified above and the refinements to the Urban Design Framework document.

- 3.3.2 The Preferred Option, which is the basis of the proposed Draft Scheme, emanates from a number of these alternative options and comprises the following:

- *Mixed high, medium and low density residential.*
- *Integrated open spaces, cycle ways, footpaths and nature trails.*
- *Improvements to existing sporting and recreational facilities and provision of additional facilities.*
- *Provision commercial / retail floorspace.*
- *Provision of integrated public transportation linkages.*

- 3.3.3 The Preferred Option is illustrated in Figure 3.3.3.1 below:

Figure 3.3.3.1 The Preferred Option.



- 3.3.4 Appendix 3.1 contains a report identifying a number of scenarios of potential development in the peninsula used to formulate the potential of the Planning Scheme Area for indicative and conceptual purposes only.



Dublin Docklands Development Authority

Poolbeg Peninsula Planning Scheme: Scenario Assessment

Dublin Docklands Development Authority

Poolbeg Peninsula:
Planning Scheme

Scenario Assessment

28th February 2008

Urban Initiatives

in association with:

West 8, MVA, Mott MacDonald Pettit, RPS Group, Healy Kelly Turner Townsend, Cunnane Stratton Reynolds, DTZ

SherryFitzGerald

Project Ref.: 2688

Project Director: Jonathan Bore

Urban Initiatives, 1 Fitzroy Square, London W1T 5HE

T +44 (0)20 7380 4545 F +44 (0)20 7380 4546 www.urbaninitiatives.co.uk

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1 INTRODUCTION

1.1 PURPOSE OF REPORT

The intention of this report is to outline the approach undertaken for the assessment of development scenarios and outline the relationship between development scenarios and options for the future regeneration of the Poolbeg Peninsula.

1.2 REQUIREMENTS OF THE BRIEF

It is a requirement of the project that broad development scenarios and options are formulated and assessed, and a robust preferred development scenario and option put forward as the basis of the Urban Design Framework. This requires a transparent evaluation methodology for the assessment of scenarios that will result in a preferred scenario. The formulation and appraisal of options within the preferred scenario will result in a recommendation to be made on the preferred option to be taken forward and form the basis of the Urban Design Framework and Planning Scheme.

In addition, it is a requirement of the Environmental Impact Assessment process that development scenarios and options are considered, in order that the assessment undertaken is robust. The Environmental Protection Agency Guidelines for EIA state that *'the consideration of alternative routes, sites, alignments, layouts, processes, designs or strategies, is the single most effective means of avoiding environmental impacts. The acceptability and credibility of EIA findings can be significantly affected by the extent to which this issue is addressed'*.

1.3 SCENARIO AND OPTIONS TWO STAGE PROCESS

This report provides a summary of the first stage of a two stage process. The process for generating and assessing development scenarios and options is set out as follows:

STAGE 1

- Identify constraints and key drivers for the Peninsula, as a result of a thorough baseline analysis.
- Identify a draft vision and objectives for the Peninsula.
- Identify potential broad development scenarios.
- Finalise vision and objectives.
- Evaluate broad development scenarios against vision and objectives.
- Agree preferred broad development scenario.

STAGE 2

- Identify a number of explicit and viable development options within the preferred broad development scenario.

- Agree and assess development option.
- Recommend a preferred option.

1.4 DEVELOPMENT SCENARIOS AND OPTIONS

The formulation of development scenarios and options are considered as parts of a linear process. The development scenario considers the general principles which govern development on the Peninsula, including the range of population which could be accommodated by different levels of development on the Peninsula, the range of land uses that could be accommodated, the quantum and type of open space that could be provided, the strategic location of development and the relationship between types of development, and the level of strategic infrastructure required to serve any future population.

Options on the other hand consider the availability of parcels of land and the likely phasing of any development, location and arrangement of land uses, the location and mix of uses, variations in density, building heights and scale, the location and type of community facilities and public spaces, the urban form of any development, the location and quantum of open space and opportunities for the environment and the deliverability or cost of any future development.

2 ISSUES AND CONSTRAINTS

2.1 ISSUES AND CONSTRAINTS

The issues and constraints are set out in detail in a number of technical baseline reports prepared by individual consultants within the project team. In addition, they are informed by consultation with landowners and key stakeholders.

The key issues and constraints are summarised as follows:

- Land Use and Industrial Nature of the Area: the relationship of future land uses to existing land uses on the Peninsula. The Peninsula has an industrial character and has been subject to industrial contamination. Industrial contamination and areas of reclaimed land provide an engineering challenge for any future development and the associated costs may provide a constraint on the viability of development in particular locations.
- Landownership: limited availability of parcels of land which are under the ownership of utilities providers, and the likelihood that parcels of land will not come forward in line with the Planning Scheme phasing schedule. The delivery of the strategy will however, benefit from the limited number of landowners and stakeholders on the Peninsula, with the key most prominent sites available immediately for development.
- Transportation: there are significant access constraints including severe road congestion on the local road network, with currently one road access onto the peninsula, poor pedestrian linkage and virtually no cycle connections and public transport services comprising a severely limited bus service; improving and providing a variety of new transport links to existing neighbourhoods and the city centre is imperative to ensure there are sufficient transport options and the capacity to accommodate the future population of the Peninsula.
- Urban Design: a currently industrial and fragmented area that requires future development to provide a distinctive character.
- Sustainable Development: incorporation of sustainable development principles throughout all aspects of the development, covering energy use, materials, social and community facilities, and emissions, is considered an important driver for the future of the Peninsula.
- Services and Infrastructure: existing services and utilities create a constraint to the location and quantum of development because of the land area that they occupy, the wayleaves that exist across the Peninsula, noise and odour issues and the particular health and safety requirements which should be considered when developing in close proximity to these installations. Service provision for the future population will be required and the essential functions of the existing utilities should be considered. Current routes for

services into the Peninsula are inadequate and additional future routes will be required.

- Existing Community: the relationship of future development with the neighbourhoods of Ringsend, Irishtown and Sandymount is important, and future development should provide facilities to meet both the needs of the existing neighbourhoods and the future community. It is important to ensure that the existing neighbourhoods benefit from the development of the Peninsula, in addition visitors to Sean Moore Park, the Great South Wall and Bull Wall, Lighthouse and Irishtown Nature Reserve.
- Conservation of Wildlife: there are pockets of land that support populations of wildfowl protected by European legislation through environmental designations in Dublin Bay. Future development should consider conservation of designated landscapes adjacent to the Peninsula. Future development will be carried out in a way that does not negatively impact on the integrity of the designated areas.
- Protected Structures: there are a number of archaeological monuments within the Peninsula, such as the Great South Wall and remnants of the Pigeon House fort, which are given statutory protection in the Record of Monuments and Places. Consideration must be given to these monuments in future development.
- Flooding: impacts of future climate change including sea level rise and an increase in storm surges on the Peninsula itself and correspondingly future users is considered an important issue. It is important to ensure that the necessary provisions reduce flood risk wherever possible and should, at a minimum, not exacerbate it.

