

2.0 THE PROPOSED PLANNING SCHEME.

2.1 The Planning Scheme Area.

- 2.1.1 The Planning Scheme area for Poolbeg Peninsula is shown in Figure 2.1.1.1 below as set out in Ministerial Order 297/2007 (See below). The Draft Planning Scheme itself does not propose development in all of this area. The area that is to be developed is hereafter in this document referred to as the ‘Draft Planning Scheme Area’.

Figure 2.1.1.1 The Planning Scheme Area.



- 2.1.2 The overall Planning Scheme Area, as set out in Ministerial Order 297/2007, comprises lands principally located on the Poolbeg Peninsula to the east of Sean Moore Road and west of the South Bull Wall. Specifically, the Planning Scheme Area begins at Thorncastle Street extending eastwards along York

Road and Pigeon House Road. The subject area also includes lands east of Sean Moore Road and to the north of Beach Road to the intersection with Marine Drive. The Planning Scheme Area also covers a relatively small area of frontage land on the northern side of South Bank Road. All lands on the peninsula to the north of the South Dublin Bay high water mark on the peninsula's southern shoreline extending to the high water mark at Dublin Harbour on the peninsula's northern shoreline (east of the South Bull Wall) are included in the Planning Scheme Area unless otherwise specified below and indicated on Figure 2.1.1.1 above.

- 2.1.3 Sean Moore Park, lands formerly used as an ESB Pitch and Putt Course and other uses, Irishtown Nature Park, the Synergen Power Plant's cooling pond, the Waste Water Treatment Plant's overflow tanks, Pigeon House Dock and the Pigeon House Power Station are included within the Draft Planning Scheme Area. The Draft Planning Scheme Area does not however include existing utilities with the peninsula such as the ESB Power Station, Dublin Port's Load on/Load off (LoLo) facility and the Waste Water Treatment Plant.
- 2.1.4 The primary use and focal point of Poolbeg Peninsula are the public infrastructural utilities. Other uses within the peninsula include limited residential, public open spaces and walkways, passive recreational amenities, light and heavy industry. There are a number of protected structures within the peninsula including, but not exclusively, Pigeon House Hotel and Pigeon House Power Station. There are also a number of recorded national monuments including, but not exclusively, the Great South Wall.
- 2.1.5 The physical character of the peninsula bears the material imprint of its varied historical and contemporary functions and uses in the form of the various land uses, quays, structures and buildings throughout. The Draft Planning Scheme itself does not include, but abuts the Dublin Port Company's Load On – Load Off (Lo-Lo) operation and other lands owned by the Port Company on either

side of Whitebank Road and lands north of the existing cooling pond, as well as the ESB and Synergen Power Stations, Dublin City Council's Waste Water Treatment Plant (WWTP), the recently granted Waste to Energy Plant (WtoE) and the National Oil Reserves Agency's (NORA) oil storage facility; all of which function as important components of national infrastructure.

- 2.1.6 The Draft Planning Scheme benefits from its strategic location close to the city centre, the residential areas of Ringsend, Irishtown and Sandymount, the mixed use Point Village to the north and has the potential to contribute substantially to the consolidated growth of Dublin City. The location of the Draft Planning Scheme is on the cusp of the City Centre as set out in the Dublin City Development Plan.

2.2 The Draft Planning Scheme.

- 2.2.1 The Draft Planning Scheme comprises mixed use development of 750,000sqm. of commercial, residential, community, retail, cultural and community development. The Draft Planning Scheme provides for a basic split between 60-70% residential of varying density with a range of residential forms and tenures to 30-40% commercial. A district level shopping centre with a large convenience component including up to 20,000sqm. net convenience, including an anchor store, is to be provided along with a local centre of up to 1,000sqm. net retail. A cultural centre at Pigeon House Dock is proposed. The Draft Planning Scheme seeks to provide for a residential population of approximately 10,100 people and a working population of approximately 16,000 people. The Draft Planning Scheme also includes environmental, landscape and public realm improvements and will provide accessible and attractive public open space.

2.2.2 *The Vision*

- 2.2.2.1 The overall vision for Poolbeg as set out in the Draft Planning Scheme document 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 of the peninsula”.

2.2.3 The Planning Scheme Zones

2.2.3.1 The Draft Planning Scheme boundary covers over 90 hectares, but excludes port operations, industrial and utilities plants which will continue in operation except the cooling pond and over flow tanks identified in paragraph 2.1.3 above. The peninsula is divided into 14 zones of which four are intended for comprehensive redevelopment and are termed ‘development zones’. These four zones comprise some 40 hectares and the key characteristics and main elements of each of these four zones is set out below. These 4 development zones are shown in Figure 2.2.3.1 below. There will be some flexibility in terms of the range of uses and densities as set out above in paragraph 2.2.1 and as set out below in regard to each of the zones.

