
STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)
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Non-Technical Summary

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<tr>
<td>AA</td>
<td>Appropriate Assessment</td>
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<td>ACA</td>
<td>Architectural Conservation Area</td>
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<td>BAP</td>
<td>Biodiversity Action Plan</td>
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<td>BOD</td>
<td>Biological Oxygen Demand</td>
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<td>DCDP</td>
<td>Dublin City Development Plan</td>
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<td>CFRAMS</td>
<td>Catchment-wide Flood Risk Assessments</td>
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<td>CHP</td>
<td>Combined Heat and Power</td>
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<td>COD</td>
<td>Chemical Oxygen Demand</td>
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<td>CSO</td>
<td>Central Statistics Office</td>
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<td>CSO</td>
<td>Combined Sewer Overflows</td>
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<td>DCFPP</td>
<td>Dublin Coastal Flood Protection Plan</td>
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<td>DCENR</td>
<td>Department of Communications, Energy and Natural Resources</td>
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<td>DCIHR</td>
<td>Dublin City Industrial Heritage Record</td>
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<td>DoEHLG</td>
<td>Department of Environment, Heritage and Local Government</td>
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<td>CO₂</td>
<td>Carbon Dioxide</td>
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<td>DBTF</td>
<td>Dublin Bay Task Force</td>
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<td>DTO</td>
<td>Dublin Transport Organisation</td>
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<td>EC</td>
<td>European Commission</td>
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<td>EIA</td>
<td>Environmental Impact Assessment</td>
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<td>Environmental Protection Agency</td>
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<td>ER</td>
<td>Environmental Report</td>
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<td>ERDB</td>
<td>Eastern River Basin District</td>
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<td>ESB</td>
<td>Electricity Supply Board</td>
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<td>EU</td>
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<td>FSD</td>
<td>Framework for Sustainable Dublin</td>
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<td>GDA</td>
<td>Greater Dublin Area</td>
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<td>GDSDS</td>
<td>Greater Dublin Strategic Drainage Study</td>
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<td>Acronym</td>
<td>Description</td>
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<td>GHGs</td>
<td>Green House Gases</td>
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<td>GIS</td>
<td>Geographical Information Systems</td>
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<td>GSI</td>
<td>Geological Survey of Ireland</td>
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<td>KDC</td>
<td>Key District Centre</td>
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<td>LAP</td>
<td>Local Area Plan</td>
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<td>Landscape Conservation Area</td>
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<td>National Development Plan</td>
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<td>NIAH</td>
<td>National Inventory Architectural Heritage</td>
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<td>Nitrogen Oxides</td>
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<td>National Parks and Wildlife Service</td>
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<td>OPW</td>
<td>Office of Public Works</td>
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<td>pNHA</td>
<td>Proposed Natural Heritage Area</td>
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<td>PM10</td>
<td>Particulate Matter</td>
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<td>POM</td>
<td>Programme of Measures</td>
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<td>QBC</td>
<td>Quality Bus Corridor</td>
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<td>QBN</td>
<td>Quality Bus Network</td>
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<td>RBMP</td>
<td>River Basin Management Plan</td>
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<td>Regional Planning Guidelines</td>
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<td>Record of Monuments and Places</td>
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<td>RPS</td>
<td>Record of Protected Structures</td>
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<td>SAAO</td>
<td>Special Amenity Area Order</td>
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<td>SAC</td>
<td>Special Area of Conservation</td>
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<td>SAFER</td>
<td>Strategies and Actions for Flood Emergency Risk Management</td>
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<td>SFRAs</td>
<td>Strategic Flood Risk Assessments</td>
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<td>SPA</td>
<td>Special Protection Area</td>
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<td>SEA</td>
<td>Strategic Environmental Assessment</td>
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<td>Acronym</td>
<td>Description</td>
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<td>S2S</td>
<td>Sutton to Sandycove</td>
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<td>SUDS</td>
<td>Sustainable Urban Drainage Systems</td>
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<td>TPO</td>
<td>Tree Protection Order</td>
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<td>WFD</td>
<td>Water Framework Directive</td>
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<td>Water Services Supply Area</td>
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<td>WSSP</td>
<td>Water Services Strategic Plan</td>
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<td>WWTP</td>
<td>Waste Water Treatment Plant</td>
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NON-TECHNICAL SUMMARY
This is the non-technical summary of the Environmental Report on the Strategic Environmental Assessment (SEA) of the Dublin City Development Plan 2011 – 2017. The purpose of this report is to ensure that the key issues and findings of the Environmental Report of the Dublin City Development Plan 2011 – 2017 are readily understood by decision-makers and the general public in a comprehensive manner.

1.0 INTRODUCTION

The SEA was carried out to comply with the provisions of the SEA Directive (Directive 2001/42/EC) and those regulations transposing the Directive into Irish Law i.e. European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004) and Planning and Development Regulations 2004 (S.I. No. 436 of 2004). SEA is required for all development plans where the population is 10,000 persons or more. The SEA is the first to be carried out by Dublin City Council for a development plan review and is being carried out in tandem with the preparation of the Dublin City Development Plan 2011 - 2017. The results of the SEA are presented in the Environmental Report (ER). The ER, this summary report and the SEA Statement should be read in conjunction with the Dublin City Development Plan 2011 – 2017.

SEA provides a high level of protection to the environment by integrating environmental considerations at the earliest stage in the plan-making process with a view to promoting sustainable development and informs the development plan of any significant environmental impacts.

2.0 OUTLINE OF CONTENTS AND MAIN OBJECTIVES OF DUBLIN CITY DEVELOPMENT PLAN 2011 - 2017

The Dublin City Development Plan 2011 – 2017 sets out the spatial framework for the city within the context of the National Development Plan, the National Spatial Strategy, National Climate Change Strategy, Regional Planning guidelines for the Greater Dublin Area and Transport 21. The development plan seeks the long-term sustainable development of the city through the formulation of a core strategy, strategic policies and a range of specific objectives for the economy, population & housing, sustainable neighbourhoods, culture, movement and transport, sustainable infrastructure, urban form, culture and conservation. The plan is based on a long-term vision that Dublin by 2030 will be one of the most sustainable, dynamic and resourceful city regions in Europe. This long term vision can be translated into a core strategy which comprises three strongly interwoven strands to make Dublin city:

- A compact quality, green, well-connected city which generates a dynamic, mixed-use environment for living, working and cultural interaction
- A smart city, creating real long-term economic recovery
- A city of sustainable neighbourhoods and socially inclusive communities

The strands of the core strategy are made up of a number of priorities. These priorities are as follows:

- Shaping the city structure, including the inner city
- Connecting and sustaining the city’s infrastructure
Greening the city
Fostering Dublin’s character and culture
Making Dublin the heart of the region
Revitalising the city’s economy
Strengthening the city as the national retail destination
Providing quality homes in a compact city
Creating good neighbourhoods and successful communities

3.0 METHODOLOGY

There are a number of steps to be taken when undertaking an SEA including screening, scoping, devising alternatives, monitoring etc. The methodology used for the SEA process is based on the European SEA Directive 2004, the Planning and Development (Strategic Environmental Assessment) Regulations 2004 and on the national SEA guidelines for Regional and Planning authorities (DoEHLG 2004). The SEA was carried out primarily by an in-house, inter-departmental team of Dublin City Council. External specialist consultants provided a mentoring service. This approach is in line with the best-practice approach set out by the Environmental Protection Agency (EPA).

This non-technical summary provides brief overview of the various stages that Dublin City Council undertook during the SEA process and the subsequent preparation of the ER.

Stage 1: Scoping

Having established that an SEA is mandatory for city and county development plans where the population is 10,000 persons or more, the next step in the process was scoping the contents of the ER. Scoping is undertaken to ensure that the relevant environmental issues are identified thus allowing them to be addressed appropriately in the ER. Consultation with the designated environmental authorities i.e. Department of Environment Heritage and Local Government (DoEHLG), Department of Communications, Energy and Natural Resources (DCENR) and the Environmental Protection Agency (EPA) took place to determine the scope and level of detail of information to be included in the ER.

Stage 2: Description of the Existing Environment and the Evolution of the Environment without Implementation of the Development Plan

Environmental Baseline Information was collated and described. Dublin city’s baseline environment was examined under the following environmental receptor headings:

- Population and Human Health
- Biodiversity, Flora and Fauna
- Air
- Climatic Factors
- Water
- Material Assets (transport and waste management)
- Cultural Heritage (including architectural and archaeological heritage)
- Soil and Landscape

The main reason to describe the environmental baseline is to identify the current state of the city’s environment against which the likely effects of implementing the development plan can be tested. The baseline data gathered by the SEA team was readily available and relevant data.
Population and Human Health
Dublin City Council’s administrative area covers 115 sq.km., has a population of 506,211 persons and has an overall density of 4,400 persons per sq.km. which accounts for 45% of the population of the Dublin Region. The population of the city continues to grow, although at a lower rate than the region as a whole. There has been uneven growth across the city with some Electoral Divisions (EDs), mainly in the inner city, experiencing sharp increases in population while others declined.

Average household size in Dublin city is also declining. The average household size is 2.59 in the city compared to the state average of 2.81. This is also evident in the steady rise of one-person households. This demographic trend has potential implications for the size and type of new households. It remains a key objective to consolidate the city and maximise efficient use of land. This approach is in accordance with the settlement strategy under the Regional Planning guidelines for the Greater Dublin Region 2010 – 2022.

The human health impacts relevant to SEA are those which arise as a result of interactions with environmental receptors i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported and come into contact with human beings.

Biodiversity, Flora and Fauna
Dublin city and its bay, as a natural harbour at the confluence of several river basins, contain a variety of ecosystems which are biologically diverse and of international and national importance for the species which inhabit them and their associations. The ecological value of these areas is a resource for Dublin’s citizens and also remarkable for such an urbanised capital city.

There is a level of protection offered to sites of biodiversity which are zoned Z9 in the development plan. Sites of international and national importance are protected under legislative designations. However, where there are areas of local importance or within other zoning designations, protection may be limited.

Dublin city accommodates a number of designated sites. There are also Natura 2000 sites which are outside the City Council boundary but could be impacted upon by the development plan. These will need to be taken into consideration. For example, plans for riverine environments in the city could affect estuarine environments in other local authority areas downstream. As part of the development plan review an Appropriate Assessment was undertaken. The purpose of this assessment is to determine whether the Dublin City Development Plan is likely to have any significant impacts on the designated Natura 2000 sites identified within a 15 kilometre buffer of Dublin City Council’s administrative boundary.

The exceptional rate of growth of the city in recent years has put greater pressure on biodiversity, and sites are being developed closer to these zones as space becomes scarce. In outlying areas, hedgerow loss has been a concern, with the development of greenfield sites. Any projects which front onto the city’s system of rivers and canals will have potential impacts on natural heritage, due to the importance of designated habitats cited above. There are many potential threats to the management of biodiversity, flora and fauna inherent in the pressures of the high density of
population and development of Dublin city and the naturally diverse heritage of Dublin Bay and its associated riverine ecosystems. Development of sites adjoining roosting, feeding and breeding sites can cause disturbance to fauna and threaten biodiversity. For example, construction activities can generate noise, dust and disturb patterns of migratory birds, otters and other highly mobile mammals. Lighting design can affect potential for bat roosting and feeding and connectivity of habitats. Removal of trees and hedgerows can have an impact of a range of protected fauna.