3 VISION AND OBJECTIVES

3.1 THE VISION

The DDDA mission statement for the future regeneration of the Dublin Docklands is to:

Develop Dublin Docklands into a world-class city quarter – a paragon of sustainable inner city regeneration – one in which the whole community enjoys the highest standards of access to education, employment, housing and social amenity and which delivers a major contribution to the social and economic prosperity of Dublin and the whole of Ireland.

A vision statement outlines the future aspirations and identity for a place. It summarises the goals and objectives for the place and provides clear decision-making criteria. It provides a means through which others can understand the future direction and intentions for the place.

The overall vision for the Poolbeg Peninsula is as follows:

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 and ecology of the Peninsula.

This vision informs the generation of broad development scenarios and is articulated in more detail through a number of objectives.

3.2 OBJECTIVES

Objectives should be specific, measurable, attainable, relevant and timebound (SMART). They are a mechanism for articulating the vision in greater detail, and should be considered as drivers that can determine the future direction of the place. The broad development scenarios and options will be assessed against the objectives for the Poolbeg Peninsula.

The specific objectives for the Poolbeg Peninsula have been informed by the Dublin City Development Plan, the project brief to consultants and the requirements and aspirations of the Dublin Docklands Development Authority. The objectives are grouped under a number of themes for ease of reference. These are:

- **Placemaking**, which encapsulates objectives concerning City growth, community needs and recreation and amenity.
- **Environment and Sustainability**, which considers brownfield land and contamination, environment, biodiversity and landscape, the historic and cultural environment, and the sustainability of the built environment.

- **Infrastructure**, is concerned with accessibility and movement frameworks, sustainable transport, and services and utilities.
- **Delivery**, grounds the vision with regard to property and economics, phasing and cost.

The objectives are listed as follows:

THEME: PLACEMAKING

- To develop a major new urban quarter for Dublin, as a commercial, residential and cultural expansion of the City, within the next 25 years.
- 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.

THEME: ENVIRONMENT AND SUSTAINABILITY

- 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 carbon neutral.
- To ensure that the physical environment (noise, odour, nuisance and air quality) is acceptable for future occupiers.

- To protect the coast and Dublin Bay area against the predicted effects of climate change, notably sea level rise.

THEME: INFRASTRUCTURE

- 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 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.

THEME: DELIVERY

- 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 market facing 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.

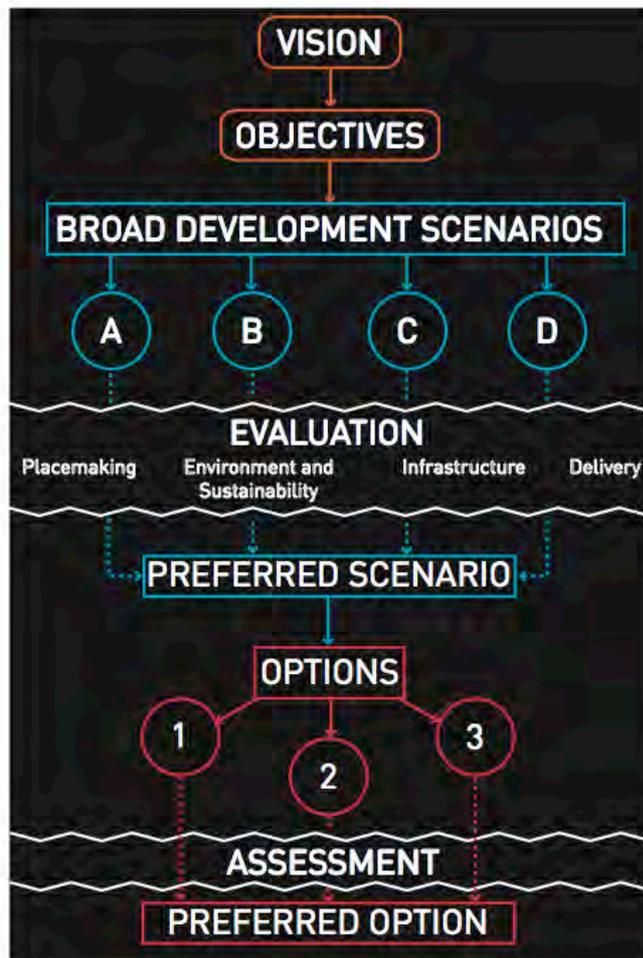
3.3 SUSTAINABILITY CRITERIA

Bespoke evaluation criteria have been generated, to provide an objective and transparent mechanism for the assessment of the sustainability of the Urban Design Framework, Planning Scheme and future development applications. The high level evaluation criteria have been considered during the generation of broad development scenarios and options. These criteria relate to biodiversity and ecology, transportation, social and cultural, energy, water, minerals and waste. They are discussed in greater detail Options and Opportunities Report (RPS Group, March 2008).

4 SCENARIOS AND OPTIONS

4.1 INTRODUCTION TO SCENARIOS AND OPTIONS

The following diagram illustrates the relationship between the vision, objectives, broad development scenarios, development options and their evaluation and assessment.



4.2 SCENARIOS

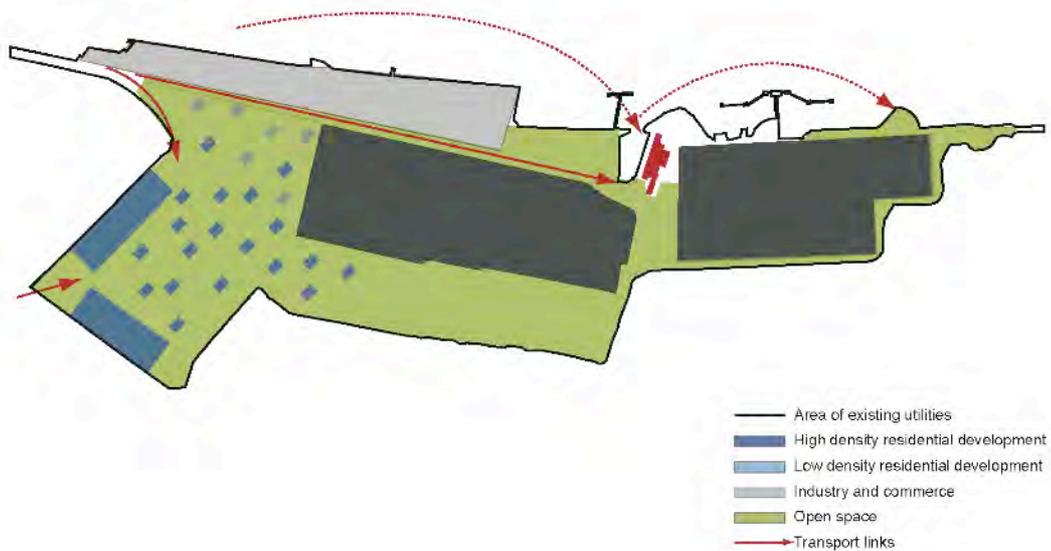
Six broad development scenarios have been identified. These are described in the following sections. The six broad development scenarios are evaluated against the objectives outlined in Section 3. In addition, the relationship between the broad development scenarios and the overall vision is also considered.

Tables 1 – 4 summarise the evaluation of the development scenarios by the project team. In addition, an initial environmental assessment exercise has been undertaken and this is summarised in Table 5.

The six scenarios are described below and illustrated in the supporting sketches.