Figure 2.2.3.1 - Location of Development Zones.



Zone 1

2.2.3.2 Zone 1 comprises the former Irish Glass Bottle land (10.1 hectares) and the adjacent Fabrizia land (4.6 hectares). This is to become a mixed use area including residential, commercial and retail development including a district shopping centre of up to 20,000sqm net (26,640sqm gross) floorspace. The mix of residential to commercial is 60:40 in this zone with some flexibility for up to 70 per cent residential. This zone will contain a Luas Stop. It will also contain a proposed Dublin Bay Valley Park which will be a centre-piece for the development and will connect the built up area with the southern shore of the peninsula and beach. The district centre will focus on an urban plaza fronted by taller, slender buildings with a landmark building of 15 storeys with a distinctive building incorporating a public use. Residential will be concentrated within this zone in the area between Dublin Bay Valley and Sean Moore Park which will also have community facilities including a primary school and small neighbourhood parks. A variety of building heights are proposed on the Sean Moore Park frontage. Parking for retail and office units will be mainly underground.

2.2.3.3 Within Development Zone 1, the former Irish Glass Bottle land is currently in the ownership of a consortium known as BECBAY of which the DDDA has membership of 26 per cent.

Zone 2

2.2.3.4 Zone 2 comprises a 1.2 hectare strip of land owned by the Port of Dublin just to the north of Zone 1. This is an area that will be developed exclusively for commercial development being located at the interface between the existing residential neighbourhood of Ringsend, the Dublin port facility and major utilities. This zone will benefit from a high level of public transport accessibility and reasonably close proximity to the district centre.

Zone 3

- 2.2.3.5 Zone 3 comprises approximately 11 hectares under the ownership of Dublin Port on the peninsula's southern shore. Development in Zone 3 seeks to maximise potential offered by a prominent position overlooking Dublin Bay. The northern part of Zone 3, adjacent to existing utilities, will be partly devoted to logistics and the remainder will be a family friendly neighbourhood. To the north of the spine road, development will consist of medium to fine grain apartments and to the south, low-rise fine grain development with a range of town house, patio house and beach pavilion building types. Ground floor levels will rise away from Dublin Bay to facilitate views to the south. Policy in the draft Planning Scheme indicates that an overall land use mix of 90 percent residential to 10 per cent commercial floor space will be achieved as an average across Zone 3 with scope for 100 per cent to 80 per cent residential or up to 20 per cent commercial subject to the Authority's approval.

Zone 4

- 2.2.3.6 Zone 4 comprises 2.5 hectares based around Pigeon House Dock dominated by a number of iconic buildings and structures including the former Pigeon House Power Station, Pigeon House Hotel and the Dock itself. This area is currently in Dublin City Council ownership and will provide a local point for heritage, arts, culture and media uses. There will be a 80:20 percent split of residential to commercial with a 10% measure of flexibility. Within Zone 4 there are three strong architectural clusters of buildings. Firstly, the Pigeon House Power Station is proposed to be refurbished with contemporary additions to the rear to accommodate potentially community, civic, media or and cultural uses. The adjacent Pigeon House Hotel is also proposed to be refurbished. The proposed building to the south of the hotel will ensure that the view of the primary façade of the hotel from Green Hill is respected. Secondly, there will be a commercial cluster of up to seven buildings arranged around a central covered atrium. Thirdly, there will be a series of larger-scale modern buildings north of Pigeon House Park. Policy in the draft Planning Scheme seeks to ensure that an overall mix of

80 per cent residential floor space is achieved as an average across Zone 4. This average may vary up to 90 per cent residential to 10 per cent commercial or down to 70 per cent residential and 30 per cent commercial subject to the Authority's approval.

2.2.4 *Open Space*

2.2.4.1 Lands previously used for amenity purposes include Sean Moore Park, Irishtown Nature Park, land near the waste water treatment works, and land at the eastern extremity of the peninsula. These areas are not part of the development areas but are an important element of the overall landscape framework, which is based upon an appreciation of the natural features of the peninsula. The Draft Planning Scheme will include a green chain of continuous and accessible public ways which will take in these spaces and give access to a range of different kinds of experience including sports, leisure, ecological, wetland, shoreline and beach as set out below.