**Air (air quality and noise)**

**Air Quality**

Air quality in Dublin is currently good. In particular years Dublin’s air quality has shown significant improvement in the levels of black smoke, lead, sulphur dioxide, benzene, and carbon monoxide (CO).

According to the National Development Plan the key challenges in relation to air quality are Nitrogen Oxides (NOx) and Particulate Matter (PM$_{10}$). Current results for Nitrogen Oxides are in compliance with the annual limit value. However the levels are sufficiently high to be of concern in relation to compliance in the future. Particulate matter concentrations remain a threat in terms of exceeding limit values at some locations, should a combination of factors (including unfavorable weather conditions and traffic emissions) occur.

Emissions from the transport sector are the main, but not the only threat to air quality in the Dublin region. Other issues include the construction industry, uncontrolled burning of waste and localised emissions from a small number of industries. According to the Environmental Protection Agency’s (EPA) 4th State of the Environment Report published in 2008:

“Emissions of air pollutants, particularly PM$_{10}$ and NO$_x$, from road traffic remain the main threat to air quality in urban areas. While new standards for car emissions and the resultant cleaner technology have curbed emissions from individual vehicles, this has been offset by the increasing number and bigger engine sizes of vehicles on Ireland’s roads. Air quality issues must therefore be an integral part of traffic management and planning processes and there needs to be a modal shift from the private car to high-quality public transport”.

Dublin City Council and the other local authorities in the Dublin region are updating the ‘Dublin Regional Air Quality Management Plan’ which will address air quality issues, including emissions from the transport sector.

**Noise**

In general, low environmental sound levels can contribute significantly to the good health and quality of life for the population in Dublin city.

Dublin City Council has assessed sound levels in its area using computer modelling, as required by EC directive 2002/49/EC and Irish Regulation S.I No. 40 of 2006. On foot of this computer modelling, it has produced a strategic Noise Action Plan for the period October 2008 - November 2013. The main aim of this plan is to ‘address local noise issues by reducing noise where necessary and maintaining the environmental acoustic quality where it is good.’
In summary, the statistics from computer modelling for the Dublin City Council area indicate that:

- Traffic noise is the dominant noise source.
- Railway, industrial, and aircraft noise, does not have a major impact on overall noise levels.
- Approximately 66% of citizens are exposed to 24-hour (Lden) sound levels from traffic below 65 decibels.
- 24 hour (Lden) sound levels from traffic do not drop below 55 decibels.
- 58% of citizens are being exposed to night-time levels from traffic above 55 decibels.
- Approximately 7,600 people are being exposed to average 24-hour (Lden) sound levels equal to or greater than 75 decibels. There are approximately 228,100 residential addresses in the Dublin City Council region of which the following is the percentage breakdown for exposure to the various bands of ‘noise’.

The Noise Action Plan sets out proposals and actions in relation to reducing noise where necessary and maintaining the environmental acoustic quality where it is good.

**Climatic Factors**

In May 2008 Dublin City Council adopted a Climate Change Strategy that sets ambitious targets for the city toward 2020 and in May 2009 the Lord Mayor of Dublin signed the EU Covenant of Mayors under which 500 European cities will aim to go beyond the EU 2020 targets of a 20% reduction in GHG’s. The City Council has also produced the Dublin City Sustainable Energy Action Plan 2010 – 2020 which will aim to reduce the city’s energy consumption and associated emissions. As part of this process of preparing this action plan it was necessary to estimate the current energy consumption and associated CO₂ emissions for the Dublin City Council area. The baseline was calculated between three sectors; Residential (32%), Commercial/Manufacturing (43%) and Transport (25%). Waste and agriculture are not big emitters within the city boundaries. In 2006, Dublin city (12% of national population), released approximately 5 million tonnes (10.5% of all Irish emissions). On average a Dubliner releases 9.7 tonnes of CO₂ per year, less than the national average which is 11.3 tonnes.

With the adoption of the Dublin City Climate Change Strategy there will be a framework in place to monitor CO₂ emissions from several activities. In addition it is will be good practice to update the 2006 baseline on a periodic basis.

**Landscape and Soils**

**Landscape**

The city landscape consists of the public and private landscape of the city. It fulfils an array of environmental, ecological, social, recreational and aesthetic functions of the developing city. Today opportunities for new parks are more restricted due to the almost complete development of the city administrative area, however they do arise within redevelopment (e.g. docklands) and development densification (e.g. institutional land developing surplus lands). Growth and densification of urban areas requires the protection of its landscape, which can be lost or marginalised by development pressure.
A broad range of landscape issues has been identified, which include (i) the provision of an accessible public landscape that meets the perception and demands of a European capital city, (ii) the creation of landscape linkages within an urban fabric that has reached almost full development, (iii) the balancing of competing demands such as between biodiversity and recreational uses, (iv) the promotion of sustainable landscape solutions (e.g. green roofs, green walls, permeable pavement, SUDS) in the city landscape etc.

**Soils**

The soil of Dublin is derived from glacial till of Irish Sea origin, with limestone and shale and is largely Grey Brown Podzolics. The lighter-textured Grey Brown Podzolics are good all-purpose soils, while the heavier-textured members are highly suited to pasture production, responding well to manurial and management practices. The coast of Dublin has a layer of alluvium overlying the topsoil, which is a result of the low-lying status of the city. This sequence of soils is only remaining in undisturbed areas of the coast. As Dublin is a very built-up city, much of the topsoil and alluvium have long since been removed.

The function of soils in abating climate change is particularly important in a regional context for cities such as Dublin experiencing rapid growth beyond city boundaries. The conversion of greenfield sites and sealing of soils can release CO$_2$ into the atmosphere and further reduce areas of ‘carbon sinks’. Land use planning must target the use of brownfield sites.

Any key projects which involve development of greenfield sites will be of greatest concern for strategic management of soils. Issues would be those associated with soil sealing, soil structural degradation and compaction, loss of organic matter, and soil erosion. A significant issue is the removal of high-quality existing soils and replacement with poor-quality fill. Good-quality soils are a commodity in urban areas and existing soils within the administrative area of Dublin city should be re-used within the locality, in the interests of retaining biogeographical characteristics of soils, such as soil types, seeds and organisms within native soils and habitat values. The transport of soils should be minimised also in the interests of sustainability.

**Water**

In the Dublin Region, the four local authorities (Dublin City Council, Dun Laoghaire-Rathdown, Fingal and South Dublin County Councils) have adopted a co-ordinated approach to the delivery of water services. This approach also applies to neighbouring areas in Counties Kildare, Meath and Wicklow. It follows that an Integrated Dublin Region Water Services Strategic Plan is appropriate to these areas and services. This plan examines the supply, treatment storage and delivery of water in the Dublin Water Supply Area (WSA). The population of this area has grown significantly over the past ten years. It is estimated that by 2031 the Dublin WSA will have a population of approximately 2.2 million people. Currently, the average daily water requirement for the WSA, with a population of 1.5m, is 550 million litres. However, with the forecasted increase in population it is estimated that demand will increase to approximately 800 million litres by 2031. The existing water treatment plants at Ballymore Eustace, Ballyboden, Leixlip and Roundwood are working to their full capacity in order to supply the daily demands and, while Ballymore Eustace and Leixlip are currently being expanded, this will only match the demand growth that will have taken place by the time they are completed.
In order to meet future demands, Dublin City Council has embarked on a study to determine a new major water source to meet projected demand in the long-term called the Water Supply Project for the Dublin Region. This project is studying the options of either using a desalination process to treat water from Dublin Bay or bringing water from the river Shannon via a new storage reservoir.

Dublin City Council has established a number of water supply by-laws to reduce waste and demand levels. These by-laws include the mandatory use of water saving devices in new buildings. The City Council has also embarked on a major watermain rehabilitation project to reduce unaccounted for water lost through leakage in older watermains in the Dublin WSA.

In relation to drinking water, quality of water in Dublin is good.

The vision for drainage services for the Dublin Region is to achieve and maintain good ecological status of all receiving waters. In line with the requirements of the Water Framework Directive, it required that the collection, transport, treatment and disposal of both foul sewage and stormwater are managed effectively to achieve this.

The capacity of the Ringsend Wastewater Treatment Plant (WWTP) to treat the volume and loading of wastewater created by the growing population is inadequate and will continue to be problematic, even with the planned upgrade of the Ringsend Waste Water Treatment Plant, with maximum capacity of the extended WWTP being exceeded by 2014. The only solution to this problem is the development of a new regional WWTP. The need to upgrade the existing treatment plants and the drainage connection network in the region, to the ultimate capacity as set out in the Greater Dublin Strategic Drainage Study must be recognised.

Significant parts of the Dublin sewer network have insufficient capacity to effectively collect and transport the sewage from the point of collection to the point of treatment. This results in increasing pollution and deterioration of waterbodies.

The issues surrounding surface water or stormwater collection and disposal are inextricably linked to those of the foul sewer network due to the impact of sewage overflows on the quality of the stormwater. The quality of stormwater within an urban area is also affected by ingress of surface pollutants from pavements. Both of these issues can be significantly improved by the adoption of Sustainable Urban Drainage Systems (SUDS) which will result in reduced or delayed runoff quantities into the system and, potentially, improvement in runoff quality by percolating runoff through SUDS devices such as swales or wetlands.

To achieve good status for waters will require specific programmes of measures to be undertaken. Basic measures are those required by existing legislation while supplementary measures are those required in situations where basic measures alone are judged to be inadequate to achieve good status. Dublin City Council has drawn up a Programme of Measures for the protection and improvement of waters in its functional area.

Flooding

Flooding is a natural process that can happen at any time in a wide variety of locations and plays a role in shaping the natural environment. It is recognised that the risk of flooding has increased due to climate change and sea level rise. There
are three types of flooding events, which can arise separately or in combination; Coastal Flooding arising from the sea or estuary, Fluvial Flooding arising from rivers or streams and Pluvial Flooding arising from extreme rainfall. The Regional Planning guidelines for the Greater Dublin Area 2010-2022 states that Dublin city is vulnerable to two key sources of flooding, fluvial and coastal.

In relation to flood protection the most significant recent development in this area is publication of the Planning System and Flood Risk Management guidelines in 2009. These guidelines are specifically aimed at linking planning and development with Flood Protection and Flood Risk Assessment. It is a requirement of the guidelines that the development plan and all future planning decisions have regard to the guidelines.

The vision for the city and the strategic approach translate into a core strategy which will ensure effective realisation of the National Spatial Strategy (NSS), Regional Planning guidelines (RPGs) and consequent local area plans (LAPs). The core strategy takes account of national and regional population targets and provides the policy framework for local area plans. It represents a spatial expression of the delivery of essential infrastructure and services within an over-arching sustainable framework. It is also part of the core strategy to consolidate the city and achieve a compact city, which makes optimum use of urban land and existing or proposed public infrastructure. Through the application of the sequential approach and justification test as set out in the Planning System and Flood Risk Management guidelines it is considered that the elements of the core strategy can be achieved while managing flood risk appropriately. Furthermore, by supporting and encouraging the consolidation of the city it is considered that this approach will ensure that areas of the Dublin metropolitan area particularly those along floodplains do not suffer from development pressures and can be protected for reasons of flood risk management.

