

DELIVERY AND IMPLEMENTATION

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General Approach

10.1 In order to provide the development with the appropriate range of public transport, infrastructure, services, open space and community facilities, the Planning Scheme sets out the broad, logical order in which Zones will be brought forward for development and applies a schedule of necessary works to the quantum of development permitted. The principle is that public transport, infrastructure, services, open space and community facilities will be provided in tandem with development. This general approach is based on proper planning as well as urban design and placemaking principles to ensure a successful place is created throughout the implementation of the Scheme.

Enabling and Supporting Development

10.2 The necessary works are divided into enabling and supporting development. Enabling development refers to the provision of strategic infrastructure and supporting development refers to development which is needed to support new residential and working communities. The level of provision of enabling and supporting development has been determined on the basis of recommendations of the Environmental Impact Assessment.

10.3 Enabling development comprises:

- Primary road infrastructure: See section 7.0 and figures 7.7.
- Public transport provision: See section 7.0 and figures 7.1 and 7.2.
- Primary cycle and pedestrian infrastructure: See section 7.0 and figures 7.3 and 7.4.
- Utility, telecommunication, water and wastewater infrastructure: See section 9.0 and figures 9.2 and 9.3.

10.4 Supporting development comprises:

- Community facilities: See section 5.0 and figure 5.3.
- Community gain: See section 5.0 and figure 5.3.
- New public open space: See section 5.0 and figure 5.4 and 5.5.
- Environmental enhancements: See section 8.0 and figure 8.2.

Development Phases

10.5 There will be two broad phases of development. Phase 1 will take place within Zones 1 and 2, and Phase 2 will encompass Zones 3 and 4.

10.6 Phase 1 will take place within Zones 1 and 2 for five reasons.

- Zones 1 and 2 are nearer to existing development, so the initial development here will benefit from the interface with the existing surrounding residential areas
- The new community will benefit from the existing community facilities and amenities in the surrounding area, reducing the initial burden of providing new facilities before the levies to finance such facilities have been generated from development.
- The majority of land is cleared and ready for development.
- The land is ideally located to bring in a high capacity public transport line, which, as described in section 7.0 is a pre-requisite for the development of the peninsula.
- This has been identified in the retail assessment undertaken for the Planning Scheme as the most appropriate location for the district centre, the delivery of which in an early phase would be beneficial to existing and future communities.

10.7 Phase 1 will consist of three sub-phases related to the rollout of upgraded public transport facilities and the delivery of infrastructure, services, open space and community facilities, with several items required before any of the development is occupied. The total amount of development permitted in Phase 1 will be capped at the maximum level that the first phase high capacity line – the DRT – is capable of serving, along with the planned improvements to regular bus services and walking and cycling routes. This amount of development will promote the creation of a well-designed, compact centre for the new community.

10.8 The second phase includes Zones 3 and 4. The amount of development in this phase can only be delivered when the key infrastructure, particularly public transport infrastructure, has been implemented. Phase 2 has been subdivided into three sub-phases.

Funding and Delivery

10.9 In accordance with Master Plan (2008), developers who are seeking consent to develop in the Docklands are required to contribute to the costs and delivery of new civic and community infrastructure (policy IM4).

10.10 The responsibility for the provision of enabling and supporting development varies. Some supporting/enabling development is to be funded and delivered by individual developers. Broadly, this includes the provision of primary pedestrian and cycle infrastructure within development sites; individual site connections to utilities, telecoms, water and wastewater services and new public open space and environmental enhancements within development sites. This development is individually applicable because the land required for the provision of the development is within development sites and/or the benefit from the infrastructure/facilities applies predominantly to the individual site.

10.11 Other supporting/enabling development is shared between all developers. This primarily applies to public transport infrastructure, the primary road network and the delivery of new public open space and environmental enhancements which are outside development sites. This development is mutually applicable because all development sites will benefit from the provision of these facilities.

10.12 The total cost of the supporting/enabling development which is mutually applicable has been calculated and this information has informed a proposed development levy scheme (or charge) which will be applied to commercial development floorspace (including hotel development) (cost per square metre) and residential development (cost per residential unit). Developers will be required to pay this cost, or development levy, upon the commencement of development permitted under a Section 25 Certificate, or as directed by the Authority. Further details on the development levy scheme will be provided by the Authority. Additional sources of funding may be identified by the Authority to support the delivery of major infrastructure within the Planning Scheme. It is important to note that the Authority may impose a special one-off levy in relation to the construction costs of the primary school.