- *Dublin Bay Valley* – a wedge shaped public space which includes an urban plaza in the District Centre and an urban ‘cascade park’ which will incorporate a range of landscapes including amenity grassland, layers of planting and reed beds or ponds which will collect and filter rain and surface water run off.
- *The Beach Park* – a city wide recreational resource comprising open spaces, enhanced and accessible beach, a connecting promenade, a ‘cove park’, amenity grassland and small ‘sand dune’ topographical formations.
- *South Shore Green* – a linear ecological park located between the major public infrastructure and services located in the centre of the peninsula and the proposed development to the west and along the southern shore.
- *The Beach Walk* – A continuous and accessible public route along the southern shore of the peninsula connecting Irishtown Nature Park with Shellybanks and the Poolbeg Lighthouse and Sean Moore Road further beyond.

- *Pigeon House Dock Park* – An urban green space created on top of the capped Waste Water Treatment Plan’s overflow tanks. *Pigeon Dock Park* will be connected to Pigeon House Dock and surrounding development.

2.2.4.2 Any proposed enhancements of the nature park as specified below will be undertaken in consultation with local interest groups and Dublin City Council.

- The control of invasive alien species particularly Japanese Knotwood and sycamore, both of which are present and spreading within the park;
- Control of the spread of scrub into existing grassland areas;
- Ongoing removal of litter;
- Provision of explanatory signage.
- Proposals for a beach walk.

2.2.5 *Urban Design*

2.2.5.1 The planning policies of the Draft Planning Scheme seek to promote excellence in urban, architectural and landscape design. The Draft Planning Scheme promotes a finer grain of development. High architectural and place making qualities will be sought for schemes which are to achieve the upper half of the plot ratio range in each development area. Exceptionally high architectural and place making qualities will be sought for special buildings and buildings in the 14 to 15 storey height band. Special buildings identified and those 14/15 storey buildings proposed will have to achieve specified levels of compliance within a Design Review Process. Section 25 applicants must achieve high sustainability performance standards through the achievement of a Gold Commendation in the Sustainability Toolkit (see Appendix 5 of the Draft Planning Scheme document) and must implement play spaces in accordance with the Authority’s Play Space Guidelines.

2.2.6 *Building Heights*

2.2.6.1 Building heights are set by means of a height strategy consisting of a set of height bands which will apply to each plot of development within the Draft Planning Scheme. The upper number of storeys in the height band applying to a plot is the maximum building height permitted on that plot. Maximum height applies to the whole building and set backs, pent houses, and substantial roof plant all count as storeys. The ability to reach maximum heights will also be determined by the quantum of each block, design criteria identified in the draft planning scheme document and by the Design Review Process.

2.2.6.2 The highest building proposed will be 15 storeys. The height strategy takes into account the results of the air quality modelling of emissions from the existing and proposed industrial installations of the peninsula. However, should further PM10 results become available the heights of buildings proposed and air quality management (see Chapter 9: Air Quality) will be reviewed.

2.2.6.3 Section 25 applications are required to be assessed against the daylighting, sunlighting and shadow standards set out in Appendix 1 of the Draft Planning Scheme.

2.2.7 *Housing Size and Quality*

2.2.7.1 Residential proposed, as set out in the Draft Scheme's policies, will cater for a wide mix of dwelling types, sizes and tenures to ensure that a sustainable residential environment is created. A minimum of 25 percent of units are to be of 3 bedrooms or above (5 percent of these are encouraged to be four bedrooms and above), and 20 percent of all residential development must be social and affordable housing, which should be indistinguishable from market housing and distributed throughout the proposed development. The Draft Planning Scheme encourages the provision of family orientated dwellings.

2.2.8 *Community Facilities and Community Gain*

2.2.8.1 A range of community facilities will be provided in tandem with development policies in the Draft Scheme require that developers reserve land for schools and will require the direct provision of other community facilities in association with site development.

2.2.8.2 These requirements apply to the primary health care facility, doctors and / or dentists surgeries, a library and a post office. Childcare facilities are to be provided in accordance with Childcare Facilities Guidelines for Planning Authorities (2001).

2.2.8.3 The DDDA will also seek a range of other community gain facilities which will support the new community on the peninsula and the existing communities nearby. Those currently identified include community childcare facilities, a community centre, community youth facilities, heritage centre, biodiversity centre and a cultural / arts facility.

2.2.8.3 As part of the biodiversity strategy referred to in the Draft Planning Scheme the provision of a biodiversity centre in an appropriate location within the Draft Planning Scheme Area will be encouraged in consultation with Dublin City Council.

2.2.8 *Sustainability*

2.2.8.1 It is recognised that water supply and demand management are significant issues for the Greater Dublin area. The Sustainability Toolkit has been produced on the back of best practice in sustainable water management. Developers will be required to adopt comprehensive water use reduction, conservation and reuse initiatives within the built environment, including sustainable urban drainage systems and rain water recovery.