Material Assets (Transport and Waste Management)

Transport

Dublin City Council’s administrative areas covers approximately 115Ksq.m and is populated by 506,211 people. Within its boundaries there are just over 31Km of Irish Rail track and just under 13km of Luas track. The entire rail track within the Dublin City Council area is designated as major rail. There is approximately 1280km of roads, 16% of which was designated as Major Road i.e. carrying more than 16,438 vehicles per 24 hours. The existing public transport network currently comprises bus, DART and the Luas tram lines. There are currently 200km of bus lanes passing through the area, with more QBCs planned and under construction. To date a total of c.199km of cycle lanes has been provided within the Dublin City Council area. This is made up of both segregated lanes and combined bus and cycle lanes. The cycle lanes provided form part of a citywide cycle network. Over 1000 cycle stands have been provided within the canals to date.

The road network is generally at capacity where private cars are concerned. Increasing road space has been and will continue to be given over to public transport, cyclists and pedestrians.

The most significant environmental problem experienced in the area of movement and transport is that of traffic congestion. Traffic contributes substantially to noise and air
pollution in the city. It also poses health and safety risks where conflicts may arise between different road users.

**Waste Management**

At the core of national waste management policy is the EU Waste Hierarchy with a preference for the prevention, reuse and recycling (including biological treatment) of waste ahead of energy recovery and landfill disposal. The waste sector is estimated to account for 3% of total green house gas emissions in 2005. The Waste Management Plan for the Dublin Region 2005 – 2010 sets out the current regional policy framework for Dublin to progress the sustainable management of waste arising in the region to 2010. The strategy in the waste plan aims to deliver maximum recycling, use thermal treatment for the treatment of residual wastes and by doing so minimise the use of landfill disposal.

Energy recovery is part of the Waste Management Plan for the Dublin Region 2005-2010. The region will thermally treat residual waste with a new Waste to Energy Plant (5.5 hectares) in Poolbeg which is due to become operational in 2012. The facility will be able to handle 600,000 tonnes of municipal waste annually. The facility will produce energy to meet the needs of approximately 50,000 houses in the form of energy supplied to the National Grid. The facility will also have the capacity to provide district heating for up to 60,000 homes. Planning permission, an EPA licence and a licence from the Commissioner for Energy Regulation have been granted. A grid connection application was lodged with the ESB in June 2008. An application for foreshore lease or licence was completed and submitted to the Minister for Agriculture Fisheries and Food in July 2008.

Some of the main issues for the management of waste in the city are (i) the reuse of materials rather than the use of new materials in development (ii) use of renewable materials and those low embodied energy materials and low toxic materials, (iii) assessment of whole life environmental impacts, (iv) whether residential and commercial developments are providing sufficient quantity and high quality recycling facilities for waste sorting located conveniently for collection, (v) the role of local plans in addressing local waste recycling facilities as part of the social and capital infrastructure audits.

**Cultural Heritage (including archaeological and architectural heritage)**

Dublin is an ancient city with many sites of archaeological, architectural and cultural heritage importance. Within Dublin city, there are a number of methods to...
protect the integrity of cultural assets including appropriate zonings (Z2 and Z8), Architectural Conservation Areas (ACAs), Record of Protected Structures (RPS) and Record of Monuments and Places (RMPs), Zones of Archaeological Interest and Conservation Areas (for example along the Liffey quays). Conservation grants are also available to owners of protected structures and particularly to owners of protected structures which are on the Buildings At Risk Register.

In relation to architectural heritage, there are currently just over 9000 structures listed for protection in the Record of Protected Structures. There are currently ten ACAs in Dublin city. These include Grafton Street and Environs, O’Connell Street, Dartmouth Square and Environs, Marino Casino, South City Retail Quarter, Capel Street and Environs, Prospect Square – De Courcy Square and Environs, Thomas Street and Environs, Chapelizod and Environs and Fitzwilliam Square and Environs. Lands zoned Z2 in Dublin City Council’s development plan consist mainly of housing areas, but also in limited cases can include a limited range of other secondary and established uses. Lands zoned Objective Z8 in the development plan incorporate the main conservation areas in the city, primarily the Georgian squares. In addition to the Z2 and Z8 zoned areas of the city, conservation areas are also denoted by red hatching delineated on the accompanying zoning objective maps for the development plan.

Ireland’s industrial heritage is being changed and destroyed at an unknown rate. Over the past decade there has been a growing public awareness of Ireland’s industrial heritage, as seen in a number of sites which have been restored by enthusiasts and are now open to the public as tourist and educational attractions. The Grand and Royal Canals in Dublin city are an example of a tourist and educational attraction based on industrial heritage in Ireland. A key issue in the conservation of the city’s built heritage is recording and conserving Dublin’s unique industrial heritage, a substantial portion of which has already disappeared without record.

Dublin city is rich in archaeology and has a diverse range of monuments covering a number of historic eras. It is deemed that the development plan area is of high archaeological potential due to the potential for the presence of hitherto unknown sub-surface archaeological remains. During the 18th century however the Wide Streets Commission reshaped the old medieval city and created a network of main thoroughfares by wholesale demolition or widening of old streets or the creation of entirely new ones. The result is that it is difficult to grasp the form of the old city or to understand the context of surviving medieval fabric/street patterns at ground level. Nevertheless, much remains that is of value and which can be reinforced or stitched back together and presented in the city’s renewal. A clear strategic vision is required for the oldest part of the city.

There is a continuing need to balance the needs of a consolidating city with the need to protect its cultural character. The retention and adaption of historic buildings must proceed, while protecting their intrinsic character. Dublin’s tourism industry relies heavily on its built heritage.

**Evolution of the Environment without the Implementation of the Development Plan**

The evolution of the city’s environment in the absence of the development plan was analysed by the SEA team.
The development plan includes policies for biodiversity, flora and fauna that will serve to protect and enhance biodiversity and flora and fauna that aims to strengthen the recognition of green corridors under the Habitats Directive. The development plan also supports measures for protection of important habitats in mitigation of impacts of development. In the absence of the development plan and its proactive policies and objectives, it is likely that further loss and degradation of habitats would occur. It is also likely that the survival of individual species of flora and fauna would be threatened with loss.

In relation to climatic factors it is projected that if no measures were taken to reduce CO₂ emissions, a business as usual model, that the increases in CO₂ emissions in the three sectors will be as follows, Residential 17%, Commercial/Manufacturing 30% and Transport 32%. There would be little evidence of this increase on the city’s microclimate specifically but as part of the broader climate change scenario there may be many negative climatic impacts.

In relation to the city’s landscape, the absence of the development plan would put the landscape under pressure from development and densification with significant negative impacts on environmental, ecological, social, recreational and aesthetic attributes of Dublin.

For soils, the development plan includes greater measures for the protection and management of soils. It will strengthen the development of soil management strategies for future developments under the Soils Framework Directive such as the encouragement of re-development of brownfield sites and remediation of soils which are contaminated or compacted. In the absence of the plan and its proactive policies, it is likely that further damage could be done to soils and geology of greenfield sites, in particular, and that management and remediation of brownfield sites would be limited.

Dublin City Council is committed to maintaining and improving the status of the various waterbodies referenced in the Water Framework Directive. While various engineering projects are in train to address the current capacity constraints in the collection, treatment and disposal network for sewage and stormwater flows, proper development management must also form a key part Dublin City Council delivery on that commitment. Policies and objectives have been updated in the development plan with the aim to protect and enhance the status of the waterbodies and reflect changes bought about through new European directives and national requirements as well as guidelines issued to planning authorities such as recent flood risk management guidelines.

From a movement point of view the city development plan will continue to promote a shift away from private car use towards more sustainable forms of transport. It will support a redistribution of road space away from the private car to accommodate this. In the absence of the development plan and its proactive policies, it is likely that the city will continue to be congested by private cars. It is also likely that noise and air pollution would continue to increase. The absence of the plan would result in the loss of potential for modal shift to public transport, cycling and walking. An increased modal share for these modes would contribute to a reduction in pollution and a healthier city environment generally.

In relation to cultural heritage, the development plan will continue and build on the policies of the Dublin City
Development Plan 2005 – 2011 in relation to built heritage. The absence of the Dublin City Development Plan 2011 – 2017 and its policies would result in a potential loss of historic fabric and character to the condition of protected structures and bring about a lack of standards for redevelopment of sites in the Zone of Archaeological Interest. This in turn would lead to a loss of irreplaceable fabric, to the detriment of existing and future generations and also to visitors to Dublin.

**Identification of Existing Environmental Problems**

Following the stages above i.e. the scoping exercise, which included consultation and feedback from the environmental bodies, and the carrying out of the baseline study, it was determined that there were a number of overarching environmental challenges which must be addressed in the city. These were as follows:

1. Housing Dublin City Council’s growing population in balanced, sustainable and attractive neighbourhoods on the limited amount of suitable land available within Dublin City Council’s administrative boundary for a compact city and region.

2. The treatment of drinking water is a major issue for the city and region. The current water treatment plants are working to full capacity. While Ballymore Eustace is currently being expanded this will deal only the demand growth that will have taken place in the meantime.

3. In order to meet projected demands, up to 2031 and beyond, for drinking water a new water source must be determined. Currently the river Liffey is at its limit for safe abstraction.

4. The European Union Water Framework Directive (WFD) requires that all governments aim to achieve “good ecological status” in all their natural waters by 2015. The rivers in Dublin City Council are currently either ‘at risk’ or ‘probably at risk’ of not being able to achieve good status by 2015 unless improvement measures are taken.

5. Existing wastewater treatment infrastructure required by an increasing population in the Dublin region is inadequate. Maximum capacity will be reached by 2014. Additional wastewater treatment infrastructure must be constructed in order to avoid significant adverse impacts upon water quality, biodiversity, flora and fauna and human health.

6. Need to secure the necessary land, plant and underground corridors for major utility infrastructure, including water supply, delivery and drainage in a compact city to facilitate its growth and well-being while also integrating utility infrastructure into lands so that other uses are not compromised (e.g. rights of way limiting recreational provision).

7. There is a need to ensure, through the implementation of measures such as sustainable urban drainage systems, that changes in land use do not lead to increased flood risk. Increased flood risks arising from climate change and sea level rise need to be addressed through proper planning and risk management measures in accordance with National guidelines.

8. There is a continuing need to ensure better integration of land-use and transport which promotes more sustainable forms of transport, greater use of public transport as well as significant improvements in public transport.
9. A balance must be struck between accommodating the future development, recreational, heritage and biodiversity needs of Dublin city.

10. Under the Kyoto Protocol Ireland has agreed to limit the net growth of Green House Gases (GHGs) to 13% above its 1990 levels (current figure is 25% above 1990 levels). There is a pressing need for Dublin city to reduce its GHG emissions.

11. Emissions, mainly from the transport sector, are the main threat to air quality in the Dublin Region (oxides of nitrogen \( \text{NO}_x \) and \( \text{PM}_{10} \) and \( \text{PM}_{2.5} \)).

Identifying the strategic environmental problems is an opportunity to define key issues and to devise the Environmental Protection Objectives for each of the environmental receptors.