10.13 The development levy scheme will include a community gain levy. This will comprise a contribution to (a) the Authority's Community Trust Fund and (b) community recreational facilities. (Section 5.0 contains further details on the two components of the community gain levy).

10.14 Community facilities and community gain facilities will be required to be delivered in accordance with the guidance and policies set out in section 5.0 of the Planning Scheme and the phasing tables below.

10.15 Connections to utility, telecommunication, water and wastewater services are essential to allow development to proceed. There are constraints associated with the congestion of roadways with existing services and the necessary wayleaves that are required to be retained, so it is necessary for development in Phase 1 to provide the service routes necessary to serve future phases of development. In addition, there are constraints on the capacity of wastewater treatment facilities and the supply of potable water. Therefore, upgrading of this infrastructure is required in the first phase of development.

10.16 The delivery of utilities, telecommunications, water and wastewater core trunk infrastructure and essential above ground installations will be funded and delivered on a case-by-case basis, determined by utilities, telecommunications, water and wastewater providers, in conjunction with developers. The delivery of strategic water, sewerage and drainage infrastructure may be delivered by Dublin City Council, as Water Services Authority, or may be required to be delivered under Section 25 Certification, as deemed most appropriate.

10.17 The primary road network will have to be laid out in order to enable access to development sites. This work will involve land remediation, the provision of associated footpaths and cycleways and the delivery of associated other public

realm works such as tree planting. Upgrades to existing road infrastructure, and the delivery of new road infrastructure, may be carried out by Dublin City Council as Roads Authority or may be required to be delivered under Section 25 Certification, as deemed appropriate. Individual developers will be responsible for the delivery of secondary and tertiary roads within development sites.

10.18 Each proposed public transport service enables a corresponding amount of floorspace to be delivered at a given load and frequency. Improvements to walking and cycling routes and existing bus services will be required to be improved at the outset of development on the Poolbeg peninsula.

10.19 The use of a delivery group is recommended to coordinate future development, and developers are encouraged to participate at the request of the Authority.

Phased Implementation

10.20 A mechanism for phased implementation is essential in order to ensure that the phasing rationale and strategy is adhered to in the future. The phasing mechanism aims to ensure that the core structural elements of the Planning Scheme, including transport infrastructure, social facilities and services are delivered at the right place and at the right time. At the same time it ensures equity between landowners, encourages the integration of development across the boundaries of different sites and gives developers a degree of flexibility in the implementation of individual development blocks. Time limits are not applied to the phasing of development in order to facilitate flexibility and to encourage the early implementation of the scheme.

10.21 For enabling/supporting development which is to be funded and delivered by developers of individual sites, no phasing mechanism is necessary. These works will be carried out by developers in conjunction with site development.

10.22 For the primary road infrastructure; public transport infrastructure; utility, telecommunication, water and wastewater services; community facilities, community gain and the delivery of new public open space and environmental enhancements which are outside development sites,

the phasing mechanism identifies necessary works required by the completion of an identified development quantum and the preferred location of the development.

10.23 The phasing mechanism is set out in the table below. It lists the infrastructure and facilities that have to be provided before development can move into the next phase. No development can take place beyond the specified thresholds, defined either by first occupation or by a specific development quantum, until the relevant works indicated in the table have been completed. The preferred location of development for each phase is described in the table and identified on figures 10.1 to 10.5. The preferred location carries over from one phase to another, so in later phases development can be implemented in those locations identified in previous phases. There is no limit on the amount of floorspace that may be included in a Section 25 Application, however, any certification given by the Authority will be subject to the sequence of phasing that accords with the Planning Scheme.



FIGURE 10.1: BY FIRST OCCUPATION OF PHASE 1A

- R131 Improvement
- Existing Bus Service Enhancement
- DRT Route Reservation
- Sewage Pumping Station to be located within this area

POOLBEG PLANNING SCHEME PHASE 1

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
By first occupation of Phase 1A	n/a	<p data-bbox="920 696 1245 768">Public Transport Enhance existing bus service.</p> <p data-bbox="920 808 1447 1025">Implementation of DRT on an interim route across the East Link Bridge prior to completion of the Dodder Bridge. Further implementation of DRT along South Bank Road and in conjunction with upgrades to South Bank Road, including DRT loop within Zone 1.</p> <p data-bbox="920 1066 1447 1211">Utilities, Telecoms, Water and Wastewater Delivery of essential above ground installations: Sewage Pumping Station and associated connections.</p> <p data-bbox="920 1252 1447 1357">Delivery of water main from Beach Road to South Bank Road, up to boundary of Zone 2 (figure 9.2).</p> <p data-bbox="920 1397 1447 1615">Primary Road Infrastructure Improvements to Sean Moore Road at the junction with South Bank Road and reconfiguration of the junction. Corresponding reconfiguration of junctions on Sean Moore Road to maintain access to existing developments.</p> <p data-bbox="920 1655 1447 1881">Improvements to York Road / Pigeon House Road from Dodder Bridge to Sean Moore Road at the junction with South Bank Road, including reservation for public transport routes, and provision of improvements to cycling and walking routes.</p>	