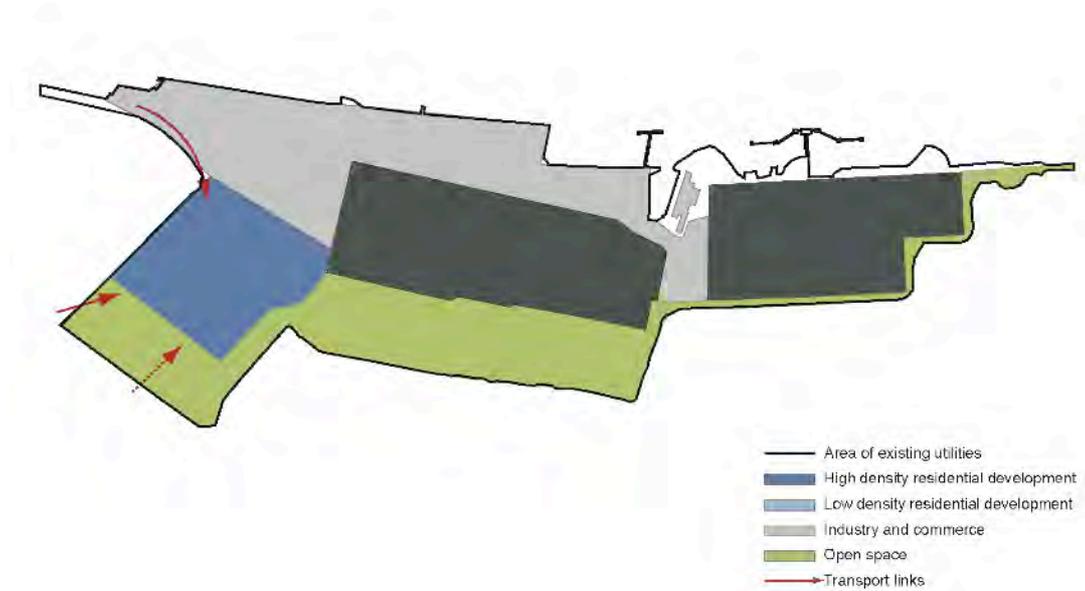
Scenario A: Low Intervention Green Peninsula

The development of the Peninsula to provide a key recreation, amenity and environmental resource for the city and city region, with an emphasis on wildlife, biodiversity and conservation. The role of the Peninsula would be to provide accessible, high quality amenity and recreation space, in addition to valuable habitats which relate to the internationally important nature conservation sites in Dublin Bay. The Peninsula would provide new cultural, leisure, recreational, educational and interpretative facilities for the wider City, located within and around a restored Pigeon House Hotel, Pigeon House Power Station and Pigeon House Dock. Within the strong landscape framework, pockets of high density mixed use development would be located.



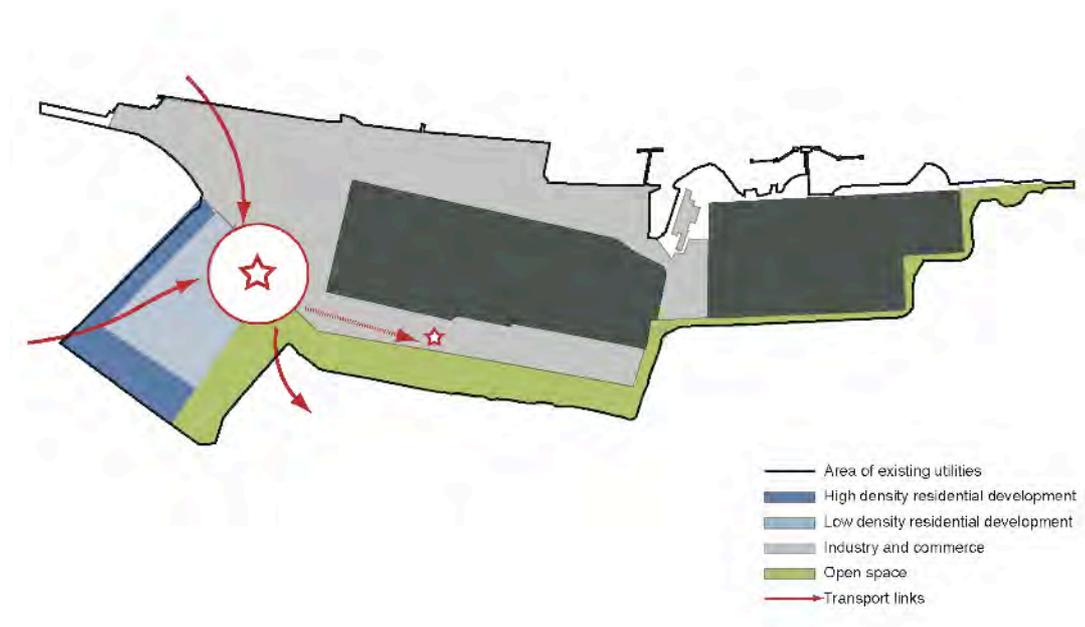
Scenario B: Medium Intervention Concentrated Development

The concentration of mixed use development on areas of the Peninsula that are accessible, available in the short term and are not restricted by existing land uses. The southern area of the Peninsula will function as a linear, coastal amenity and environmental park, contributing to the recreational needs of the immediate neighbourhoods and future population of the Peninsula, and would function as an educational and interpretative facility. The northern and eastern areas of the peninsula would remain in industrial use, and expansion into 'green' industries would be promoted.



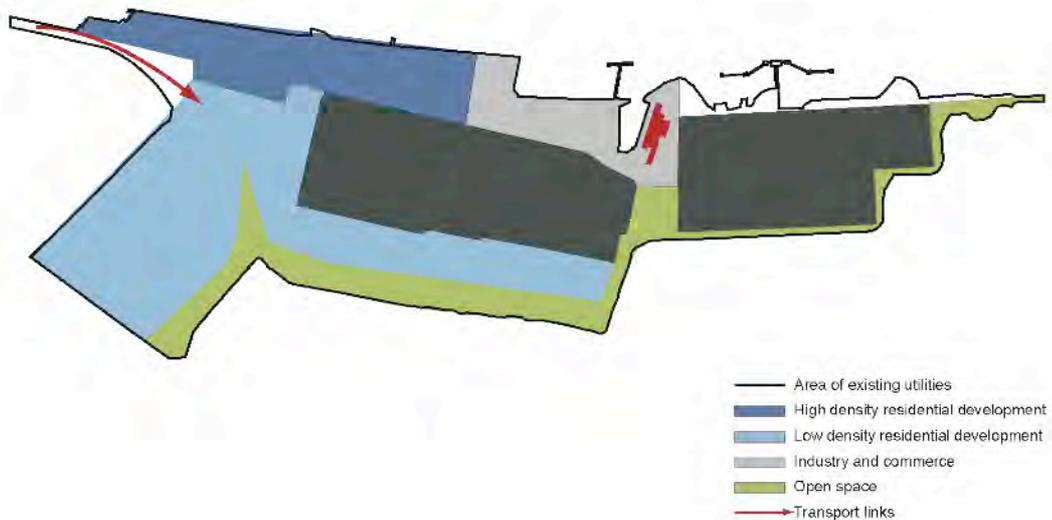
Scenario C: Medium Intervention Infrastructure Hub

The primary focus for the Peninsula would be to accommodate the necessary infrastructure required to deliver the future requirements of the existing utilities and industrial operations that are currently located on the Peninsula. This will include an infrastructure hub, which provides access to the proposed Eastern Bypass, a new bus garage to cater for expanding city bus services, and expansion of the existing utilities and 'green' industry and commerce within a regionally significant 'green' business park. The 'green' business park will seek to improve the overall environment of the Peninsula and promote sustainable patterns of development. Some limited mixed use development at the interface with the existing neighbouring communities would also be included.