- 2.2.8.2 The Sustainability Toolkit contained in Appendix 5 of the Draft Planning Scheme document promotes:
- low energy, low carbon development encouraging the use of passive design strategies, renewable energy technologies and energy / heat recovery techniques.
 - the use of natural and recovered, sustainably sources, safe and durable materials with a low embodied energy. Building design techniques allowing for end of life deconstruction with components that are easy to recover, reuse and recycle. A policy of sourcing building materials from the locality is also encouraged where practicable.
 - prioritising waste prevention and reduction followed by re-use and then recycling. A target of 90 percent recycling and reuse will be set for developments.
 - A requirement that developers must have due regard to the provisions of the Greater Dublin Strategic Drainage Guidelines and provide evidence in the form of a Sustainable Drainage Strategy incorporated into the Stormwater Attenuation Plan, demonstrating how best practice has been followed.
- 2.2.8.3 All buildings should be accessible to persons with disabilities; have comfortable internal environments in terms of daylighting and sunlighting and noise protection standards and should be designed to minimise opportunities for crime.
- 2.2.10 *Transport and Movement*
- 2.2.10.1 The Draft Planning Scheme aims to reduce the need to travel by providing a broad and sustainable range of land uses and by maximising the use of sustainable transport modes. The movement strategy will support the provision of a safe and efficient transportation network with enhanced access to the area whilst minimising the impact of new development on local residents and other users of Dublin's transport network. The Movement Strategy has been

developed to achieve the following mode split when all the proposed development is delivered.

- public transport: 45 – 55 percent of journeys
- walking: 25- 35 percent of journeys
- cycling: 5 – 10 percent of journeys
- internal trips: 5 – 10 percent of journeys
- car: a maximum of 10 – 15 percent of journeys

2.2.10.2 Enhanced bus services will be delivered at the outset of the development. This will support the initial public transport requirements.

2.2.10.3 In the early phase, a Docklands Rapid Transport (DRT) system will be delivered providing high frequency and high quality bus services connecting the peninsula with the city centre and major transport nodes including the Docklands, Tara Street and Pearse Street Rail Stations, existing bus services and the future Metro North Line and the Interconnector. An interim DRT route over the East Link will be operated before the Dodder Bridge is in place.

2.2.10.4 In later phases Luas (or an equivalent high capacity public transport service), will extend to Poolbeg. The new Luas line will be subject to detailed feasibility studies to determine the preferred alignment.

2.2.10.5 The movement strategy aims to enhance the permeability of the area and improve the environment for pedestrians and cyclists. A network of such routes can be developed to improve connections to Ringsend, Sandymount, other parts of the Dublin Docklands, the city centre and wider areas.

2.2.10.6 The Main access to the envisaged development is proposed from both the existing Sean Moore roundabout and the other from opposite Bremen Road. A hierarchy of primary, secondary and tertiary routes is identified.

2.2.10.7 Car parking will be located mostly underground. Policies in the Draft Planning Scheme Appendix 2 set a maximum standard. The standards are restrictive to reflect the high level of public transport required to serve the proposed development. Transport Impact Assessments (TIAs) will be required to support S25 Certificate Applications. Mobility Management Plans will be required for larger commercial proposals.

2.2.10.8 A road is currently proposed as an option through the proposed Special Protection Area. If this interim designation remains or is formally adopted by the National Parks and Wildlife Service of the Department of Environment, Heritage and Local Government alternative access arrangements through Shellybanks Road to serve the eastern part of the peninsula will be provided. The current facilitation of this road will require the conversion of a relatively narrow strip of land on the landward side of the Nature Park to grassland as a further compensatory area for the Brent Geese.

2.2.11 *Utilities and Infrastructure*

2.2.11.1 It is likely that a trunk main augmentation to this general area from Dublin City Council's reservoir at Stillorgan will be required. It is also likely that a new supply of drinking water will be required for both this and other proposed developments in the city. Locally, an upgrade and extension of the existing trunk water main will be required during the first phase of development.

2.2.11.2 Proposed development will drain to the upgraded Ringsend Waste Water Treatment Plant via a new network of foul sewers and a new sewerage pumping station to be delivered in Phase 1. All new development will include appropriate provision for surface water infrastructure to serve new development.

2.2.11.3 A new electricity substation and association network of medium voltage distribution lines plus a new Bord Gais above ground pressure reduction station and associated local distribution mains will be delivered before Phase 2 proceeds.