FIGURE 10.2: PHASE 1 A DEVELOPMENT

- Preferred Location of Development
- New Public Open Space
- Sean Moore Road Improvement
- Primary Road Infrastructure
- DRT Service
- LUAS Route Reservation

POOLBEG PLANNING SCHEME PHASE 1A

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
By 150,000 sqm	Adjacent to South Bank Road and Sean Moore Road, Adjacent to the northern section of pedestrian boulevard. Adjacent to the northern edge of Dublin Bay Valley Park.	<p>Public Transport</p> <p>Completion of Dodder Bridge by 100,000 sq m</p> <p>Enhancement of DRT in conjunction with the delivery of the Dodder Bridge.</p> <p>Provision of combined public transport services to accommodate 600 person trips inbound during the peak hour; over half of which to be delivered by DRT. Corresponding levels of public transport service outbound and off peak to be provided. Improved public transport services are expected to be delivered during the course of development in Phase 1A.</p> <p>Reservation for Luas line along Pedestrian Boulevard.</p> <p>Walking and Cycling</p> <p>Improvements to existing walking and cycling routes and pedestrian crossings on Sean Moore Road in line with development area.</p> <p>Provision of primary and secondary pedestrian and cycle routes within the development area.</p>	<p>Retail Development</p> <p>Delivery of retail and non retail service floorspace greater than or equal to 40 percent of the district centre.</p> <p>Community Facilities</p> <p>Post office</p> <p>Doctor and/or dentist surgery</p> <p>Local retail facilities, on a pro rata basis.</p> <p>Childcare facilities, on a pro rata basis.</p> <p>New Public Open Space</p> <p>Northern section of Pedestrian Boulevard (figure 10.2).</p> <p>Dublin Bay Valley Park: Urban Plaza and Cascade Park.</p>

POOLBEG PLANNING SCHEME PHASE 1A - CONTINUATION

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
		<p>Utilities, Telecoms, Water and Wastewater Infrastructure</p>	
		<p>Delivery of essential above ground installations: Telecom exchange and associated connections</p>	
		<p>Delivery of core utility, telecoms, water and wastewater trunk infrastructure, necessary to support development, within the development area and up to the boundary of the area (figure 9.2 and 9.3). In particular, coupled with upgrade of South Bank Road.</p>	
		<p>Provision of surface water infrastructure on a pro rata basis</p>	
		<p>Provision of district heating infrastructure on a pro rata basis</p>	
		<p>Reservation for Bord Gais Above Ground Installation and ESB substation, within area of search and in consultation with the Authority, DCC and utilities providers.</p>	
		<p>Primary Road Infrastructure</p>	
		<p>Construction of upgraded Sean Moore Road from junction with South Bank Road to junction with Beach Road (identified on figure 10.2).</p>	
		<p>Delivery of upgraded South Bank Road as a primary road and junction with Whitebank Road (identified on figure 10.2).</p>	