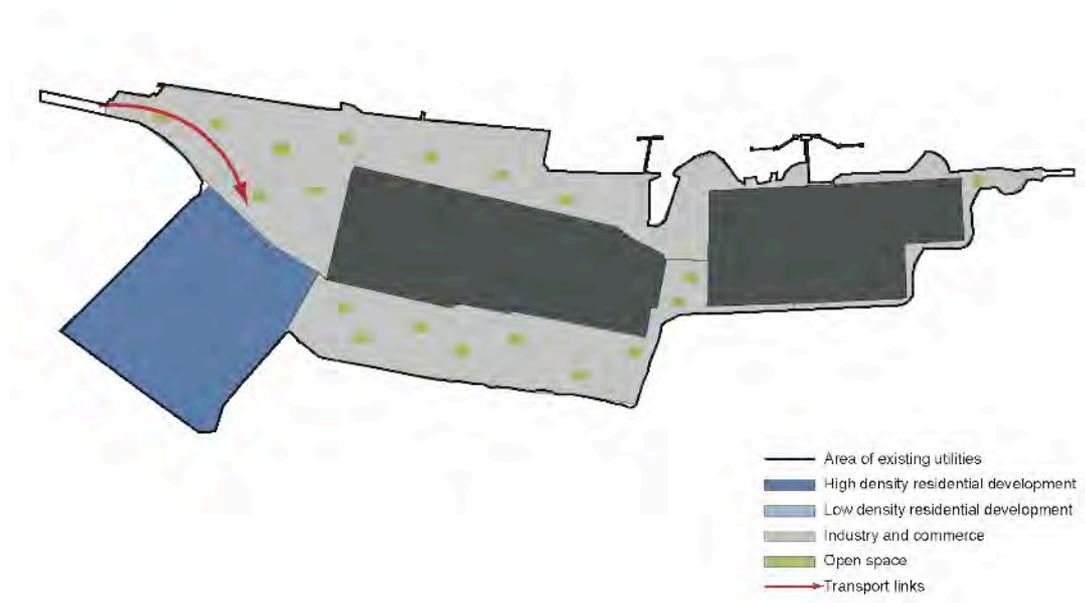
Scenario D: High Intervention Maximum Development

A high density urban extension to the City, which enhances and develops the opportunities afforded by the whole Peninsula, and redefines the relationship of the built environment with the River Liffey and Dublin Bay. A new population will be created on the Peninsula, and the needs of this population will be provided for through the appropriate community facilities. The maximum development scenario will enable the positioning of retail, commercial, cultural and leisure activities of city wide importance on the Peninsula, reducing its isolation from the remainder of the City and City Region. New high capacity public transport infrastructure would connect the development area with the existing neighbouring communities and the city centre, providing access to employment opportunities, social and retail infrastructure.



Scenario E: Long Term Medium Intervention Mixed Development

This scenario considers the function of the Peninsula in the long term. Concentrated residential development will be provided on accessible land to the south west of the Peninsula. The remainder of the Peninsula would accommodate the expansion of the existing utilities and 'green' industry and commerce within a regionally significant 'green' business park. The 'green' business park will seek to improve the overall environment of the Peninsula and promote sustainable patterns of development. Some limited mixed use development at the interface with the existing neighbouring communities would also be included. This scenario would make a long term commitment to maintenance of existing and provision of future utilities infrastructure to serve the current and growing energy and waste requirements of Dublin and the City Region.



Scenario F: Long Term High Intervention Maximum Development

This scenario would seek to remove all utilities and associated infrastructure from the Peninsula, which would result in the maximum quantum of land available for regeneration and development. It would provide a mixture of high, medium and low density residential, high density mixed use development, with integrated urban green spaces and parks. To facilitate development all land would be remediated and stabilised where necessary. The Peninsula would provide new cultural, leisure, recreational, educational and interpretative facilities for the wider city, located within and around a restored Pigeon House Hotel, Pigeon House Power Station and Pigeon House Dock. A strong landscape framework and environmental improvement will allow high quality recreational and amenity space to be provided and a new high capacity public transport infrastructure would provide a connection with the remainder of the City. This scenario would enable the positioning of retail, commercial, cultural and leisure activities of city wide importance on the Peninsula, reducing its isolation from the remainder of the City and City Region in the long term.