- 2.2.11.4 A high speed electronic transfer network is required to facilitate new enterprises and meet the needs of new residents. A telephone exchange building and associated feed cables will be delivered in Phase 1.
- 2.2.11.5 As much of the peninsula contains contaminated soil and groundwater from previous landfilling and industrial uses, developers will be required to carry out a full contaminated land risk assessment before development takes place and ensure that any contaminated soil or water is appropriately dealt with.
- 2.2.11.6 The Draft Planning Scheme takes into account Seveso II sites, under the European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2006.
- 2.2.11.7 Existing grounds levels are relatively high offering some protection against future flooding. Anticipated rises in sea level due to climate changes will raise flood risk and it is recommended that a future tide height of at least 4.0m ODM (above the Irish Ordnance Survey Datum at Malin Head) may be required by Dublin City Council. All floor heights will be at least 4.5m ODM to ensure that buildings will not be subject to flooding.
- 2.2.11.8 All development proposals and landscape works will be vigorously assessed to ensure that they do not increase flood risk in any area outside the peninsula. Individual flood risk assessment will be required for all development proposals to identify where site-specific flood protection works are necessary. A strategic flood risk assessment is contained as an Appendix to Chapter 8 of this EIS.
- 2.2.12 *Phasing*
- 2.2.12.1 Key elements of phasing have been identified overleaf.

Extent of Development Permitted (Floorspace)	Preferred Location of Development	Enabling Development	Supporting Development
POOLBEG PLANNING SCHEME PHASE 1			
By first occupation of Phase 1A	n/a	<p>Public Transport</p> <p>Enhance existing bus service.</p> <p>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>Utilities, Telecoms, Water and Wastewater</p> <p>Delivery of essential above ground installations: Sewage Pumping Station and associated connections.</p> <p>Delivery of water main from Beach Road to South Bank Road, up to boundary of Zone 2 (figure 9.2).</p> <p>Primary Road Infrastructure</p> <p>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>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>	
PHASE 1 A			
By 150,000 sq m	Adjacent to South Bank Road and Sean Moore Road, Adjacent to the northern section of pedestrian	<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</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>

	boulevard. Adjacent to the northern edge of Dublin Bay Valley Park.	<p>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>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>	<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>
PHASE 1 B			
By 300,000 sq m	As per 1 A.	Public Transport Provision of combined public transport	Retail Development Delivery of retail and non

	Adjacent to the pedestrian boulevard and Dublin Bay Valley.	<p>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</p> <p>Provision of primary and secondary pedestrian and cycle routes within the development area.</p> <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>Provision of junctions on Sean Moore Road with secondary road network, in line with development.</p>	<p>retail service floorspace greater than or equal to 80 percent of the district centre.</p> <p>Community Facilities</p> <p>Reservation for primary school</p> <p>Reservation for secondary school</p> <p>Library</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>Community Gain</p> <p>Community childcare facility</p> <p>New Public Open Space</p> <p>Completion of Pedestrian Boulevard (figure 10.3).</p> <p>Environmental Enhancements</p> <p>Sean Moore Park, including provision of a new playspace</p>
PHASE 1 C			
By 450,000 sq m	<p>As per 1 A and 1 B.</p> <p>Adjacent to Sean Moore Park and the Promenade</p>	<p>Public Transport</p> <p>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</p> <p>Provision of primary and secondary pedestrian and cycle routes within the development area.</p> <p>Utilities, Telecoms, Water and</p>	<p>Retail Development</p> <p>Delivery of 100 percent of retail and non retail service floorspace in the district centre.</p> <p>Community Facilities</p> <p>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</p> <p>Community centre</p> <p>Youth facilities</p> <p>New Public Open Space</p> <p>Beach Park, Bay Lookout</p>

		<p>Wastewater Infrastructure</p> <p>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>and Promenade.</p> <p>Environmental Enhancements</p> <p>Irishtown Nature Park.</p>
POOLBEG PLANNING SCHEME PHASE 2			
PHASE 2 A			
<p>By 600,000 sq m</p>	<p>As per 1 A, 1 B, 1 C.</p> <p>Zone 3 and Zone 4.</p>	<p>Public Transport</p> <p>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</p> <p>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>Retail Development</p> <p>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</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>Community Gain</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>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>	<p>Heritage centre</p> <p>Biodiversity centre</p> <p>New Public Open Space</p> <p>Southshore Green</p> <p>Environmental Enhancements</p> <p>Beach Walk</p>
PHASE 2 B			
By 700,000 sq m	As per 2 A	<p>Public Transport</p> <p>Combined public transport services to accommodate an additional 570 person trips inbound during the peak hour (a total of 3540 person trips per</p>	<p>Retail Development</p> <p>Provision of 100 percent of retail and non retail service floorspace within 1 local centre (to be</p>

		<p>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</p> <p>Provision of primary and secondary pedestrian and cycle routes within the development area.</p> <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>delivered in tandem with the development of Zone 3)</p> <p>Community Facilities</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>Community Gain</p> <p>Arts/Culture facility</p> <p>New Public Open Space</p> <p>Pigeon House Dock Park</p> <p>Environmental Enhancements</p> <p>Green Hill</p>
PHASE 2 C			
700,000 sq m +	As per 2 A	Pro rata infrastructure and facilities as necessary.	Pro rata facilities as necessary.