**Stage 3: Preparation of Scoping Report**

Following consultation with the environmental authorities and the initial gathering of baseline data, a Scoping Report was prepared. This report was prepared in order to provide current understanding of the key environmental issues experienced and to be addressed in Dublin city as set out in Stage 2 above.

**Stage 4: Setting of the Environmental Protection Objectives, Targets and Indicators**

Environmental Protection Objectives, Targets and Indicators (OTIs) were set based on European, national and local environmental policy. The setting of OTIs is a recognised way of testing the environmental effects of the development plan. They are used to demonstrate whether the development plan will have a positive, negative or no impact on the environment, to compare the environmental effects of alternative plan scenarios and to suggest improvements if necessary. If complied with in full, the environmental objectives set should result in an environmentally neutral impact from implementation of the 2011 – 2017 development plan. The environmental protection objectives, which usually express a desired direction of change, are established for each of the environmental receptors and are often aspirational in nature. Each environmental receptor has between one and four associated environmental protection objectives, with each of these objectives assigned measurable indicators allowing for monitoring. An example of this approach is given below in Figure A.

**Figure A: Example of Environmental Protection Objective, Target and Indicator set for Water**

<table>
<thead>
<tr>
<th>Environmental Receptor</th>
<th>Environmental Protection Objective</th>
<th>Target</th>
<th>Indicator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>To comply with EU Water Framework Directive 2000/60/EC i.e. to ensure and maintain good ecological status of all receiving waters in the Dublin Region in the future</td>
<td>All water bodies to meet targets set in ERDB plan as adopted by Public Representatives and by Minister for Environment by Notice in July 2010 in accordance with S.I. 722 of 2003</td>
<td>Ecological Status of Water Bodies</td>
</tr>
</tbody>
</table>
Stage 5: Identification, Description and Evaluation of Development Plan Alternatives

It is standard practice when devising a plan that alternative ways of fulfilling its objectives are considered. For the purposes of the proposed Dublin City Development Plan 2011 – 2017 three possible alternatives were considered reflecting the need to achieve the following proposed objectives of the plan:

- To protect and strengthen the role of Dublin city as the premier gateway
- To develop the city region as the engine of Ireland’s economy
- To consolidate the city and make the most efficient use of land
- To ensure the provision of an integrated transport network supporting a compact, consolidated city
- To protect and strengthen the role of Dublin city centre as the prime retail centre for the region and ensure a retail environment which offers consumers more choice and affordability
- To integrate the inner city and regeneration areas into a more coherent urban structure
- To ensure an appropriate balance between accommodating development, recreation, heritage and biodiversity needs of the city and identify mechanisms for the greening of the city landscape
- To value the city’s built and natural landscape as a unique resource
- To recognise culture as integral to Dublin city’s identity and quality of life

A summary of these three reasonable alternatives are provided below:

**Alternative I - Low Intensity Approach**

This scenario plans a more consolidated and compact city with relatively low-intensity development on infill and key development sites across the city.

Key elements of this scenario are:

- Densities of between 35 – 50 residential units per hectare
- Height of new development no greater than four storeys
- Low levels of investment in public transport and supporting community / social infrastructure due to low densities developed to justify investment
- Non-clustering of economic activities
- Existing buildings that are currently underused or vacant remain under/undeveloped

**Alternative II – Mid-Intensity Approach**

This scenario plans a more compact, consolidated city on a medium-intensity basis with the development of the city focused on ensuring that Dublin city functions as the primary economic engine of the state. Density and intensity of development would increase across the entire city but would vary depending on location and connections of areas to supporting infrastructure.

Key elements of this scenario are:

- A targeted approach to the future development of the city with the city centre, (including all the underutilised and vacant sites), areas in need of significant regeneration and other areas of the city identified and designated for greater intensities of development served by existing and planned quality public transport infrastructure
City region developed as the engine of national economy with a network of spatial and sectoral clusters

Densities of approximately 120 units per hectare realised in city centre, inner city, key district centres, key developing areas, and on those under-utilised lands well served by existing and planned public transport infrastructure

The outer city and suburbs would also witness increases in densities, although at a more modest scale

Height of new developments would generally be in the six to eight storey range in central and designated areas, 2-4 storeys in suburban and outer city areas with some scope for higher buildings in limited locations for reasons of investment, identity and vitality

Lands currently zoned for employment and in close to existing or future public transport corridors redeveloped to higher densities accommodating primarily more intense employment-generating uses in the knowledge and green economies

Identification of mechanisms for the greening of the city landscape to allow for an appropriate balance between accommodating future development, recreation use, heritage and biodiversity needs of the city

Development planned to ensure that the economic role and competitiveness of the city centre are strengthened to allow it to continue to develop as the prime retail centre for the region

Smaller-scale neighbourhood retail centres retained and developed in the outer city and suburban areas to complement and underpin the city centre

Alternative III - High Intensity Approach

This scenario plans a more compact, consolidated city on a high-intensity basis. All areas of the city would be potentially available for increases in density, including the suburbs, outer city, open spaces, environmentally more vulnerable areas etc. A more flexible, market-driven approach to developing the city would prevail with the majority of the city area available for higher-intensity development.

Key elements of this scenario are as follows:

- Higher density and intensity of development possible across the city
- Maximum height and plot ratios possible in developments throughout the city, city centre and suburbs alike with less regard given to the existing conservation, environmental or character of areas
- No particular areas designated or targeted for redevelopment as all areas of the city available for intense redevelopment

Stage 6: Environmental Assessment of the Alternatives and Selection of the Preferred Development Alternative

The three identified alternative development scenarios were tested against the environmental protection objectives and a preferred strategy emerged. Alternative II i.e. Mid-Intensity was selected as the preferred approach. This approach was found to potentially have the most positive impact on the environment serving to maximise the development potential of the city’s limited land supply, makes most efficient use of land, supports the significant investments that have been
made, and will be made in the near future, in public transport, represents a co-ordinated approach to the future of the city which allows all areas of the city to reach their full potential.

This mid-intensity approach, as with the low-intensity and high-intensity approaches, is dependent on upgrading of existing, and provision of a new regional wastewater treatment plant. Mitigation measures will be required to deal with this issue as well as the issues of water supply. The development plan that has emerged from the plan preparation process has a close correlation with Alternative II i.e. a Mid-Intensity Approach.

Stage 7: Assessing the Likely Significant Effects of the Plan on the Environment

An environmental assessment of the preferred strategy was carried out to determine whether implementation of this mid-intensity approach would be likely to cause any significant effects on the environment. The assessment of the likely significant effects on the environment of implementing the development plan was carried out, in accordance with best practice methodology. The methodology employed was the accepted, and commonly used, methodology of creating a matrix, whereby the policies of the development plan are listed on one axis and the Environmental Protection Objectives on the other. To avoid the Environmental Report being dominated by a series of complex matrices the detailed matrices have been included as an appendix in the Environmental Report while a summary of the significant environmental impacts are provided in the main body of the report.

From the environmental assessment carried out it was found that the implementation of the development plan will prove to have significant positive impacts on the environment. However, the assessment has also identified some policies, when assessed in isolation, that have the potential to have significant adverse impacts on some of the environmental receptors unless mitigated against. Such adverse impacts could arise as a result of stand-alone policies to facilitate additional population and economic growth and development, increase densities and facilitate intensification of the city generally, promote access to recreational areas, opening up private recreational areas and promoting taller buildings in some locations of the city. While these policies are fully in line with national and regional policy to consolidate and ensure a more compact city with greater intensity of uses and to ensure that the city’s role as the economic engine of the state is strengthened, there is potential for significant adverse impacts on the receiving environment unless mitigated against. Mitigation procedures and measures have been devised and incorporated into the Dublin City Development Plan 2011 – 2017.

Stage 8: Mitigation measures to Prevent, Reduce and Offset Significant Adverse Environmental Effects of Implementing the Plan

As stated above potential significant adverse impacts of implementing the development plan were found to arise as a result of policies to facilitate additional population and economic growth and development, increasing densities and facilitating intensification of the city generally, promoting access to recreational areas.
areas, opening up private recreational areas and promoting taller buildings in some locations of the city. There is potential for significant adverse impacts on the receiving environment unless mitigated against.

Sustainability was placed as the overarching theme from the outset of the preparation of the development plan. As a result of sustainability being an overarching theme a comprehensive set of policies and objectives informed by the principles of sustainability have been devised and incorporated in the plan. Policies with sustainability at their core allow them to act as mitigation measures to offset any potential adverse impacts on the environment as a result of implementing the development plan. Furthermore, mitigation in the form of policies serves to formalise the mitigation measures and fully integrates them into the development plan process. Mitigation measures, in the form of development plan policies, have been devised for each of the affected environmental receptors.

**Stage 9: Monitoring Measures**

The SEA Directive requires that the significant environmental effects of implementing the development plan be carried out. Early on in the plan preparation process the SEA team developed environmental protection objectives and targets and indicators. In order to measure progress towards these objectives and targets, environmental protection indicators were also developed to monitor the baseline situation, monitor the impacts of the development plan and predict impacts. A total of 48 indicators have been devised to monitor the impacts of the development plan on the environmental receptors i.e. population and human health, biodiversity, flora and fauna, air, climatic factors, water, material assets, cultural heritage and landscape and soils. Existing monitoring arrangements utilised by Dublin City Council were considered most appropriate in order to avoid duplication of monitoring mechanisms.
INTRODUCTION

This is the Environmental Report prepared as part of the Strategic Environmental Assessment of the Dublin City Development Plan 2011 – 2017. ‘Environmental Report’ means that part of the plan’s documentation which contains the information required by Article 5 and Annex I of the SEA Directive and Schedule 2B of the Planning and Development (Strategic Environmental Assessment) Regulations 2004.

The Appropriate Assessment (AA), also prepared in parallel with the development plan, was prepared and is available as a separate document, the Natura Impact Report of the Dublin City Development Plan 2011 – 2017. Both environmental assessments have been integrated into the statutory time-tables for the preparation of the development plan.

BACKGROUND

Strategic Environmental Assessment (SEA) is the “formal, systematic assessment of the likely effects on implementing a plan or programme before a decision is made to adopt the plan or programme.” This is the first SEA carried out for a development plan for the city and was being carried out in parallel with the preparation of the plan. SEA affords a high level of protection of the environment and contributes to the integration of environmental considerations at an early stage in the preparation of a plan with a view to promoting sustainable development. The SEA informed the development plan of any significant environmental impacts.

Legislative Context of SEA and Purpose of the Environmental Report

The SEA was carried out to comply with the provisions of the SEA Directive (Directive 2001/42/EC) and those regulations transposing the Directive into Irish Law i.e. European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004) and Planning and Development Regulations 2004 (S.I. No. 436 of 2004). Under the Directive 2001/42/EC and S.I. 436 of 2004 – Planning and Development (Strategic Environmental Assessment) Regulations 2004, Dublin City Council was required to carry out a Strategic Environmental Assessment (SEA) of the Dublin City Development Plan 2011 – 2017. The purpose of the SEA Directive is to “…provide a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes what are likely to have significant effects on the environment.”