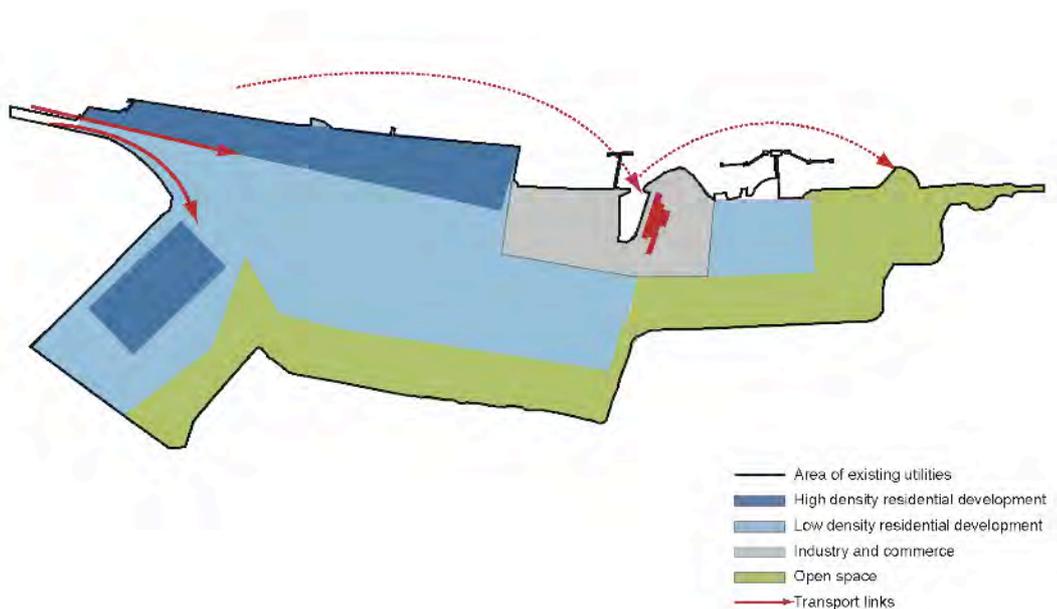


Table 1: Placemaking

Scenario	City Growth	Community Needs	Recreation and Amenity
A	There will be relatively little construction and operation impact on the local population and future population.	As a result of the limited quantum of development, development levies will not deliver the community / recreational requirements for the existing and future population.	<p>It is unlikely that the eastern end of the Peninsula will be available or accessible to the public for recreation as a result of the requirements of the utilities operators for fuel storage.</p> <p>The amenity space will be disconnected from the city centre, because the limited quantum of development will not secure the necessary public transport infrastructure to service the Peninsula.</p> <p>The extent of public green space will act as a counterpole to Phoenix Park. For this scenario to be successful emphasis should be placed on the conservation and enhancement of the ecology.</p> <p>The creation of recreational and amenity space could have an impact on Dublin Bay and the southern break water wall. The design of the southern edge of the Peninsula should be considered to ensure that the objectives regarding provision for future climate change and impact on designated areas are met.</p>
B	This scenario will support some local residential growth.	Limited development will produce some funds for community facilities and infrastructure. However, it is unlikely to provide for the needs of the existing community or provide sufficient funds to deliver the quantum of public green space. This scenario is considered unlikely to meet the needs of the existing and future community.	The creation of recreational and amenity space could have an impact on Dublin Bay and the southern break water wall. The design of the southern edge of the Peninsula should be considered to ensure that the objectives regarding provision for future climate change and impact on designated areas are met.
C	This scenario will not support local residential growth.	This scenario does not satisfy the vision or the statutory requirements of DDDA. As a result of the limited quantum of development, levies will not deliver the community / recreational requirements and infrastructure costs would be very high.	<p>To be successful greater emphasis needs to be placed on the integration of residential green spaces with the existing Sean Moore Park.</p> <p>The creation of recreational and amenity space could have an impact on Dublin Bay and the southern break</p>

			water wall. The design of the southern edge of the Peninsula should be considered to ensure that the objectives regarding provision for future climate change and impact on designated areas are met.
D	<p>This scenario will contribute to future city growth if at the optimum location, and thereby contributing to sustainable living patterns and reduced urban sprawl.</p> <p>High density development on the north side of the Peninsula will help achieve the growth envisaged in the various planning documents, in particular supporting the need for high density development in 'Maximising the City's Potential – A Strategy for Intensification and Height' (DCC). The predominance of low density housing in this scenario is at odds with the strategic planning vision and the DCC document.</p>	<p>This scenario will provide a funding mechanism through which significant community infrastructure can be delivered, to meet the needs of existing and future populations, because large development charges will be levied. As a result there is a greater potential for the provision of a range of community facilities.</p>	<p>The creation of recreational and amenity space could have an impact on Dublin Bay and the southern break water wall. The design of the southern edge of the Peninsula should be considered to ensure that the objectives regarding provision for future climate change and impact on designated areas are met.</p>
E	<p>This scenario will support limited local residential growth.</p>	<p>Limited development will produce some funds for community facilities and infrastructure. However, it is unlikely to provide for the needs of the existing community or provide sufficient funds to deliver the quantum of public green space. This scenario is considered unlikely to meet the needs of the existing and future community.</p>	<p>The extension of industry and utilities would significantly reduce the quantum of land available for the provision of amenity and recreational space, particularly along the southern edge of the Peninsula.</p>
F	<p>This scenario will contribute significantly to the future city growth and will contribute to sustainable living patterns and reduced urban sprawl. The quantum of land will allow for a range of development types and mixes to be located on the Peninsula, creating a new urban community.</p>	<p>Infrastructure costs would be very high, however, because of the quantum of development massive development charges will be levied. This scenario will provide a funding mechanism through which significant community infrastructure can be delivered, to meet the needs of the existing and future population. As a result there is a greater potential for the provision of a range of community facilities.</p>	<p>Amenity and recreational space would be integrated within the development on the Peninsula.</p> <p>The creation of recreational and amenity space could have an impact on Dublin Bay and the southern break water wall. The design of the southern edge of the Peninsula should be considered to ensure that the objectives regarding provision for future climate change and impact on designated areas are met.</p>

Table 2: Environment and Sustainability

Scenario	Brownfield Land and Contamination	Environment, Biodiversity and Landscape	Historic Environment	Sustainability of Built Environment
A	<p>Decontamination costs will be very high in comparison to the quantum of development. However, this scenario should facilitate a containment of and the rehabilitation of currently contaminated lands.</p> <p>This scenario could symbolise the ability to return contaminated sites to functioning ecological centres.</p> <p>Where development is proposed, there may be a potential risk to human beings and the potential mobilisation of contaminants and associated risk to the environment. Utilising a risk based approach, more stringent clean-up standards need to be met for residential development which increases remediation costs. Typically, would seek to locate residential away from increased contaminated areas to minimise remediation costs. There are less residential receptors than other scenarios although possibly more potential direct contact risk in landscaped areas.</p>	<p>This scenario would provide a significant amenity for the City and local communities. However, the development of a green amenity in harmony with heavy utilities may or may not be an attractive proposition. This potentially represents unacceptable risks to human beings arising from close proximity to SEVESO II facilities.</p> <p>There is the potential for the creation of a high value ecological resource. The Peninsula is of very limited ecological significance at present and with some relatively simple measures it could be enhanced. It could integrate well in landscape terms with Dublin Bay. However, there may be potential negative impacts on the Bay depending on the treatment of the southern boundary of the Peninsula.</p>	<p>Should accommodate and promote the existing historic environment.</p> <p>Potential benefit will result by providing a suitable use for the restored Pigeon House Hotel.</p>	<p>Is unlikely to significantly add to the sustainability of the built environment but will not have any negative impact.</p>
B	<p>Rehabilitation of contaminated ground could involve excessive cost in comparison with quantum of development proposed. Where development is proposed, there may be a potential risk to human beings and</p>	<p>This scenario will have a positive impact on the biodiversity and ecology and landscape improvements will improve the visual amenity of the area.</p> <p>Potentially represents unacceptable</p>	<p>Is unlikely to accommodate or promote the existing historic environment, with limited impact or contribution.</p>	<p>Concentrated development would facilitate sustainable energy and water systems. However, in isolation from further and more connected development it is unlikely that it would add significantly to the wider built</p>

	<p>potential mobilisation of contaminants and associated risk to the environment. Utilising a risk based approach, more stringent clean-up standards need to be met for residential development which increases remediation costs. Typically, would seek to locate residential away from increased contaminated areas to minimise remediation costs. Less residential receptors than other scenarios although possibly more potential direct contact risk in landscaped areas.</p>	<p>risks to human beings arising from close proximity to SEVESO II facilities.</p> <p>Proximity of commercial development to WWTP represents potential unacceptable odour and noise nuisance, but this can be mitigated.</p> <p>There is the potential for negative impacts on Dublin Bay depending on the treatment of the southern boundary and on the feeding areas for wild birds, but this can be mitigated.</p>		<p>environment.</p>
C	<p>Decontamination costs will be very high in comparison to quantum of development proposed.</p> <p>In contamination terms, this scenario would retain the status quo. It is unlikely that any major improvement in contamination / brownfield status would occur although a more controlled infrastructure / industrial expansion would ensure that the quality of the site is not negatively impacted upon and would not deteriorate further.</p> <p>Where development is proposed, there may be a potential risk to human beings and potential mobilisation of contaminants and associated risk to the environment. Utilising a risk based approach, more stringent clean-up standards need to be met for residential development which increases remediation costs. Typically would seek to locate residential away from increased contaminated areas to minimise remediation costs.</p>	<p>This scenario will not have a positive impact on the environment and biodiversity of the Peninsula as a whole. However, a high value ecological resource could be developed on the southern edge of the peninsula.</p> <p>Potentially represents unacceptable risks to human beings arising from close proximity to SEVESO II facilities.</p> <p>Proximity of potential commercial to WWTP represents potential unacceptable odour and noise nuisance, but can be mitigated.</p> <p>Depending on the proposals there may be a range of impacts (negative, neutral or positive) on Dublin Bay as a whole.</p>	<p>This scenario is likely to have a net negative impact on the existing historic environment, with no contribution to the historic environment.</p>	<p>Would not have any positive impact on the built environment of the area.</p>