2.3 Development Context

2.3.1 *Planning Policy Overview.*

2.3.1.1 The relevant planning policies at national, regional and local levels are set out in the Draft Planning Scheme document. The relevant policy and guidance documents identified in the Draft Planning Scheme document as being relevant include the following: *Ireland: National Climate Change Strategy 2007-2012 (2007)*; *Making Ireland's Development Sustainable (2002)*; *Dublin City Council's Draft Climate Change Strategy 2008-2012*; *Residential Density Guidelines for Planning Authorities (1999)*; *Sustainable Urban Housing: Design Standards for New Apartments (2007)*; *Sustainable Residential Development in Urban Areas: Consultation Draft Guidelines for Planning Authorities (February 2008)*; *the accompanying Urban Design Manual (February 2008)*; *Provision of Schools and the Planning System Code of Practice (July 2008)*; *Retail Planning Guidelines for Planning Authorities (2005)*; *The Retail Strategy for the Greater Dublin Area 2008-2016 (July 2008)*; *The Planning System and Flood Risk Management Consultation Draft Guidelines (September 2008)*. A more comprehensive list of guidance documents is located at the end of Chapters 5-22 respectively of this EIS.

2.3.1.2 The key policy documents at local level that inform the Draft Planning Scheme are:

- (1) *Dublin City Development Plan 2005 – 2011.*
- (2) *Dublin Docklands MasterPlan 2008.*

Dublin City Development Plan 2005 – 2011.

2.3.1.3 The overall aim of the Dublin City Development Plan 2005 – 2011 is set out as follows:

‘The aim is to ensure that Dublin remains an attractive, vibrant location for industry, commerce, creation and tourism and continues to be a major focus for economic growth within the country’.

- 2.3.1.4 The Dublin City Development Plan 2005-2011 aims to set out a framework for the coordinated and orderly growth of the inner city areas. The Plan’s overall objective is:

“To enhance the quality of life and experience of the city for the residents, workers, commuters and visitors and to consolidate the urban form of the city and to do so in conjunction with improvement to the public transport network”

- 2.3.1.5 The City Development Plan and subsequent emanating policy documents at city level anticipate the city core area extending both west and east and ultimately creating a link between Phoenix Park at Heuston Gateway and Dublin Bay at Poolbeg.

Dublin Docklands Master Plan 2008.

- 2.3.1.9 In accordance with Section 24 (2) (b) of the DDDA Act 1997 (as amended). The key aims of the *Dublin Docklands Master Plan 2008*, are to:
- a) Set out the economic, social and other issues relevant to the regeneration of the Docklands Area, and proposals to address those issues.
 - b) Identify those parts of the Docklands Area where detailed proposals and plans for development, redevelopment, renewal or conservation of land in that Area are appropriate.
 - c) Identify those parts of the Docklands Area where Planning Schemes under Section 25 would be appropriate.
 - d) Set out urban design guidelines for the Docklands Area, including guidelines relating to urban and building conservation, street furniture, and landscaping.

- e) Include proposals for appropriate renewal, preservation, conservation, restoration, development and redevelopment of the streetscape layout and building pattern of appropriate parts of the Docklands Area.
- f) Include proposals for the development of existing and new residential communities in the Docklands Area, including the development of housing for people of different social backgrounds.
- g) Include proposals for a programme of development or redevelopment of derelict sites or vacant sites in the Docklands Area.
- g) Include proposals relating to the conservation of the architectural heritage of the Docklands Area.
- h) Include transport proposals consistent with the Department of Transport. *Investment Programme – Transport 21*, which updated and revised *A Platform for Change Strategy 2000 – 2016*, which updated the original Dublin Transport Initiative (DTI) Strategy.
- i) Include an estimate of the costs of the implementation of the Master Plan and an indication of possible funding options.
- j) Estimate the implications for employment, training and education in the Area and for employment, training and education of Docklands Area residents, of measures proposed in the Plan.

2.3.1.10 The *2008 Master Plan* includes a number of key policies (objectives) identifying the development potential for Poolbeg Peninsula in the context of the Draft Planning Scheme. These are outlined in the Figure 2.3.1.1 overleaf:

Figure 2.3.1.1 –Dublin Docklands Master Plan 2008 Key Policies (Objectives).