The Environmental Report is at the heart of the SEA process. It is a key mechanism in promoting sustainable development, in raising awareness of the significant environmental issues and in ensuring that such issues are properly addressed within the capacity of the planning system to do so.

There has been complete integration between the preparation of this Environmental Report and of the development plan allowing for the development plan to be informed by environmental considerations from the
outset. The Environmental Report has guided the preparation of objectives, policies, and development plan alternatives for the plan and forms part of the development plan documentation.

The likely significant effects on the environment of implementing the development plan, and reasonable alternatives, are described and evaluated in this report. In accordance with Directive 2001/42/EC, this report includes information that may be reasonably required taking into account:

- Current knowledge and methods of assessment,
- The contents and level of detail in the plan,
- The stage of the plan in the decision-making process, and
- The extent to which certain matters are more appropriately assessed at different levels in the planning process in order to avoid duplication of assessment.

1.2 STRATEGIC ENVIRONMENTAL ASSESSMENT

1.2.1 Description of the Dublin City Development Plan 2011 – 2017

Planning authorities are obliged to review their development plans every six years as legislated for under the Planning and Development Act 2000. This review was undertaken and SEA was integrated into the statutory timetables for the review of the Dublin City Development Plan 2005 – 2011. The development plan will be implemented over a six-year timeframe from 2011 to 2017 and covers the entire administrative area of Dublin City Council.

The Dublin City Development Plan 2011 – 2017 consists of a Written Statement, 11 no. maps, the Record of Protected Structure, the Environmental Report and the Appropriate Assessment. The Written Statement contains 17 chapters as follows:

- **Chapters 1 and 2** detail the background to the making of, and the context of the development plan.
- **Chapter 3** sets out the development plan spatial framework strategy up to 2017. This spatial framework for the city is set within the context of the National Development Plan, the National Spatial Strategy, National Climate Change Strategy, Regional Planning guidelines for the Greater Dublin Area and Transport 21 and is based on a long-term vision that Dublin by 2030 will be one of the most sustainable, dynamic and resourceful city regions in Europe. This long term vision is translated into three interwoven strands of a core strategy as follows:
  - A compact quality, green, well-connected city which generates a dynamic, mixed-use environment for living, working, social and cultural interaction
  - A smart city, creating real long term economic recovery
  - A city of sustainable neighbourhoods and socially inclusive communities

The strands of the core strategy are made up of a number of priorities. The main objectives of are as follows:

- To protect and strengthen the role of Dublin city as the premier gateway
- To develop the city region as the engine of Ireland’s economy
To consolidate the city and make the most efficient use of land

To ensure the provision of an integrated transport network supporting a compact, consolidated city

To protect and strengthen the role of Dublin city centre as the prime retail centre for the region and ensure a retail environment which offers consumers more choice, affordability

To integrate the inner city and regeneration areas into a more coherent urban structure

To ensure an appropriate balance between accommodating development, recreation use, heritage, biodiversity, needs of the city and identify mechanisms for the greening of the city landscape

To value the city’s built and natural heritage as a unique resource

Recognise culture as integral to Dublin city’s identity and quality of life

**Chapters 4 to 12** detail the achievements, challenges, strategic approach and accompanying policies and objectives to guide the future sustainable development of the city in line with the core strategy above under the planning topics of (i) Shaping the City, (ii) Connecting and Sustaining the City’s Infrastructure, (iii) Greening the City, (iv) Fostering Dublin’s Character and Culture, (v) Making Dublin the Heart of the Region, (vi) Revitalising the City’s Economy, (vii) Strengthening the City as the National Retail Destination, (viii) Providing Quality Homes in a Compact City and (ix) Creating Good Neighbourhoods and Successful Communities.

**Chapter 13** details how the policies and objectives of the development plan will be secured. New mechanisms have been devised which include a set of performance indicators and instruments such as key guiding principles, sustainable standards and toolkits. Successful implementation will also be achieved through on-going collaboration with citizens, stakeholders, sectoral interests etc. This chapter also sets out the monitoring and review mechanisms put in place to monitor and measure the progress of the development plan.

**Chapter 14** sets out and explains the development management objectives to be taken into account in planning applications.

**Chapter 15** sets out the general land-use and zoning policies and objectives of the development plan. An explanation of the land use categories and the zoning objectives that apply to them is provided.

**Chapter 16** sets out the guiding principles for the Public Realm, Urban Form & Architecture, Green Infrastructure, Strategic Development & Regeneration Areas and Building Height in a Sustainable City

**Chapter 17** contains the qualitative and quantitative, including car parking, standards to be applied in all future plans, projects and developments.

The plan also contains a number of **Appendices** containing supporting information to the Written Statement:

- Schedule of Non Statutory Plans
- National, Regional and Local Guidance
- The housing strategy
- Retail Strategy
1.2.2 Integrating SEA into the Plan-Making Process

As with the Appropriate Assessment (AA), the SEA needs to be fully integrated with the various stages of the development plan preparation process in order to ensure that the environmental implications do not impact negatively upon the city’s environment as a result of changes to policy. Accordingly, Dublin City Council adopted a precautionary and comprehensive approach, undertaking an environmental assessment at all stages including, the pre-draft development plan (September 2009), the amended proposed policies as contained with the pre-draft plan (October 2009), the draft Dublin City Development Plan 2011 – 2017 (December 2009), the proposed amendments to the draft plan and the final development plan as adopted.

1.3 RELATIONSHIP OF THE DEVELOPMENT PLAN WITH OTHER PLANS AND PROGRAMMES

The development plan sits within a hierarchy of European, national, regional and local planning policies. A number of plans, policies, programmes and directives at European, national, regional and local level have been identified and taken on board in the preparation of the plan. Table 1 below sets out the main plans, policies, programmes and directives identified and gives a brief summary of their main objectives.
<table>
<thead>
<tr>
<th>Plan / Programme</th>
<th>Summary of Key Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EU Level</strong></td>
<td></td>
</tr>
<tr>
<td>SEA Directive (2001/42/EC)</td>
<td>Under the SEA Directive the development plan requires an SEA. The development plan must take into account protection of the environment and the integration of the development plan into the sustainable planning of the country as a whole</td>
</tr>
<tr>
<td>Kyoto Protocol</td>
<td>Objectives seek to alleviate the impacts of climate change and reduce global emissions of Green House Gases (GHGs). The formulation of the development plan should give regard to the objectives and targets of Kyoto and aim to reduce GHG emissions from the management of residential and commercial development. Harnessing energy from natural resources could be considered to reduce overall GHG emissions</td>
</tr>
<tr>
<td>The European Landscape Convention (Florence 2000)</td>
<td>Aims to promote landscape protection, management and planning and to organise European co-operation on landscape issues</td>
</tr>
<tr>
<td>EU Directive 96/62/EC (Air Quality Directive)</td>
<td>Objective to improve air quality by controlling the level of certain pollutants and monitoring their concentrations</td>
</tr>
<tr>
<td>EU Water Framework Directive (2000/60/EC)</td>
<td>Aimed at improving the water environment, requiring member governments to take a holistic approach to managing their waters. Member states must aim to achieve good status in all waters by 2015 and must ensure that status does not deteriorate in any waters</td>
</tr>
<tr>
<td>EU Floods Directive 2007/60/EC</td>
<td>Aim is to reduce and manage the risk that floods pose to human health, the environment, cultural heritage and economic activity</td>
</tr>
<tr>
<td>EU Directive 2002/49/EC</td>
<td>To define a common approach intended to avoid, prevent or reduce, on a prioritised basis, the harmful effects, including annoyance, due to exposure to environmental noise,</td>
</tr>
<tr>
<td>EU Habitats Directive 92/43/EEC</td>
<td>Protects over 1000 animals and plant species and over 200 ‘habitat types’ which are of European importance</td>
</tr>
<tr>
<td>EU Birds Directive 79/409/EEC</td>
<td>Long term protection and conservation of all bird species living in the wild within the European territory of the member states</td>
</tr>
<tr>
<td>EU Drinking Water Directive 98/83/EC</td>
<td>Objective to protect the health of consumers in the EU and to make sure the water is wholesome and clean</td>
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## Plan / Programme

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>EU Bathing Water Directive 76/160 EEC</td>
<td>To ensure good bathing water quality</td>
</tr>
<tr>
<td>EU Urban Waste Water Treatment Directive (91/271/EEC)</td>
<td>Aimed at protecting the environment from the adverse effects of urban wastewater discharges and discharges from certain industrial sectors</td>
</tr>
<tr>
<td>Soil Framework Directive (proposed)</td>
<td>Member states to adopt a systematic approach to identifying and combating soil degradation</td>
</tr>
<tr>
<td>EU Drinking Water Directive 98/83/EC</td>
<td>To protect the health of the consumers in the European Union and to make sure the water is wholesome and clean</td>
</tr>
<tr>
<td>91/271/EEC as amended by Directive 98/15/EEC Urban Wastewater Treatment</td>
<td>To protect the environment from the adverse effects of discharges of urban wastewater by the provision of wastewater collecting systems and treatment plants for urban centres</td>
</tr>
<tr>
<td>European Commission White Paper on Adapting to climate change: Towards a European Framework for Action (COM (2009) 147)</td>
<td>Sets out a framework to reduce the EU’s vulnerability to the impact of climate change</td>
</tr>
<tr>
<td>EU Shellfish Waters Directive 2006/113/EC</td>
<td>Concerns the quality of shellfish waters and applies to those waters designated as needing protection or improvement in order to support shellfish life and growth</td>
</tr>
<tr>
<td>EU Air Quality Directive 2008</td>
<td>Sets binding standards for Air Particles</td>
</tr>
<tr>
<td>Directive on Ambient Air Quality and Cleaner Air for Europe (Directive 2008/50/EC</td>
<td>Provides standards for fine particle $\text{PM}_{2.5}$ pollution in the European Union</td>
</tr>
<tr>
<td>Pesticides Framework Directive (proposed)</td>
<td>To control the storage, use and disposal of pesticides to minimise risk to health and environment from their usage and to include measures which relate to soil management strategies in land use planning</td>
</tr>
</tbody>
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## INTRODUCTION