<p>D</p>	<p>Regeneration into a living quarter will improve the public perception of the Peninsula.</p> <p>A combination of decontamination / sterilisation and disposal is likely to be the best management case for the contaminated ground.</p> <p>Where development is proposed, there may be a potential risk to human beings and potential mobilisation of contaminants and associated risk to the environment. Utilising a risk based approach, more stringent clean-up standards need to be met for residential development which increases remediation costs. Typically would seek to locate residential away from increased contaminated areas to minimise remediation costs.</p>	<p>With careful consideration and planning of green areas this scenario could provide both a healthy natural environment for the community but also a functioning centre for biodiversity for the City. A high value ecological resource could be developed on the southern edge of the Peninsula. However, the proposal has the potential to squeeze out any ecological features to the edge of the Peninsula, in favour for development.</p> <p>Potentially represents unacceptable risks to human beings arising from close proximity to SEVESO II facilities.</p> <p>Proximity of houses to WWTP represents potential unacceptable odour and noise nuisance, but can be mitigated.</p>	<p>This scenario could have a net positive impact on the historic environment once provided for at an early stage.</p>	<p>Could add significantly to the built environment of the East side of the City. The scale and mix of development proposed offers an opportunity to showcase sustainable development and design methodologies.</p> <p>Careful planning and engineering will ensure that the new development is achieved in a sustainable manner.</p>
<p>E</p>	<p>Decontamination costs will be very high in comparison to quantum of development proposed.</p> <p>In contamination terms, this scenario would retain the status quo. It is unlikely that any major improvement in contamination / brownfield status would occur although a more controlled infrastructure / industrial expansion would ensure that the quality of the site is not negatively impacted upon and would not deteriorate further.</p> <p>Where development is proposed, there may be a potential risk to human beings and potential mobilisation of contaminants and associated risk to the environment. Utilising a risk based approach, more stringent clean-up</p>	<p>Potentially represents unacceptable risks to human beings arising from close proximity to SEVESO II facilities.</p> <p>Proximity of commercial development to WWTP represents potential unacceptable odour and noise nuisance, but this can be mitigated.</p> <p>Potential negative impacts on Dublin Bay depending on the treatment of the southern boundary and on the feeding areas for wild birds but this can be mitigated.</p> <p>The expansion of industry and utilities would retain the status quo, and has the potential to contribute negatively to the environment.</p>	<p>Is unlikely to accommodate or promote the existing historic environment, with limited impact or contribution and there is the potential through expansion of industry and utilities to have a negative impact on the historic environment.</p>	<p>Concentrated development would facilitate sustainable energy and water systems. However, in isolation from further and more connected development it is unlikely that it would add significantly to the wider built environment. If the expansion of industry and utilities included traditional energy generation and waste treatment it has the potential to have a negative impact on the sustainability of the built environment.</p>

	standards need to be met for residential development which increases remediation costs. Typically would seek to locate residential away from increased contaminated areas to minimise remediation costs.			
F	<p>Regeneration into a living quarter will improve the public perception of the Peninsula.</p> <p>Decontamination costs will be very high. However, this scenario should facilitate a containment of and the rehabilitation of currently contaminated lands.</p> <p>Where development is proposed, there may be a potential risk to human beings and potential mobilisation of contaminants and associated risk to the environment.</p>	<p>With careful consideration and planning of green areas this could provide both a healthy natural environment for the community but also a functioning centre for biodiversity for the City. A high value ecological resource could be developed on the southern edge of the Peninsula.</p> <p>The increased flexibility provided by the removal of all utilities would enable an appropriate landscape and environmental framework to be development which responds to the local context.</p>	This scenario could have a net positive impact on the historic environment.	<p>Could add significantly to the built environment of the East side of the City. The scale and mix of development proposed offers an opportunity to showcase sustainable development and design methodologies.</p> <p>Careful planning and engineering will ensure that the new development is achieved in a sustainable manner.</p>

Table 3: Infrastructure

Scenario	Accessibility and Movement Framework	Services and Utilities	Sustainable Transport
A	<p>The trip demand expected to be generated from a low intervention scenario would not justify the provision of a light rail or BRT public transport system. To be successful this scenario would require good bus links to the city centre and improved pedestrian and cycle connections as a minimum. Only one waterbus stop would be required, which would not be expected to be feasible due to low potential patronage.</p> <p>The proposed quantum of development limits the</p>	This scenario needs to recognise constraints imposed by existing utilities.	Development levies generated by this scenario will not be sufficient to fund transport infrastructural costs.

	opportunity for sustainable living, working patterns and achieving high levels of land use/transportation integration.		
B	High trip demand expected into and out of the development could justify the provision of a BRT service or light rail public transport system. Good pedestrian and cycle links into Ringsend and Sandymount would be required. Development would be too far removed from the River Liffey to justify a water bus service.	In order to avoid confrontation with existing utilities and underground services this scenario would be considered more realistic / achievable.	There is significant opportunity for sustainable transport solutions with this quantum of development.
C	Expected trip generation would be too low to justify the provision of significant public transport. This scenario is a lost opportunity to create a sustainable development in the city centre which minimises trip length and car use. Eastern Bypass interchange will facilitate a high level of car based access into the Docklands area. Poolbeg would become a gateway for car based transport, contrary to the overall vision for the Peninsula.	Possibility for confrontation with existing utilities and underground services.	
D	Expected trip generation justifies the provision of high level public transport which could lead to sustainable transport, not only at Poolbeg but for the entire Docklands Area. Expected trip generation would require light rail solutions and or high quality bus (BRT) provision.	Existing utilities will impose significant restrictions to the location of development and access corridors.	Expected trip generation justifies provision of high level public transport which could lead to high use of sustainable transport, not only at Poolbeg but for the entire Docklands Area. This scenario would justify the introduction of a water bus service along the River Liffey which would improve the perception of sustainable development within the city as a whole.
E	Expected trip generation too low to justify provision of significant public transport. This scenario is a lost opportunity to develop sustainable development in the city centre which minimises trip length and car use.	In order to avoid confrontation with existing utilities and underground services this scenario would be considered more realistic and would meet the future requirements and needs of the utilities currently on the Peninsula.	There is significant opportunity for sustainable transport solutions with this quantum of development.
F	Expected trip generation justifies provision of high level public transport which could lead to high use of sustainable transport, not only at Poolbeg but for the	This scenario would be particularly complex, requiring not only the removal of existing utilities but also significant underground infrastructure, and the	Expected trip generation justifies provision of high level public transport which could lead to high use of sustainable transport, not only at Poolbeg but for the

	entire Docklands Area. Expected trip generation requires light rail solutions and or high quality bus (BRT) provision.	provision of equally satisfactory alternative sites.	entire Docklands Area. This scenario would justify the introduction of a water bus service along the River Liffey which would improve the perception of sustainable development within the city as a whole.
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Table 4: Delivery