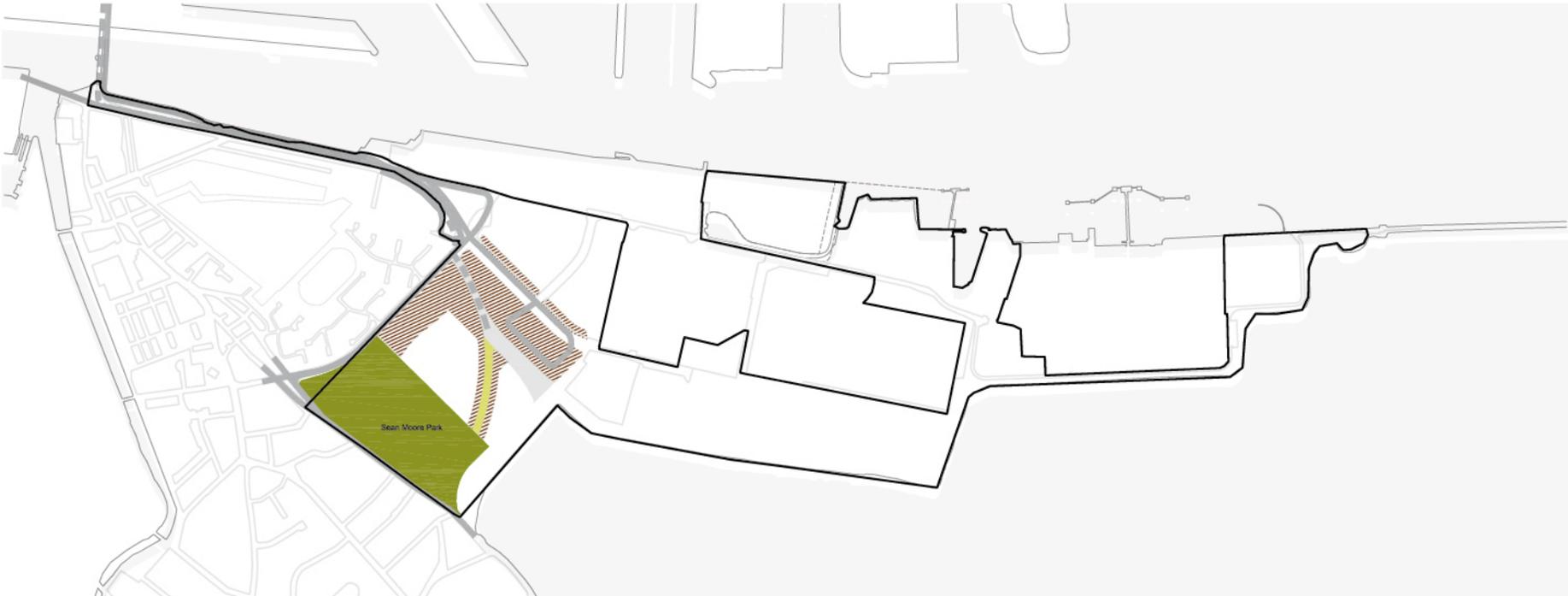


FIGURE 10.3: PHASE 1 B DEVELOPMENT

-  Preferred Location of Development
-  Environment Enhancement
-  New Public Open Space

POOLBEG PLANNING SCHEME PHASE 1B

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
By 300,000 sq m	As per 1 A. Adjacent to the pedestrian boulevard and Dublin Bay Valley.	<p>Public Transport Provision of combined public transport services to accommodate an additional 600 person trips inbound during the peak hour (a total of 1200 person trips per hour to Poolbeg); over half of which to be delivered by DRT. Corresponding levels of public transport service outbound and off peak to be provided. Improved public transport services are expected to be delivered during the course of development in Phase 1B.</p> <p>Walking and Cycling Provision of primary and secondary pedestrian and cycle routes within the development area.</p> <p>Utilities, Telecoms, Water and Wastewater Infrastructure Delivery of core utility, telecoms, water and wastewater trunk infrastructure, necessary to support development, within the development area and up to the boundary of the area (figure 9.2 and 9.3).</p> <p>Provision of surface water infrastructure on a pro rata basis</p> <p>Provision of district heating infrastructure on a pro rata basis</p> <p>Primary Road Infrastructure Provision of junctions on Sean Moore Road with secondary road network, in line with development.</p>	<p>Retail Development Delivery of retail and non retail service floorspace greater than or equal to 80 percent of the district centre.</p> <p>Community Facilities Reservation for primary school Reservation for secondary school Library Doctor and/or dentist surgery Local retail facilities, on a pro rata basis. Childcare facilities, on a pro rata basis.</p> <p>Community Gain Community childcare facility</p> <p>New Public Open Space Completion of Pedestrian Boulevard (figure 10.3).</p> <p>Environmental Enhancements Sean Moore Park, including provision of a new playspace</p>



FIGURE 10.4: PHASE 1 C DEVELOPMENT

- Preferred Location of Development
- Environment Enhancement
- Indicative LUAS Route