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<thead>
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<tr>
<td><strong>National Level</strong></td>
<td></td>
</tr>
<tr>
<td>Water Services Act 2007</td>
<td>Focuses on management of water ‘in the pipe’ as opposed to river water quality etc</td>
</tr>
<tr>
<td>National Climate Change Strategy 2007 – 2012</td>
<td>Sets out measures for Ireland’s reduction in emissions</td>
</tr>
<tr>
<td>National Development Plan 2007 – 2013</td>
<td>€184 mil infrastructural investment plan to build a prosperous country for Ireland’s population</td>
</tr>
<tr>
<td>National Spatial Strategy 2002 - 2020</td>
<td>20-year national planning framework to achieve more balanced social, economic and physical development across Ireland based on gateways and hubs</td>
</tr>
<tr>
<td>Transport 21 (2006 – 2015)</td>
<td>€34 billion transport capital investment framework under the NDP to address past investment backlogs and continuing growth in transport demand</td>
</tr>
<tr>
<td>National Energy Efficiency Action Plan 2009 - 2020</td>
<td>Sets out the government’s actions to achieve 20% energy efficiency saving</td>
</tr>
<tr>
<td>Sustainable Residential Development in Urban Areas – guidelines for Planning authorities 2009</td>
<td>Objective to produce high quality sustainable development which includes the integration of schools, community facilities, employment, transport and amenities in a timely and cost-effective manner</td>
</tr>
<tr>
<td>Urban Design Manual – A Best Practice Approach</td>
<td>Companion document on best practice implementation of ‘Sustainable Residential Development in Urban Areas’</td>
</tr>
<tr>
<td>Flood Risk Management guidelines – Consultation 2008</td>
<td>Aims to integrate flood risk management into the planning process</td>
</tr>
<tr>
<td>Preventing and Recycling Waste: Delivering Change (2002)</td>
<td>Aims to achieve an integrated approach to waste management based on the internationally accepted hierarchy of options with waste prevention favoured</td>
</tr>
<tr>
<td>Framework and Principles for the Protection of the Archaeological Heritage (1999)</td>
<td>Outlines the State’s general principles in relation to the management and protection of archaeological heritage</td>
</tr>
<tr>
<td>Architectural Heritage Protection guidelines for Planning authorities (2004)</td>
<td>Practical guide for planning authorities to deal with the provisions of Part IV of the Planning and Development Act</td>
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<td>Practical Guide for planning authorities to deal with the provisions of Part IV of the Planning and Development Act</td>
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</table>
### Plan / Programme


### Summary of Key Objectives

| Main Objectives of 1976 Act: To provide for the protection of flora and fauna, to conserve a representative sample of important ecosystems, to provide for the development and protection of game resources and to regulate their exploitation, and to provide the services necessary to accomplish such aims. Main Objective of the 2000 (Amendment) Act: To give statutory protection to NHAs, geological and geomorphological sites, enhance the conservation of species and habitats, enhance hunting controls, inclusion of most species for protection, regulation of commercial shoot operators, ensure compliance with international agreements, increase fine levels for contravention of Wildlife Acts, strengthen the provisions relating to the cutting of hedgerows, strengthen the protective regime for SACs and to give statutory recognition to the Minister’s responsibilities in regard to promoting the conservation of biological diversity. Transposes EU Habitats Directive 92/43/EEC into Irish law |

| European Communities (Drinking Water) (No.2) Regulations 2007 S.I. 278 of 2007 |
| Transposes EU Water Framework Directive (2000/60/EC) and EU Drinking Water Directive 98/83/EC into Irish Law |

| European Communities (Water Policy) Regulations 2009 S.I. 272 of 2009 |
| Gives effect to the measures needed to achieve the environmental objectives established for the bodies of surface water by Directive 2006/60/EC |

| Transposes EU Bathing Water Directive 76/160/EEC into Irish Law |

| Urban Wastewater Treatment (Amendment) Regulations 2010 S.I. 48 of 2010 |

| European Communities (Water Policy) Regulations 2003 S.I. 722 of 2003 |
| Transposes the Water Framework Directive into Irish Law |

| European Communities Quality of Shellfish Waters (Amendment) Regulation 2009 S.I. 55 of 2009 & Malahide Shellfish Waters Pollution Reduction Programme for Programmes as per SI No. 268 of 2006 |
| To give effect to in the State to Directive 79/923/EEC of 30th October 1979 on the quality required of shellfish waters |

| European Communities (Assessment and Management of Flood Risk) Regulations 2010 S.I. 122 of 2010 |
| Transposes EU Floods Directive 2007/60/EC into Irish Law |

| Environmental Noise Regulations 2006 S.I. 140 of 2006 |
| Transposes EU Directive 2002/49/EC into Irish Law |

| Ambient Air Quality and Assessment and Management Regulations, 1999 S.I. 33 of 1999 |
| Transposes EU Directive 96/62/EC (Air Quality Directive) into Irish Law |
# INTRODUCTION

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<tr>
<td><strong>Regional Level</strong></td>
<td></td>
</tr>
<tr>
<td>Retail Strategy for the Greater Dublin Area (GDA) 008 - 2016</td>
<td>Aims to set out a co-ordinated, sustainable approach to the assessment and provision of retail within the Greater Dublin Area</td>
</tr>
<tr>
<td>Greater Dublin Strategic Drainage Study</td>
<td>Identifies the policies, strategies and projects for developing a sustainable drainage system for the Greater Dublin Region; Identifies the need for the North Dublin Wastewater Treatment Plan and the orbital sewer, improvements in the drainage capacity and the need to upgrade existing treatment plants to their ultimate capacity</td>
</tr>
<tr>
<td>Dublin Coastal Flooding Protection Project</td>
<td>Aims to address and assess the risk from tidal flooding around the coastline</td>
</tr>
<tr>
<td>Review of the Regional Planning guidelines 2004 – 2016 and Regional Planning guidelines for the Greater Dublin Area 2010 - 2022</td>
<td>Aims to direct the future growth of the Greater Dublin Area over the medium to long term involving sustainable planning and through the protection of environmentally sensitive or important locations</td>
</tr>
<tr>
<td>DTO Strategy 2000 – 2016 A Platform for Change</td>
<td>Integrated, multi-modal transportation strategy for the Greater Dublin Area</td>
</tr>
<tr>
<td>2030 Vision, DTO (yet to be published)</td>
<td>To identify areas of accessibility within the Dublin Region and the most appropriate locations for intensification</td>
</tr>
<tr>
<td>Dublin Agglomeration Noise Action Plan relating to the Assessment and Management of Environmental Noise 2008 - 2013</td>
<td>To identify the scale of the noise problem in the Dublin Region and set realistic targets for noise reduction if so required</td>
</tr>
<tr>
<td>Eastern River Basin district - River Basin Management Plan 2008 and Associated Programme of Measures (POM)</td>
<td>Describes the actions that are proposed to ensure the necessary protection of waters in the Eastern River Basin district</td>
</tr>
<tr>
<td>Greater Dublin Strategic Drainage Study (GDSDS) 2005</td>
<td>Objective to identify the policies, strategies and projects for developing a sustainable drainage system for the Greater Dublin Area</td>
</tr>
<tr>
<td>Water Supply Project Dublin Region</td>
<td>Study determining a new major water source to meet projected demand in the long term</td>
</tr>
<tr>
<td>Eastern River Basin district Management Plan 2009 – 2015 and Associated Programmes of Measures</td>
<td>Describes the actions that are proposed to ensure the necessary protection of waters in the Eastern River Basin district</td>
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<tr>
<td>Catchment-Wide Flood Risk Assessments</td>
<td>Requirement of the EU Floods Directive</td>
</tr>
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<td>2030 Vision, DTO (yet to be published)</td>
<td>To identify areas of accessibility within the Dublin Region and the most appropriate locations for intensification</td>
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<td>---------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Dublin City Level</strong></td>
<td></td>
</tr>
<tr>
<td>Dublin Docklands Master Plan 2008</td>
<td>Key objective to secure the sustainable social and economic regeneration of the area, with improvements to the physical environmental being a vital ingredient</td>
</tr>
<tr>
<td>Dublin City Council Biodiversity Action Plan 2008</td>
<td>Aims to achieve the objectives of the Dublin City Development Plan relating to quality of life, green spaces, amenity provision, planning development and protection of the natural heritage in the city as well as working towards the world target the “achievement by 2010 of a significant reduction in the current loss of biological biodiversity”</td>
</tr>
<tr>
<td>Green City guidelines – Advice for the Protection and Enhancement of Biodiversity in Medium to High-Density Urban Developments 2008</td>
<td>Provides practical guidance to planners and developers on how to integrate biodiversity into new developments, specifically medium to high density housing developments in urban areas</td>
</tr>
<tr>
<td>Climate Change Strategy for Dublin City 2008 - 2012</td>
<td>Focuses on the continuation of the implementation of a range of measures across key areas involving a cross-cutting approach and includes targets in energy, planning, transport, waste management</td>
</tr>
<tr>
<td>Action Plan on Energy for Dublin 2008</td>
<td>Key objective to improve quality of life in Dublin and to reduce Dublin’s carbon footprint in the context of the global problem of climate change</td>
</tr>
<tr>
<td>Cultural Strategy for Dublin City 2009</td>
<td>Aims to fulfill the vision “Culture is integral to Dublin city’s identity and quality of life”</td>
</tr>
<tr>
<td>Dublin City Heritage Plan</td>
<td>Sets out priorities to identify, protect, preserve, enhance and increase awareness of Dublin’s heritage in the area of the historic built environment, the natural environment and the social and cultural history of the city</td>
</tr>
<tr>
<td>Dublin City Council’s guidelines for Open Space and Development Taking in Charge (2009)</td>
<td>Guidelines issued by Dublin City Council which include required measures</td>
</tr>
<tr>
<td>Habitat Management Plans</td>
<td>Management Plans produced for five parks – Springdale Park, St. Kevin’s Park, St. Anne’s Park, Le Fanu Park and Bushy Park - and being implemented by Dublin City Council Parks and Landscape Services</td>
</tr>
</tbody>
</table>
2 METHODOLOGY
2.0 STRATEGIC ENVIRONMENTAL ASSESSMENT METHODOLOGY

2.1 The SEA was carried out in accordance with the requirements of the 2004 SEA Directive and the Planning and Development (Strategic Environmental Assessment) Regulations 2004. The SEA guidelines for Planning authorities, published by the Department of Environment, Heritage and Local Government (DoEHLG) in 2004, were utilised for guidance purposes.

In line with best practice recommended in the SEA guidelines, the SEA was carried out by an inter-departmental, multi-disciplinary team with advice and mentoring provided by external specialist consultants. The inter-departmental team was made up of experts in all of the environmental receptor areas to be addressed by SEA while the external specialists provided advice and assisted the team at various stages in the assessment whilst bringing a degree of objectivity to the process. A series of workshops were also held. The workshops were attended by the SEA team, the external consultants and the development plan team, where appropriate. All stages of the SEA were led and co-ordinated by the Planning and Economic Development Department.

A series of steps were taken during the assessment process which are summarised below in Sections 2.2 to 2.8 below.

2.2 SCREENING

Since SEA is mandatory for development plans where the population is 10,000 persons or more, as directed under the ‘Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 2004), screening for SEA in this instance was not necessary.

2.3 SCOPING

Having established that SEA is mandatory for city and county development plans, the next step was scoping the contents of the Environmental Report (ER). Scoping is undertaken to ensure that the relevant environmental issues are identified allowing them to be addressed appropriately in the Environmental Report. Scoping is undertaken early in the process to ensure that all relevant issues are identified and dealt with.

Under Article 6 of the SEA Directive, the competent authority, in this case Dublin City Council, preparing the plan is required to consult with specific environmental authorities (statutory consultees) on the scope and level of detail of the information to be included in the Environmental Report. Under S.I. 436 of 2004 and as set out in the Planning and Development (Strategic Environmental Assessment) Regulations 2004 the statutory consultees have been established as being:

- Environmental Protection Agency (EPA)
- Department of Environment, Heritage and Local Government (DoEHLG), and
- Department of Communications, Energy and Natural Resources (DCENR).