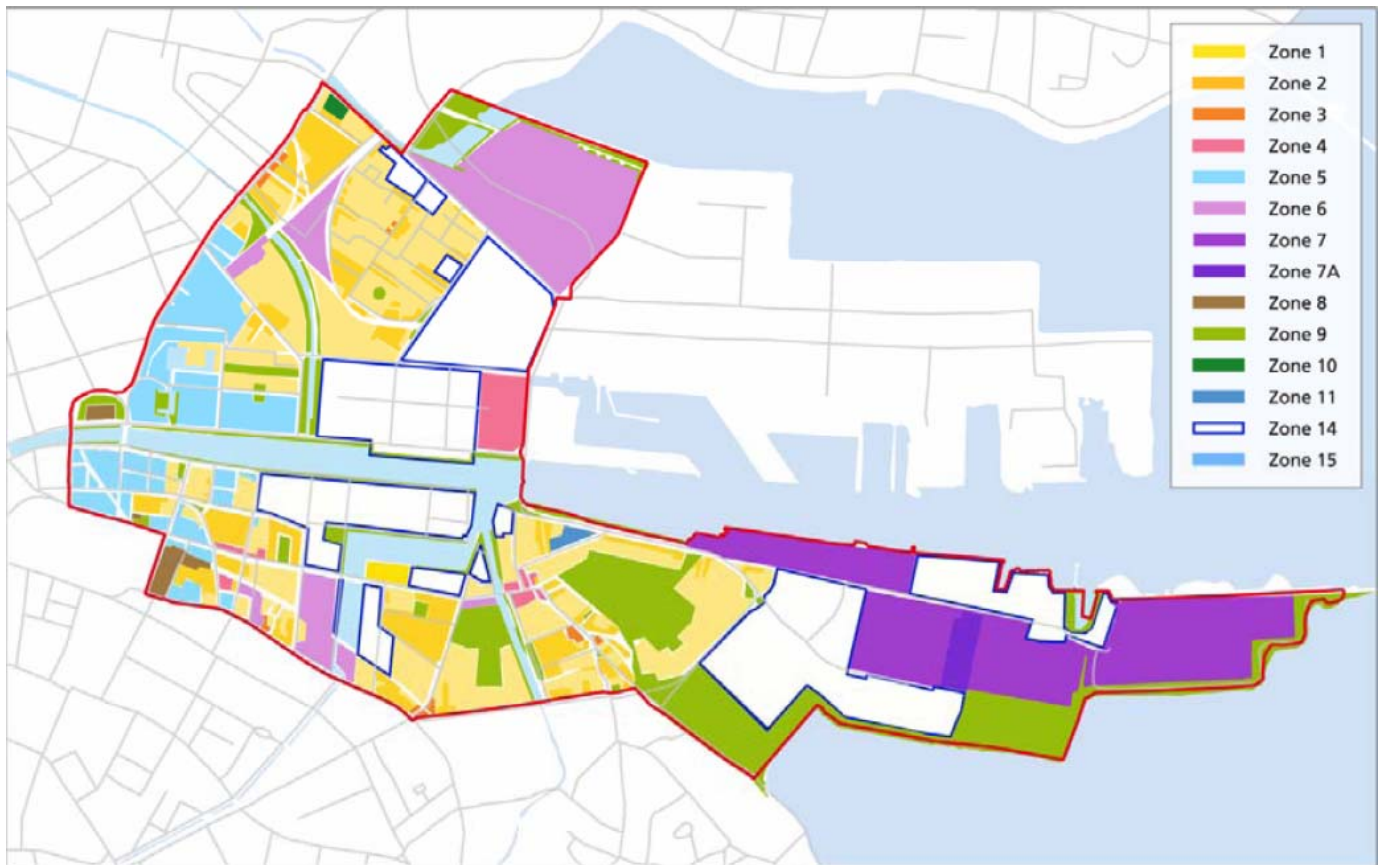
Land Use	Urban Design
<ul style="list-style-type: none"> • Seek to implement Variation 21 to the Dublin City Development Plan 2005 – 2011. 	<ul style="list-style-type: none"> • Existence within the peninsula of a Zone of Archaeological Interest.
<ul style="list-style-type: none"> • Provide social and affordable housing at a minimum ratio of 20%. 	<ul style="list-style-type: none"> • Provision of an amenity bay loop.
<ul style="list-style-type: none"> • Provide a mix of residential types, sizes and tenures of dwellings. 	<ul style="list-style-type: none"> • Consider City Views in terms of impact of development.
<ul style="list-style-type: none"> • A land use mix in the order of 60-70% residential / 40-30% commercial. 	<ul style="list-style-type: none"> • Promote major public and cultural buildings at Poolbeg.
<ul style="list-style-type: none"> • Poolbeg Planning Scheme to include a strategy for phasing of development in tandem with delivery of high capacity public transport. 	<ul style="list-style-type: none"> • Seek to reinforce and enhance Irishtown Nature Park.
<ul style="list-style-type: none"> • Provide supporting community social and economic facilities. 	<ul style="list-style-type: none"> • Maximise the use of green open space to facilitate sustainable drainage systems and enhance the potential for biodiversity.
<ul style="list-style-type: none"> • All major projects will be carefully assessed for environmental impacts, particularly as regards emissions and traffic. 	<ul style="list-style-type: none"> • Create a landscape network as part of the Master Plan that not only acts as a flood protection measure but also enhances the potential for biodiversity and movement.
<ul style="list-style-type: none"> • Provision of retail facilities up to District Centre level to be served mainly by public transport. 	<ul style="list-style-type: none"> • Promote the creation of public access to Pigeon House Harbour and investigate the feasibility of developing the harbour for public recreational and public boating purposes.