POOLBEG PLANNING SCHEME PHASE 1C

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
By 450,000 sqm	As per 1 A and 1 B. Adjacent to Sean Moore Park and the Promenade.	<p>Public Transport Provision of combined public transport services to accommodate an additional 600 person trips inbound during the peak hour (a total of 1800 person trips per hour to Poolbeg); over half of which to be delivered by DRT. Corresponding levels of public transport service outbound and off peak to be provided. Improved public transport services are expected to be delivered during the course of development in Phase 1C.</p> <p>Implementation of Luas light rail extension (or an equivalent high capacity public transport service).</p> <p>Walking and Cycling Provision of primary and secondary pedestrian and cycle routes within the development area.</p> <p>Utilities, Telecoms, Water and Wastewater Infrastructure Delivery of essential above ground installations: Bord Gais Installation and ESB substation.</p> <p>Delivery of core utility, telecoms, water and wastewater trunk infrastructure, necessary to support development, within the development area and up to the boundary of the area (figure 9.2 and 9.3).</p> <p>Provision of surface water infrastructure on a pro rata basis</p> <p>Provision of district heating infrastructure on a pro rata basis</p>	<p>Retail Development Delivery of 100 percent of retail and non retail service floorspace in the district centre.</p> <p>Community Facilities Primary health care facility</p> <p>Local retail facilities, on a pro rata basis.</p> <p>Childcare facilities, on a pro rata basis.</p> <p>Community Gain Community centre</p> <p>Youth facilities</p> <p>New Public Open Space Beach Park, Bay Lookout and Promenade.</p> <p>Environmental Enhancements Irishtown Nature Park.</p>



FIGURE 10.5: PHASE 2 DEVELOPMENT

- Preferred Location of Development
- New Public Open Space
- Environment Enhancement
- Primary Road Infrastructure
- DRT Route
- DRT Route Alternative 1
- DRT Route Alternative 2

POOLBEG PLANNING SCHEME PHASE 2A

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
By 600,000 sqm	As per 1 A, 1 B, 1 C. Zone 3 and Zone 4.	<p>Public Transport Extension of DRT service (see figure 10.5).</p> <p>Provision of combined public transport services to accommodate an additional 1170 person trips inbound during the peak hour (a total of 2970 person trips per hour to Poolbeg); over two thirds of which to be delivered by DRT and Luas (or an equivalent service). Corresponding levels of public transport service outbound and off peak to be provided. Improved public transport services are expected to be delivered during the course of development in Phase 2A.</p> <p>Walking and Cycling Provision of primary and secondary pedestrian and cycle routes within the development area.</p> <p>Provision of extended primary walking and cycling route towards Poolbeg Lighthouse (figure 7.3 and 7.4).</p> <p>Provision of extended secondary walking and cycling route between Southern shore and Pigeon House Dock (figure 7.3 and 7.4).</p>	<p>Retail Development Provision of 100 percent of retail and non-retail service floorspace within 1 local centre (to be delivered in tandem with the development of Zone 3)</p> <p>Community Facilities Doctor and/or dentist surgery</p> <p>Local retail facilities, on a pro rata basis.</p> <p>Childcare facilities, on a pro rata basis.</p> <p>Community Gain Heritage centre</p> <p>Biodiversity centre</p> <p>New Public Open Space Southshore Green</p> <p>Environmental Enhancements Beach Walk</p>

POOLBEG PLANNING SCHEME PHASE 2A - CONTINUATION

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
		<p>Utilities, Telecoms, Water and Wastewater Infrastructure</p> <p>Delivery of core utility, telecoms, water and wastewater trunk infrastructure, necessary to support development, within the development area and up to the boundary of the area (figure 9.2 and 9.3).</p> <p>Provision of surface water infrastructure on a pro rata basis</p> <p>Provision of district heating infrastructure on a pro rata basis</p> <p>Primary Road Infrastructure</p> <p>Connection of primary road network between Zone 2 and 4 (affecting Zones 13 and 14 and land outside the Planning Scheme boundary).</p> <p>Upgrading of Pigeon House Road to a primary road, at Pigeon House Dock (figure 10.5) and diversion of a section of Pigeon House Road north of the Wastewater Treatment facility.</p> <p>Upgrading of Shellybanks Road between Pigeon House Road and Zone 3.</p>	

POOLBEG PLANNING SCHEME PHASE 2B

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
By 700,000 sqm	As per 2 A	<p>Public Transport Combined public transport services to accommodate an additional 570 person trips inbound during the peak hour (a total of 3540 person trips per hour to Poolbeg); over two thirds of which to be delivered by DRT and Luas (or an equivalent service). Corresponding levels of public transport service outbound and off peak to be provided. Improved public transport services are expected to be delivered during the course of development in Phase 2B</p> <p>Walking and Cycling Provision of primary and secondary pedestrian and cycle routes within the development area.</p> <p>Utilities, Telecoms, Water and Wastewater Infrastructure Delivery of core utility, telecoms, water and wastewater trunk infrastructure, necessary to support development, within the development area and up to the boundary of the area (figure 9.2 and 9.3).</p> <p>Provision of surface water infrastructure on a pro rata basis</p> <p>Provision of district heating infrastructure on a pro rata basis</p>	<p>Retail Development Provision of 100 percent of retail and non retail service floorspace within 1 local centre (to be delivered in tandem with the development of Zone 3)</p> <p>Community Facilities Doctor and/or dentist surgery</p> <p>Local retail facilities, on a pro rata basis.</p> <p>Childcare facilities, on a pro rata basis.</p> <p>Community Gain Arts/Culture facility</p> <p>New Public Open Space Pigeon House Dock Park</p> <p>Environmental Enhancements Green Hill</p>