2.3.1 Scoping and Consultation with the Environmental authorities and Adjoining local authorities

In line with best practice, a Scoping Issues Paper was prepared by the planning authority to facilitate the consultation process. Initial consultation was carried out in March 2009 with the issuing of the Scoping Issues Paper (March 2009) to the above-mentioned statutory environmental
authorities, and although not statutorily required but in line with recommended best practice, to the adjoining local authorities in the Dublin region i.e. Dun Laoghaire Rathdown County Council, Fingal County Council and South Dublin County Council. No feedback was received from the adjoining local authorities.

Written feedback was received from the environmental authorities and was taken on board. A scoping meeting was also convened in May 2009 between Dublin City Council’s Planning and Economic Development Department and the environmental authorities. Representatives from all three environmental authorities were invited to attend the meeting. Representatives from the EPA and DCENR attended the meeting.

2.3.2 Summary of Feedback from the Environmental authorities

The following is a summary of the feedback received from the designated environmental authorities.

**Feedback from Environmental Protection Agency (EPA)**

An SEA pack compiled by the EPA was submitted with consultation feedback. Recommendations from EPA stated that the development plan should:

1. Incorporate objectives and measures set out in Eastern River district Basin (ERDB) Management Plan & Programme of Measures
2. Address the water management issues identified in the Water Matters Consultation publications for the ERBD i.e.
   - Inadequate treatment of effluent from homes and industrial or commercial sources leading to unacceptably high level of pollutants in receiving waters damaging water quality and downstream uses
   - Spills to surface waters from sewerage networks and leaking of pollutants from underground sewerage and tanks threatening groundwaters and surface waters
   - Residues / waste products from previous landfills, quarries, mines may have seeped into the ground and continue to threaten groundwater and surface waters affecting the quality of both, damaging aquatic plants and animals and impairing water uses
   - Lowering of water table to allow quarrying, affecting nearby wet areas and transferring groundwater to surface water changing water chemistry
   - Dangerous substances entering our waters (from industrial and municipal effluents, discharge from our on-site wastewater treatment systems, application of pesticides seepage from un-lined waste disposal sites)
   - Physical modification of waters for water supply, recreation, transport, flood protection etc) directly affecting habitats and indirectly changing natural processes such as flow or silt movement, altering plant and animal communities by reducing their variety or numbers
   - Rising demand for water and the impact of climate change resulting in a reduction of available water sources in the future. Currently the river Liffey is at its limit for safe abstraction, necessitating the search for a new water source after 2016
3. Take into account data on GIS maps for WFD and EPA's ENVision
4. Use GIS where possible
5. Adequate infrastructure should be in place, or required to be put in place, to service any future developments permitted during the life of the plan
6. Dublin City Council should ensure that it is compliant with national and EU legislation
7. A SEA Statement must be prepared as part of the SEA process

Feedback from Department of Environment, Heritage and Local Government (DoEHLG)

Architectural and archaeological recommendations

1. Relevant sections of the SEA guidelines have been highlighted as being directly related to architectural heritage and these should be taken into account
2. Due recognition should be given to significant elements of the architectural environment of an area
3. Architectural heritage of a locality can be used to establish a sense of place and local identity thereby adding value to plan making; should also identify the implications of the significant development envisaged in the vicinity of structures of architectural merit

Baseline Environmental Recommendations:

1. Architectural heritage can be described in general terms
2. Areas outside the boundary of Dublin City Council should also be taken into account
3. Advice in relation to defining Architectural Heritage is offered
4. Existing datasets can be used; it is not expected that significant gaps data will arise
5. Any features which gives and enhances the identity the built environment of Dublin city should be given recognition in the development plan
6. An opportunity exists to rationalise the Record of Protected Structures in terms of setting out one or more ACAs in an area
7. Work on the development plan should proceed in parallel with making a continuous review of the effects of the plan’s proposals on the architectural heritage of the city
8. The implementation of the city development plan may represent a positive opportunity as a do-nothing scenario may result in under or lack of use of structures thereby making their future unviable

Monitoring Recommendations:

1. Qualitative, rather than quantitative, indicators may be more appropriate

General Advice:

1. The new plan should set standards for the quality of the design of all proposed structures
2. When assessing archaeological heritage regard should be had to the following:
   ➔ International Conventions
   ➔ National policies, plans and programmes
   ➔ Relevant policies and plans at county level
   ➔ Record of Monuments and Places, Co. Dublin, Urban Archaeology Survey for County Dublin, and the National Monuments Service monuments data
Negative impacts from development pressures can be avoided or lessened by following criteria set out in ‘Framework and Principles for the protection of archaeological heritage’.

There should be liaison with the National Monuments Section on the drafting of archaeological content of the plan.

The plan should address in detail the potential archaeological impacts of any proposed development.

Feedback from Department of Communications, Energy and Natural Resources (DCENR)

Feedback included comments on behalf of the engineering division (functions transferred to Department of Agriculture, Fisheries and Food), Local Authority guidelines for SEA Dealings with Minister for the Marine and comments from the Eastern Regional Fisheries Board.

Key Points in documentations:

Consideration should be given for the potential for significant impact on:

1. Water quality
2. Interference with inland and marine waters morphology and aquatic habitats
3. Reduction or diversion of water flows
4. Potential increased flood risk
5. Effects of zoning on land use

Submission sets out a range of legislation to be complied with including Freshwater Fish Directive, Habitats Directive, Harbours Act 1945 etc, and also sets out a suggested list of consultees including ESB and Waterways Ireland.

In relation to the preservation and enhancement of existing water quality conditions and the safeguarding of the surface and marine water ecosystem/health/biodiversity from a fisheries perspective Dublin City Council should liaise closely with the Eastern Regional Fisheries Board.

Wastewater Treatment Plant capacity must be sufficient to take and treat the increased loadings that are likely to arise from the projected population increase anticipated over the lifetime of the plan.

The submission includes a document entitled guidelines for consulting with the Minister for Communications, Marine and Natural Resources.

The submission also included written communication from the Eastern Regional Fisheries Board recommending that consideration should be given to potential significant impacts on:

- Water quality
- Surface water hydrology
- Fish spawning and nursery areas
- Passage of migratory fish
- Areas of natural heritage importance including geological sites
- Biological diversity
- Ecosystem structure and functioning
- Sport and commercial fishing and angling
- Amenity and recreational areas

Further Recommendations

- The impact of development on watercourses and foreshore should be sensitive to relevant aquatic and riparian species.
Development should not have a deleterious effect on key regional river systems, local watercourses and the Liffey in particular are very sensitive.

Treated effluent from WWTP discharging to surface water should comply with the requirements of the Urban Wastewater Treatment Directive and Water Framework Directive.

While many river systems are not designated under the Habitats Directive they hold species that are.

The designation of lands adjacent to surface waters as areas of open preservation should be considered.

The implementation of SUDS design is positive while caution should be taken in relation to wholesale adoption of evolving (soft) engineering technologies.

The plan must address the need to meet WFD objectives for all surface waters in the region.

## 2.4 PREPARATION OF A SCOPING REPORT

Following feedback from the environmental authorities on the Scoping Issues Paper, a Scoping Report was prepared taking into account the recommendations and advice received from the environmental authorities and also those issues raised in the baseline studies carried out by the SEA team.

Devising the Scoping Report is considered good practice, although not statutorily required. The report presented the current understanding of the main key environmental issues and could also be used as a tool to generate further comment from stakeholders on the scope and approach of the SEA.

## 2.5 ENVIRONMENTAL BASELINE DATA

The main purpose of describing the existing environment is to identify the current state of the environment, against which the likely effects of implementing the development plan can be assessed. The baseline in this instance refers to the existing state of the environment in Dublin city.

The impacts of the development plan can be estimated as the difference in environmental conditions with or without implementation of the plan. Dublin city’s existing environment is characterised by way of a description of the environmental receptors as set out in SEA Directive i.e.

- Population and Human Health
- Biodiversity, flora and fauna
- Air
- Climatic Factors
- Water
- Material Assets (transport and waste management)
- Cultural Heritage (including architectural and archaeological heritage)
- Soil and Landscape

The baseline data gathered by the SEA team was readily available, relevant data. Particular reference was given to those aspects of the environment which are experiencing particular plan-related problems.

The full baseline data is presented in Section 3 – Characteristics of the Existing Environment in Dublin City of this report.
2.6 ENVIRONMENTAL PROTECTION OBJECTIVES, TARGETS AND INDICATORS

SEA objectives, referred to as Environmental Protection Objectives, are a recognised way of testing the environmental effects of the development plan. They serve a different purpose from the objectives of the development plan, though in some cases they may overlap. The environmental protection objectives are used to demonstrate whether the development plan will have a negative, positive or no impact on the environment, to compare the environmental effects of alternative plan scenarios and to suggest improvements if necessary.

For the purposes of the environmental assessment of the development plan, relevant environmental protection objectives were set by the SEA team having regard to environmental protection objectives established in law, policy, other plans or programmes and from an in-depth knowledge of existing environmental issues to be addressed. Each environmental receptor had between one and four associated environmental protection objectives. For each objective a target was assigned along with measurable indicators which allows for monitoring.

Section 4 of this report sets out the Environmental Protection Objectives, Targets and Indicators set by the SEA team.

2.7 IDENTIFICATION, DESCRIPTION AND CONSIDERATION OF ALTERNATIVES

Article 5 of the SEA Directive requires the plan-making authority to identify, describe and evaluate alternative ways of realising the objectives of the plan. As stated in the Directive “an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.” Article 13E of the SEA Regulations 2004 require the identification, description and evaluation of the significant effects on the implementing the plan, and reasonable alternatives and, in accordance with Schedule 2B an outline of the reasons for selecting the alternatives.

Dublin City Council, as the plan-making authority, was obliged therefore to consider alternative ways of achieving the objectives of the development plan for Dublin city. SEA involves a systematic and explicit appraisal of alternatives.

For the purposes of Dublin City Council’s development plan review, three possible realistic alternatives were identified, described and tested against the environmental protection objectives. These three alternatives are as follows:

- Low Intensity Approach
- Mid Intensity Approach
- High Intensity Approach

The alternatives were considered reasonable, realistic, capable of implementation and set at the appropriate level at which the development plan will be implemented operating within the planning hierarchy i.e. the higher the level of the plan the more strategic the options which are available.

Section 5 of this report sets out the details of the Alternatives identified.

Section 6 details the evaluations of the identified development plan alternatives.
2.8 **ASSESSMENT OF THE IMPACT OF THE DUBLIN CITY DEVELOPMENT PLAN 2011 – 2017 ON THE ENVIRONMENT**

In accordance with the SEA Directive, the likely significant effects on the environment of implementing the development plan must be assessed. In line with best practice, as set out in the SEA guidelines, the development plan team as a whole carried out the assessment of the likely significant effects of the plan by testing policies and, as a precautionary measure, objectives contained within the development plan against the environmental protection objectives devised by the SEA team. Policies and objectives were determined to have ‘A Significant Beneficial Impact’, ‘A Significant Adverse Impact’, ‘An Insignificant Impact / or No Relationship with’ or an ‘Uncertain Impact’ on the environmental receptors.

Section 7 of this report contains the findings of the detailed evaluation of the preferred alternative against the Environmental Protection Objectives.

2.9 **MITIGATION**

Annex I of the SEA Directive requires the Environmental Report to include measures envisaged to prevent, reduce and as fully as possible offset any significant adverse impacts on the environment of implementing the plan. These measures are referred to as ‘mitigation’ measures. These mitigation measures include proactive avoidance of adverse effects on the environment as well as actions taken after any negative effects are noticed.