<ul style="list-style-type: none"> • Seek tourism facilities in Poolbeg. 	<ul style="list-style-type: none"> • Protection of archaeological material; formulation of site specific mitigation; undertaking of inter-tidal and underwater assessments; archaeological monitoring; and protection of the character of an archaeological site or its setting. • Protection of the integrity of the SPA, cSAC, pNHA. • Cooperate with Dublin City Council in the achievement of the objective of the <i>Dublin City Biodiversity Action Plan 2008-2012</i>.
<p style="text-align: center;">Movement and Transport</p> <ul style="list-style-type: none"> • Proposed Priority Pedestrian Route. • Provision of cycle route linked to the city wide network. • Extension of Luas, provision of bus route and potential ferry terminal. • Upgrade of the road network to facilitate development. • Introduction of high capacity public transport service (Bus Rapid Transit system, or interim variants, and Luas extension) linking Poolbeg to the remainder of the Docklands, the city centre and the wider transport network. 	<p style="text-align: center;">Social Regeneration</p> <ul style="list-style-type: none"> • New development to be supported by adequate community and recreation facilities, both new and enhanced, in tandem with phasing of development. • All S25 Planning Schemes to be subject of a Local Employment Charter subject to statutory and legal requirements. • Facilitate and promote provision and expansion of education facilities.

<p style="text-align: center;">Infrastructure</p> <ul style="list-style-type: none"> • Roll out and phasing of development is subject to adequate waste water infrastructure. • Require Flood risk assessment for all Section 25 applications. 	<p style="text-align: center;">Economic Development</p> <ul style="list-style-type: none"> • Support development of commercial and retail development in Poolbeg.
<p style="text-align: center;">Arts, Culture, Tourism and Leisure</p> <ul style="list-style-type: none"> • Cultural infrastructure, activity and events in Poolbeg. • Tourism Node. • Cluster Tourism, arts and cultural facilities including hotels in Poolbeg. • Attractive and innovative restaurants, cafes, public houses and shops in Poolbeg. 	

2.3.1.1 The *Dublin Docklands Master Plan 2008* intends to promote the zoning of a variety of uses, including mixed use (Zone 14) within the peninsula. Figure 2.3.1.2 overleaf sets out the *Dublin Docklands Master Plan 2008's* proposed zoning for Poolbeg.

2.3.1.2 All proposals will also be governed by the various policies contained in the Draft Planning Scheme document itself. These policies are consistent with those of the Master Plan identified above.

Figure 2.3.1.2 - Zoning Objectives Map (extract) Dublin Docklands Master Plan 2008.

Zone 1: To protect, provide and improve residential amenities

Zone 2: To protect and/or improve the amenities of residential conservation areas

Zone 3: To provide for and improve neighbourhood facilities

Zone 4: To provide for and improve mixed services facilities

Zone 5: To consolidate and facilitate the development of the central area and to identify, reinforce and strengthen its civic design character and dignity

Zone 6: To provide for the creation and protection of enterprise and facilitate opportunities for employment creation Dublin Docklands Master Plan 2008 – Part 4. Land Use 26

Zone 7: To provide for the protection and creation of industrial uses and facilitate opportunities for employment creation

Zone 7A: To provide for the protection and creation of industrial uses and facilitate opportunities for employment creation

Zone 8: To protect the existing architectural and civic design character of this area and to allow for limited expansion consistent with the conservation objective. To allow primarily residential and compatible office and institutional uses

Zone 9: To preserve, provide and improve recreational amenity, and open space

Zone 10: To consolidate and facilitate the development of inner suburban sites for mixed use development of which office, retail and residential would be predominant uses

Zone 11: To protect and improve canal, coastal and river amenities

Zone 14: To seek the social, economic and physical development or rejuvenation of an area with mixed use, of which residential and Zone 6 would be the predominant uses

Zone 15: To provide for institutional and community uses