POOLBEG PLANNING SCHEME PHASE 2C

700,000 sqm +	As per 2 A	Pro rata infrastructure and facilities as necessary.	Pro rata facilities as necessary.
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Projects Required Outside the Planning Scheme Boundary

10.24 To facilitate the development of the Planning Scheme, a number of projects are required outside the Scheme boundary. Projects outside the Planning Scheme boundary are subject to separate and appropriate planning (and other) procedures, but are necessary to implement the requirements of the Planning Scheme. The Authority will work with other authorities and operators to deliver these projects in a timescale commensurate with the implementation of the Planning Scheme.

The Dodder Bridge, Docklands Rapid Transit system and Luas extension

10.25 The provision of the Docklands Rapid Transit System and the extension of the Luas line (or an equivalent high capacity public transport service) are important enabling development for the Planning Scheme.

10.26 At the western end of Zone 11, a bridge connection outside the Planning Scheme boundary is to be realised for future public transport connections. The bridge is to span over the River Dodder allowing the possibility to extend the DRT route to the city centre. Proposals for this bridge are included in the current Dublin City Development Plan and are currently being progressed to design stage.

10.27 West of the Dodder Bridge, the DRT will be predominantly accommodated within existing road infrastructure. Restrictions to general traffic will be required to provide priority for the DRT and road space will need to be reassigned. Road improvements are likely to be required to facilitate the introduction of DRT which may include road re-surfacing. DRT stop infrastructure will be required at intervals along the route.

10.28 East of the Dodder Bridge, the DRT route is envisaged to run in between the R131 to the north and Pigeon House Road to the south. Within Zone 11, it is expected that the DRT route will cross the R131 (this alignment is likely to require land outside the Planning Scheme boundary), then run alongside Sean Moore Road and into Poolbeg via South Bank Road (Zone 2). This alignment of DRT minimises interference with the existing Sean Moore Road roundabout in Phase 1 when Luas is absent.

10.29 Prior to the commencement of Phase 2, a second high capacity public transport service will be required. The additional public transport demand may be accommodated by a Luas extension to Poolbeg, or an equivalent service. The Luas will be the subject of detailed feasibility analysis to determine the preferred alignment of the route and a number of options will be explored during the design process. Any extension

of the Luas to Poolbeg Peninsula will require its own Railway Order and an Environmental Impact Assessment.

10.30 Currently, the preferred option for the extension of Luas would be to connect directly with the future Red Luas line extension to the Point, which is currently under construction. This option would require a second bridge to extend the Luas across the River Liffey. This bridge would be interrelated with the existing East Link Bridge and subject to detailed engineering design. North of the River Liffey, the Luas would run to the west of East Wall Road and connect directly with the Red Luas line extension. In order to facilitate the Luas along this indicative alignment, some land acquisition may be required. The extension and alignment of the Luas service will be determined by the Railway Procurement Agency.

Ringsend Park Regeneration

10.31 The high-quality green space of Ringsend Park provides walking routes, sport fields and sport facilities including the newly renovated Irishtown Stadium. Two links are proposed to offer an attractive and safe connection to the new development of Poolbeg, thus improving the network of amenity spaces in the area. The first link is to improve pedestrian and cycling routes within the segment of Beach Road between Ringsend Park and Sean Moore Park.

10.32 The second link, called Ringsend Promenade links Ringsend Park to the Dublin Bay Valley Park. The link is intended as a tree-lined promenade for pedestrians and cyclists. This link could potentially be integrated with the proposed S2S (Sutton to Sandycove) corridor which would greatly enhance cyclist amenity. An attractive and well-lit promenade would give residents of Irishtown and Ringsend direct access to Poolbeg and the Dublin Bay.

Sean Moore Road Carriageway Improvements

10.33 As part of the Planning Scheme vision, it is proposed to upgrade Sean Moore Road to a boulevard. This would greatly enhance the pedestrian and cycling environment in the area, reducing the barrier effect for pedestrian and cycle

movements, yet retaining the capacity for regional through traffic. It is expected that the boulevard will incorporate dedicated footways on either side of the carriageway for pedestrians, a central median where pedestrians can safely pause whilst crossing the road and new crossing facilities. Cycleways should also be provided along the carriageway.