Scenario	Delivery	Property and Economics	Phasing	Cost
A	Transport access to the Peninsula is poor at present and this scenario would provide little opportunity to improve it. Although the quality of the environmental resource developed would be high, it would not be easily accessible to most of Dublin's population, therefore would not be successful as destination for the city.	There is a need for new leisure and recreational facilities in Dublin, and Poolbeg is ideally placed to accommodate these. However, there is substantial leisure value in the coastline itself. The use of the majority of the Peninsula for low density leisure space is considered an underutilisation of a valuable asset. Leisure uses should include indoor entertainment facilities that can be incorporated into other mixed use development and does not need to be in extensive green spaces.	There are no phasing constraints in providing this scale and nature of development.	Least cost overall but also lowest return.
B	The most deliverable option in the short to medium term. Highly dependent on the provision of public transport infrastructure including the delivery of the Dodder Bridge and a public transport link along the South Quays. The level of development would support the increased level of bus based public transport required.	This scenario is a natural evolution of the aspirations of existing landowners of the IGB and Fabrizia sites. However, there is no real added value or benefit derived from these sites to the overall regeneration of the remainder of the Peninsula, which is more challenging to develop. Industrial uses will continue to be the main land use and will indeed be encouraged against the market trend for such uses to relocate out of	No immediate constraint on the phasing of this type and scale of development once the capacity delivered responds to market demand. The Dodder bridge could be completed by 2010. Improved bus services could be delivered in the short to medium term.	The relative cost of providing bus-based public transport and improved walk and cycle links is unlikely to be prohibitive. A possible 300,000 to 450,000m ² of development in this location will fund most of its own social and infrastructural requirements. However, would be unlikely to fund improvements on the wider Peninsula.

		the city. The quantum of development to the west would need to finance the environmental improvements and amenity uses for the southern area.		
C	The success of this scenario is intrinsically linked to the construction and opening of the Eastern Bypass, which is currently only at the feasibility stage.	There is a great need for improvement to the public transport and road infrastructure in Dublin. However, the uses proposed here are more suitable for a city fringe location with low land values. The availability of land in the city centre is severely constrained and low value uses should not be encouraged in potentially high value locations. These uses are moving out of the city and are being replaced by mixed use high density schemes. The development of the Eastern Bypass is important for the city and if part of the Peninsula is essential for this then it should be incorporated but only if it does not have an adverse impact on the development capacity of the Peninsula. One of the constraints in this location is accessibility so bringing in a major road may be of long term benefit.	The delivery of the Eastern Bypass and relocation of LUAS and bus depots would be outside the control of the DDDA and therefore proposals for the Peninsula should not incorporate this. If these uses are to be incorporated then the phasing of the plan will be difficult to determine as the timeframe for them is not set. The earliest the Eastern Bypass will come online will be 2017.	Infrastructural costs would be very high. Developed areas will not generate enough funding through levies.
D	Deliverability of a critical mass of development is constrained because the sites identified for high density uses are not currently available for development and may not be until the medium to long term. This option needs to recognise the very significant constraints imposed by existing utilities and land owners. Highly dependent on the provision of a combination of high capacity public transport infrastructure.	The greatest consistent demand for office, retail, residential and leisure uses in Dublin is for the city centre. However, this is where there is least opportunity for their delivery due to the lack of availability of space to develop further. This scenario is very beneficial to the city as it allows for a high quantum of development to be provided and therefore it will allow for the expansion of the city. The east is the only direction in which the city can expand.	The areas to the west are most deliverable and therefore would form the initial phases. These should incorporate a mix of residential and commercial uses. The areas to the north will need to be in later phases due to the timing of their availability for development. The Pigeon House harbour area will only be developed if a commercially viable use can be found and the environment is improved. There is no provision for a LUAS line to Poolbeg in Transport 21 and if	This would require the provision of a high capacity public transport link, either a high quality BRT and/or LUAS line, the cost of which would be substantial. The level of development and the developer levies imposed may support this level of investment. Development costs and development levies will be high.

		<p>High density and high value development will provide the economic returns necessary to fund the development of the infrastructure needed to make the regeneration of the Poolbeg Peninsula an economic success. In the context of the demand for city centre working and living, this scenario is the best solution to provide accommodation for the uses demanded in the market.</p> <p>The high density development areas should be for mixed uses including retail, offices and leisure and not just residential.</p>	<p>government funding is required, it is not provided for in the current plan to 2016. Planning and construction of a LUAS line would take a number of years, meaning it could only be delivered in the medium to long term. A BRT system could be provided in the interim.</p>	
E	<p>A deliverable scenario in the short term, but would be dependent on the provision of public transport infrastructure.</p>	<p>This scenario is a natural evolution of the aspirations of existing landowners of the IGB and Fabrizia sites. However, there is no real added value or benefit derived from these sites to the overall regeneration of the remainder of the peninsula, which is more challenging to develop.</p>	<p>There are no phasing constraints in providing this scale and nature of development.</p>	<p>Development costs would be high. Infrastructure costs for the expansion of industry and utilities would be met by the existing utilities providers.</p>
F	<p>Deliverability of a critical mass of development would be possible. However, this scenario is intrinsically linked to the removal of utilities and industries, which would be dependent on the identification of alternative sites and development of alternative facilities. The deliverability of this scenario would require significant political pressure and support, and would represent a radical departure from the current position.</p>	<p>This scenario is very beneficial to the city as it allows for a high quantum of development to be provided and therefore it will allow for the expansion of the city. The east is the only direction in which the city can expand.</p>	<p>There would be significant phasing constraints, and the development of the Peninsula would not be completed until the very long term, and therefore would not meet the short and medium term needs of the city.</p>	<p>Development and infrastructure costs would be prohibitively high.</p>

The broad development scenarios are assessed against the objectives for the Peninsula. The assessment takes into account the issues listed in the above tables. The extent to which the development scenarios meet the objectives are considered as follows:

√ - Meets the objective

/ - Partially meets the objective

X - Does not meet the objective

Table 5: Assessment of Broad Development Scenarios

Scenario	City Growth	Community Needs	Recreation and Amenity	Brownfield Land and Contamination	Environment Biodiversity and Landscape	Historic Environment	Sustainability of the Built Environment	Accessibility and Movement Framework	Services and Utilities	Sustainable Transport	Delivery	Property and Economics	Phasing	Cost	Overall
A	X	/	√	√	√	/	X	X	√	X	X	X	√	X	X
B	/	X	√	/	√	X	/	/	√	√	√	/	√	/	/
C	X	X	/	X	X	X	X	/	/	X	X	X	X	X	X
D	√	√	/	√	√	√	√	√	/	√	X	√	/	√	/
E	/	X	X	X	/	X	X	/	/	/	√	/	√	√	X
F	√	√	/	√	√	√	/	√	X	√	X	√	X	X	/