10.34 Road infrastructure improvements on Sean Moore Road will include the widening of the existing carriageway to accommodate two lanes in each direction. The additional traffic lanes will facilitate vehicular access to the proposed development on the peninsula and the existing land uses which are to be retained. Local access will also be enhanced as a result of boulevarding Sean Moore Road.

10.35 In order to accommodate the vehicular traffic generated by the Planning Scheme development junction improvements are proposed on Sean Moore Road. These will improve safety, alleviate congestion and will retain capacity for regional through traffic. The junction improvements on include the following improvements for pedestrians, cyclists and drivers:

- Sean Moore Road / South Bank Road / Pigeon House Road: signalisation of the roundabout, which will be linked to a signal control system, such as Dublin City Council's SCATS system. All turning movements will be permitted at this junction.

- Sean Moore Road / Bremen Road / Poolbeg southern access road: upgraded to four-arm traffic signal controlled junction. All turning movements are likely to be permitted at this junction.

Shellybanks Road

10.36 Just east of Zone 7, it is intended to seek an attractive and secure connection along Shellybanks Road to provide an attractive and secure connection between the development of Southshore in Zone 3 and new Pigeon House Dock area in Zone 4.

10.37 In the event that the National Parks and Wildlife Service (NPWS) confirms the extension Special Protection Area affecting the area located to the north of Irishtown Nature Park, it is expected that the DRT will run along Shellybanks Road (see section 7.0 and figure 7.2).

Development at Pigeon House Dock, Land Reclamation, Cruise Terminal and the Cooling Race

10.38 Zone 4 consists of three clusters of mixed residential and commercial development with supporting land uses including cultural, leisure, entertainment, retail, or tourism functions. However, only two of the three clusters can be fully realised within the Planning Scheme boundary. The third cluster, centred on a proposed cruise terminal, would need an

investment in land reclamation and infrastructure north of the Planning Scheme boundary. The proposed cruise terminal would require a 300 metre quay for mooring large vessels and a terminal building to handle passengers and goods.

10.39 The second cluster of buildings in Zone 4 would require the diversion of a section of Pigeon House Road north of the Wastewater Treatment facility. Part of this diversion is outside the Planning Scheme boundary as shown on figures 6.2 and 7.7.

10.40 The channel of the adjacent cooling race from the Synergen plant would require realignment to adapt to the third cluster of Pigeon House Dock development. This realignment, if feasible, would be a part of this project outside the Planning Scheme Boundary.

Sustainability Toolkit

10.41 In order to ensure that development within the Poolbeg Planning Scheme area represents the cutting edge of sustainable design, construction and built performance, a Sustainability Toolkit has been developed. The Sustainability Toolkit is a mechanism to guide the design of development and to assess it for the purposes of obtaining a Section 25 Certificate.

10.42 The Sustainability Toolkit will help developments to attain a higher level of sustainability performance than that set out in Building Regulations and current best practice. For example, the achievement of the Silver Commendation standard will represent a reduction in the carbon footprint of development in excess of 50 percent and a reduction in the water consumption requirements of development in excess of 40 percent compared with current statutory building standards.

10.43 The Toolkit has been provided in a format such that a developer can see, with the highest level of transparency, the levels of performance required in each specific area to achieve the level of sustainability required by the Planning Scheme. It will enable design teams to incorporate the requirements directly into their designs and specifications.

10.44 The Sustainability Toolkit sets out explicit performance requirements for the Poolbeg Planning Scheme across a range of thematic headings:

- Traffic and Transport
- Social, Community, Employment and Amenity
- Materials and Waste
- Energy Conservation, Use and Management
- Biodiversity and Ecology
- Water Conservation, Use and Recovery

10.45 Each of the thematic headings has a number of sub-themes relating to detailed aspects of the overall theme. Each of the sub-themes have a number of criteria attached to them, relating to minimum and enhanced performance requirements.

10.46 The minimum performance requirements set a baseline standard for development within the Planning Scheme. They are set at a level above Building Regulations and current best practice, where practicable. This ensures that all new development on the Peninsula achieves a level of performance above the norm. A nominal 'point' will be awarded for the achievement of each of the minimum performance standards. All developments will be required to achieve all the minimum performance requirements under all six thematic headings.

10.47 In addition to satisfying the minimum criteria, each developer is required to achieve a set number of additional 'points' related to enhanced performance requirements under all six thematic headings. The developer has the freedom to choose the criteria within which their development will achieve 'enhanced performance'.

10.48 The achievement of the minimum performance requirements together with the defined number of enhanced performance requirements will result in the development being considered compliant with the Poolbeg Planning Scheme and the award of a Silver Commendation for Sustainability in the Built Environment by the Dublin Docklands Development Authority.

10.49 By enabling the developer to achieve enhanced performance across a range of sub-themes and criteria, not only will a high minimum standard of sustainability be achieved across the development but also a diverse range of sustainable solutions can be displayed within the Planning Scheme. The Planning Scheme will be an exemplar development and reference point for future Planning Schemes and Master Plans in similar regeneration scenarios.

10.50 Where a developer can prove that their development has exceeded the requirements to achieve a Silver Commendation under all six thematic headings, they will be awarded a Gold Commendation for Sustainability in the Built Environment by the Authority.

10.51 Applications for Certification must be accompanied by a completed Sustainability Toolkit, which indicates the performance level that the scheme is designed to in each criterion. This must be accompanied by a supporting document illustrating how the developer will be implementing the sustainable measures they have committed to in their completed Toolkit.

Applications for Certification

10.52 Any proposed development that is the subject of a Section 25 Application, which is in compliance with the applicable Planning Scheme, can be certified as exempted development for the purposes of the Planning and Development Act, 2000.

10.53 Applications for Section 25 Certification must be submitted in accordance with guidelines for applicants issued by the Dublin Docklands Development Authority. In addition, Applications must be accompanied by the applicable documents specified in appendix 6.

10.54 The Authority shall use its entitlement to impose conditions to Section 25 Certifications for the purposes of furthering the objectives of the Planning Scheme. By way of example, the Authority may specify by condition the precise location of open space or a reduction in the height of a building. The Authority will not use conditions to render a non-compliant development, compliant.

Local Employment Charter

10.55 The promotion of employment for local residents is one of the Authority's functions. To further this objective the Authority has used successfully the Local Employment Charter, as detailed in appendix 7. This has previously been used in the International Financial Services Centre and helps to ensure that employment and training opportunities are available to local residents. The Authority reserves discretion to impose conditions within a Section 25 Certification in furtherance of its objective in relation to the use of the Local Employment Charter.

Construction of Development

10.56 The impact of construction on the existing surrounding communities of Ringsend, Irishtown and Sandymount should be minimised. This includes management of the construction site, the operation of plant and machinery, control of associated traffic movements and controlling the hours of construction operations. With regard to the hours of construction operation, the Authority may require, where it considers necessary, construction working hours to be limited to normal working hours. This provision may apply to circumstances where noisy construction works occur over a long period of time or would cause undue disturbance to existing occupiers or uses of an area. Again, this may form a condition to the granting of Section 25 Certification.

Policies

The Authority will:

PHA 1 Commit to facilitating the delivery of public transport infrastructure, the primary road network, core utility, telecommunication, water and wastewater infrastructure, community facilities, community gain, public open space and environmental enhancements in accordance with the Planning Scheme.

PHA 2 Require that financial contributions, in the form of a development levy scheme, be made towards the cost of providing public transport infrastructure; the primary road network; primary pedestrian and cycle links; the delivery of new public open space and environmental enhancements which are outside development sites. The development levy will include a community gain levy, as set out in sections 5.0 and 10.0.

PHA 3 Require that developers adhere to the phasing mechanism set out in paragraphs 10.5 to 10.23 and the phasing tables above.

PHA 4 Require that development proposals do not inhibit the delivery of schemes identified in paragraphs 10.25 to 10.40 which are outside the Planning Scheme boundary.

PHA 5 Require that the overall sustainability of proposed development be improved above Building Regulations and current best practice with regard to traffic and transportation; social, community, employment and amenity factors; materials and waste; energy conservation, use and

management; biodiversity and ecology and water conservation, use and recovery by requiring developers to adhere to the Planning Scheme Sustainability Toolkit.

PHA 6 Require that all developments meet the minimum performance standards and the required number of enhanced performance requirements, equating to a Silver Commendation, in the Sustainability Toolkit (see appendix 5).

PHA 7 Require that Applications for Certification be accompanied by a completed Sustainability Toolkit and supporting report which validates the level of compliance achieved and describes how the developer will implement the measures they have committed to in their completed Toolkit.

PHA 8 Require that Applications for Certification be accompanied by the documents specified in appendix 6.

PHA 9 Use, and reserves discretion to impose conditions to Section 25 Certificates, in relation to the Local Employment Charter, as detailed in appendix 7.

PHA 10 Require developers to adopt good site management practices with regard to the impact of construction on the existing surrounding communities and adjacent development sites. The Authority may require, where it considers necessary, construction working hours to be limited to normal working hours.