Table 6: Environmental Matrix

	Scenario Description	Air quality & dust	Odours	Noise & Vibration	Wind	Water/Hydrology	Soils & Geology	Built Heritage	Natural Heritage & Bio-Diversity	Designated Nature Conservation & Protected Species	Human Beings – Socio-economic; recreation, community, employment	Landscape /Visual Impact	Traffic & Transportation	Climate	Energy	Other Environmental Issues	Material Assets – Property	Material Assets – Utilities	Material Assets – Retail
Scenario A	Low Intervention – Green Peninsula: City wide recreation/amenity/environmental resource.	Green	White	Green	White	Green	Green	Green	Green	Green	Green	Green	Yellow	Green	Green	Green	Yellow	Green	White
Scenario B	Medium Intervention – Concentrated Dev. Concentrated mixed use dev. on accessible areas. Linear coastal amenity/environmental park to south.	Pink	White	Pink	White	Yellow	Green	Green	Pink	Yellow	Green	Green	Pink	Pink	White	Green	Green	White	Green
Scenario C	Medium Intervention – Infrastructure Hub. Accommodation of infrastructure for Transport 21 and future requirements of exiting Public Utilities.	Pink	White	Pink	White	Yellow	Green	Green	Pink	Yellow	Green	Red	Pink	Pink	White	Red	Green	White	Green

Scenario D	High Intervention - Max. Development. Creation of high density extension to city. Creation of Liffey Islands to north.																		
Scenario E	Medium Intervention - Max. Development. Concentrated residential, expansion of Utilities, Green Business Park.																		
Scenario F	High Intervention - Max. Development. Removal of Public Utilises and development of entire peninsula.																		

Positive (mainly positive impact)
 Positive (uniformly positive impact)
 Neutral
 Not Applicable
 Negative (impact capable of mitigation)
 Negative (insurmountable impact cannot be mitigated)

The environmental matrix provides a general indication as to the likely environmental impacts of each scenario. The matrix indicates that each scenario is likely to have a positive or at the very least a neutral or mitigatable environmental impact and would potentially contribute positively to the Peninsula, surrounding communities and City and City Region. Scenario A will have the most positive environmental impact, whereas Scenarios C and F will have the most negative environmental impact. The results of this matrix support Scenarios A, B, D and E. The environmental impacts are considered in greater detail in XXXXX.

4.3 THE PREFERRED SCENARIO

The results of the assessment indicate that Scenario A meets only one third of the objectives, and does not meet the objectives concerned with City Growth, Sustainable Transport, Delivery, Property and Economics and Cost. These objectives are considered vital in establishing and delivering the Vision for the Peninsula. As a result Scenario A is rejected.

Scenario B meets a greater number of objectives, particularly with regards to recreation, amenity and the environment and landscape. In addition, it is considered to be deliverable, meeting objectives concerning delivery and phasing and sustainable transport. Scenario B is considered to have the potential to meet the Vision for the Peninsula.

Scenario C does not meet any of the objectives, and only partially meets less than one quarter of the objectives. As a result this scenario is rejected.

Scenario D meets the greatest number of objectives. However, it only partially meets the objectives concerning recreation and amenity, services and utilities, and phasing, and does not meet the objectives concerning delivery. However, this scenario is considered to have the potential to meet the Vision for the Peninsula.

Scenario E meets less than one quarter of the objectives. This scenario provides for the expansion of industry and utilities, which is considered to oppose the overall Vision for the Peninsula. In addition, it does not meet objectives concerning recreation and amenity, the community, contamination, and sustainability of the built environment. These objectives are considered vital in ensuring that the Vision for the Peninsula is successful, and as a result this scenario is rejected.

Scenario F meets a large number of objectives and would successfully meet the overall Vision for the Peninsula. However, this scenario would not be deliverable in the short to medium term and the phasing of development would be highly dependent on external factors. In addition, this scenario would result in a radical change and a significant shift in public and political thinking to be successful. As a result this scenario has been rejected.

The assessment of the scenarios, including a consideration of sustainability criteria and the outcomes of the environmental matrix, indicate that the preferred development scenario is a combination of Scenario B Medium Intervention Concentrated Development and Scenario D High Intervention Maximum Development.

The preferred scenario is described as follows:

Preferred Scenario: A high density urban extension to the City, which enhances and develops the opportunities afforded by the whole Peninsula, and redefines the relationship of the built environment with the River Liffey and Dublin Bay. A new population will be created on the Peninsula, and the needs of this population will be provided for through the appropriate community facilities. In the short term mixed use development will be concentrated on areas that are accessible, available and are not restricted by existing land uses, particularly to the west and south west of the

Peninsula. High density mixed use development will be located on other land as it becomes available in the medium to long term, particularly on the northern edge of the Peninsula. Development will enable the positioning of retail, commercial, cultural and leisure activities of city wide importance on the Peninsula, reducing its isolation from the remainder of the City and City Region. The development will enable the reuse of landmark buildings on the Peninsula and will facilitate the conservation, restoration and interpretation of heritage features. New high capacity public transport infrastructure would connect the development area with the existing neighbouring communities and the city centre, providing access to employment opportunities, social and retail infrastructure, and sustainable modes of transport, including a waterbus service, will be supported. The southern area of the Peninsula will function as a linear, coastal amenity and environmental park, contributing to the recreational needs of the immediate neighbourhoods and future population of the Peninsula, and the improvement of the environment and biodiversity.



4.4 ISSUES FOR DEVELOPMENT OF OPTIONS

The preferred development scenario sets out the general principles that will govern the future development on the Peninsula. The options on the other hand will consider a number of factors in greater detail. These factors and the questions which are considered and answered through the options are listed as follows:

- Development location, phasing and availability of land

Which areas of the Peninsula should accommodate what type of development? Which areas of the Peninsula will be available within the timeframe of the Planning Scheme, and which areas should be considered for short, medium and long term development?
- Location and mix of uses

What possibilities exist? What residential / commercial balance can areas of the Peninsula accommodate in urban design terms, in land use planning terms, in market and delivery terms?
- Development density, building heights and scale

What level of development density is considered most appropriate for different areas of the site in urban design terms, in land use planning terms and in market and delivery terms?
- Residential mix, building typologies and urban form

What residential mix should be accommodated in different areas of the Peninsula? What are the appropriate building typologies to deliver the preferred residential mix? Can a new building typology be created for the Peninsula? Should family living be developed in an urban or sub-urban environment?
- Quantum and type of retail

What is the most appropriate for the preferred scenario and to satisfy the vision and objectives? Should local or regional level be provided? Which area of the Peninsula should it be located in? How will it be delivered and in what phase of the development will it be delivered?
- Transport modes and parking

What transport modes are key to delivering the preferred scenario? What options exist for their location, phasing, delivery? What sustainable transport modes should be considered?
- Leisure and community facilities and open space

What should be provided and where?
- Environment (Natural and Built)

What interventions can be made in Dublin Bay? To what extent can the southern shore be modified? How and where can improvements be made to the natural environment on the Peninsula? What options exist for the

conservation and restoration of the Old Harbour, Pigeon House, Great South Wall and other listed structures?

- Delivery and cost

What one off special costs will arise for each area of the Peninsula? Will costs be prohibitive to particular types of development? How will particular infrastructure requirements be delivered?