Section 8 of this report describes the measures devised to mitigate against any potential significant impacts of implementing the Dublin City Development Plan 2011 – 2017.

2.10 **MONITORING**

The significant environmental effects of the implementation of the development plan must be monitored in order to identify at an early stage unforeseen adverse effects and to allow for appropriate remedial action to be undertaken. A monitoring programme has been devised having regard to the existing monitoring mechanisms currently in place in Dublin City Council.

Section 9 of this report sets out the Monitoring Programme.
CHARACTERISTICS OF THE EXISTING ENVIRONMENT IN DUBLIN CITY
3.0 ENVIRONMENTAL BASELINE

3.1 RELEVANT ASPECTS OF THE CURRENT STATE OF THE ENVIRONMENT

The baseline data refers to the state of the existing environment of Dublin city. The main purpose of describing the existing environment is to identify the current state of the environment, against which the likely effects of implementing the development plan can be assessed. The impacts of the development plan can be estimated as the difference in environmental conditions with or without implementation of the plan. Dublin city’s existing environment is characterised by way of a description of the environmental receptors as set out in SEA Directive i.e.

- Population and Human Health
- Biodiversity, Flora and Fauna
- Air (air quality and noise)
- Climatic Factors
- Water
- Material Assets (transport and waste management)
- Cultural Heritage (including architectural and archaeological heritage)
- Soil and Landscape

Map 1: Dublin City Council in the context of the Dublin Region

3.2 POPULATION

Dublin City Council, one of four planning authorities in the Dublin Region, covers 115 sq.km. has a population of 506,211 persons and has an overall density of 4,400 persons per sq.km. which accounts for 45% of the population of the Dublin Region. Map 1 above for Dublin city’s location within the region and Map 2 for Dublin City in the Greater Dublin Area.
Map 2: Dublin City in the context of the Greater Dublin Area
The population of the city continues to grow, although at a lower rate than the region as whole. Population has risen by 10,430 persons since 2002 equating to a population increase of 2.1%. During the same period, population increase in the state was 8.2% and 5.7% for the region. However, the figures for the city mask the population increase in the inner city which has increased by 50% since 1991. Even from 2002 – 2006, some areas such as South Docks have experienced population growth of 36%, whereas there has been a decrease in population in Rathmines and Grangegorman. See Table 2 below

Table 2: Population growth across the City 2002 - 2006

<table>
<thead>
<tr>
<th>ED</th>
<th>Absolute change</th>
<th>% change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>10,430</td>
<td>2.1</td>
</tr>
<tr>
<td>Dublin City South</td>
<td>6,422</td>
<td>3.1</td>
</tr>
<tr>
<td>Dublin City North</td>
<td>4,008</td>
<td>1.4</td>
</tr>
<tr>
<td>South Dock</td>
<td>1,359</td>
<td>36.1</td>
</tr>
<tr>
<td>Arran Quay C</td>
<td>1,339</td>
<td>56.4</td>
</tr>
<tr>
<td>Pembroke west A</td>
<td>1,021</td>
<td>31.5</td>
</tr>
<tr>
<td>Ashtown A</td>
<td>898</td>
<td>13.2</td>
</tr>
<tr>
<td>Grange B</td>
<td>732</td>
<td>34.2</td>
</tr>
<tr>
<td>Rathmines East C</td>
<td>-296</td>
<td>-8.0</td>
</tr>
<tr>
<td>Rathmines West E</td>
<td>-296</td>
<td>-8.3</td>
</tr>
<tr>
<td>Rathmines East A</td>
<td>-300</td>
<td>-6.6</td>
</tr>
<tr>
<td>Grange C</td>
<td>-368</td>
<td>-10.0</td>
</tr>
</tbody>
</table>

There has been uneven growth across the city with some Electoral Divisions (EDs), mainly in the inner city, experiencing sharp increases in population while others declined. A recent trend evident in Dublin is that people are moving out to the suburbs and the Greater Dublin Area. A further question therefore for the city council is whether it should encourage some of those in the 30 – 50 year age group to move into the city centre. This option has its own benefits in terms of energy conservation and sustainability. It would also bring other issues into sharp focus, such as the provision of superior quality private residential and amenity space, superior quality public open spaces, parks, schools and shopping. Currently one in four people in the city are in their 20’s and one in five is over 55.

The Housing Land Availability Study, submitted to the DoEHLG on an annual basis gives an indication of the land available in an each local authority area and the quantum of housing units that could be provided on that land at approximate densities. It is recognised that the city has a finite stock of zoned and serviced lands on which it must achieve sustainable compact living. The Housing Land Availability Study, 2008 estimates that there is circa 479 hectares of zoned available land for residential development in Dublin city, which at average densities of circa 135 units per hectare could provide 65,000 units.

Average household size in Dublin city is also declining. The average household size is 2.59 in the City compared to the State average of 2.81. This is also evident in the steady rise of one-person households. This demographic trend has potential implications for the size and type of new households. Occupancy levels will also result in greater demand for number of housing units.

Notwithstanding the falling economic downturn it remains a key objective to consolidate the city and maximise efficient use of land. This approach is in accordance with the settlement strategy under the Regional Planning guidelines for
the Greater Dublin Region, 2010 – 2022, which places a strong policy emphasis for the metropolitan area to gain maximum benefit from existing assets such as public transport and social infrastructure through the continuation of consolidation and increasing densities within the existing built-up footprint of the metropolitan area.

Dublin City Council’s housing strategy for Dublin city is based on the settlement strategy, minimum population targets and housing unit allocations contained in the RPGs for the GDA 2010-2022 (See Table 3). The available zoned residential land under the development plan equates to circa 503 hectares (Ha) which is capable of meeting the RPGs housing unit allocation of 42,400 Units for Dublin city for the period 2006-2016, while also allowing for a fifty per cent ‘headroom’ as advised in the DoEHLG guidelines on Development Plans (2007).

Table 3: RPG 2010 – 2022 Population Targets & Housing Allocations for Dublin City

<table>
<thead>
<tr>
<th>Population Target</th>
<th>2006 Census Figs</th>
<th>2016 RPGs</th>
<th>2022 RPGs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Allocation</td>
<td>223,098</td>
<td>265,519</td>
<td>319,903</td>
</tr>
</tbody>
</table>

The minimum population targets and housing unit allocations as prescribed under the RPGs relate to an initial 10-year period of 2006-2016 and a longer-term projection from 2016-2022. To align these targets and unit allocations to the period of this development plan, it is necessary to take cognisance of house completions for the years 2006-2010. The completions for these years, with a notable decline in the past few years (2007-2010), equate to circa 19,700 units, which results in a requirement for Dublin city to deliver circa 22,700 units for the period 2011-2016. The average annual requirement for the period thereafter is 9,064. Therefore, the housing unit allocation for the lifetime of this plan is 31,700 units (approx) (See Table 3A below).

The RPGs calculations and assessment of housing demand take full account of the relatively high vacancy rates and excess of housing stock particularly for the short-term up to 2016, but it is also essential that each local authority makes adequate provision for housing supply and is in a good position for economic recovery in the medium to long term.

Table 3A: Housing Unit Allocations for Dublin City Council

| RPG Allocation 2006 - 2016 | 42,400 |
| DCC House Completions 2006 - 2010 | 19,700 |
| Remaining RPG Allocation 2006 - 2016 | 22,700 |
| RPG Allocation 2017 – 2022 | 54,384 |
| Annual Average Requirement 2017 – 2022 | 9,064 |
| DCC Target 2011 – 2017 | 31,764 |

Note: 2010 House Completions Estimate from DoEHLG Quarterly / Annual Housing Statistics 2009

3.2.1 Human Health

The human health impacts relevant to SEA are those which arise as a result of interactions with environmental receptors e.g. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm and can be transported so that they come into contact with human beings.
The recreational open spaces available to the city’s population can be broken down into approximately 120 large open space/recreational areas, approximately 260 playing fields, 230 play grounds, 180 public parks and gardens, 4 beaches, 2 nature reserves, 1 main river with associated boat clubs, river walks, two canals and associated green spaces and walking routes. There are approximately 128 places of worship, 54 hospitals including nursing and convalescence homes, 346 educational institutions and 396 childcare/créche facilities.

3.2.2 Existing Environmental Issues relating to Population and Human Health

The following broad range of issues has been identified for Population and Human Health:

- Need to encourage people to move into the city rather than out to the suburbs in the interests of sustainable development.
- Demand for more housing units and finite stock of zoned and serviced lands
- The effect of changing economic circumstances on population figures.
- Transboundary impacts with other Dublin region local authorities. These cumulative impacts need to be taken into account.
- Requirement for adequate infrastructure to serve areas of future development and/or areas of increased density.
- Traffic related air emissions.
- Quality of housing, density and locations must be supported by adequate community facilities and services.
- Additional quality open space must be provided to support our increasing density of population.
- Existing green and recreational spaces must be maintained and developed.
- Noise in city, if excessive, can be extremely detrimental to the physical and mental health of the population.
- Water and sanitation systems must be of sufficient capacity to provide clean, easily accessible water and remove waste products to sustain existing and future populations.
- The supply, storage and treatment of water are all major issues for the city.
- Greater co-ordination with the other planning authorities in the Greater Dublin Region to respond to shared regional issues.

3.3 BIODIVERSITY, FLORA AND FAUNA

Dublin city and its bay, as a natural harbour at the confluence of several river basins, contain a variety of ecosystems which are biologically diverse and of international and national importance for the species which inhabit them and their associations – see Map 3. The ecological value of these areas is a resource for Dublin’s citizens and also remarkable for such an urbanised capital city.
Map 3: Rivers and Dublin Bay
The City Council has an objective to promote connectivity of habitats and the enhancement of green corridors of public open space both for biodiversity and amenity values. The system of freshwater streams, rivers, estuarine habitats and beaches that is managed by Dublin City Council provides a network of connected natural areas, part of the green infrastructure of Dublin city. To protect and enhance this natural asset, several management plans have been prepared for all aspects, including biodiversity and flora and fauna for the Dodder, Tolka, Liffey and North Bull Island. Habitat management plans have also been prepared for a number of city parks including Bushy Park and Le Fanu Park. See Maps 4 and 5 for an overview of biodiversity in the city.

Map 4: Composite Biodiversity in Dublin City
Map 5: Biodiversity
3.3.1 Overview of habitat types

The main habitat types of Dublin city include those of international importance under the Habitats Directive. These are classified according to the Heritage Council’s classification system:

- Sand dunes (CD1, CD2, CD3)
- Annual vegetation of drift lines (LS1)
- Coastal lagoon (CW1)
- Saltmarsh (CM1, CM2)
- Mud flats and sand flats
- Estuary
- Semi-natural grasslands
- Hedgerows (WL1)
- Reed and large sedge swamps (FS1)
- Lakes (FL)
- Other artificial lakes and ponds (FL8)
- Depositing lowland rivers (FW2)
- Canals (FW3)
- Drainage ditches (FW4)

Other habitat types not listed above can be present and offer important areas for wildlife, including protected flora and fauna.

3.3.2 Protection of City’s Natural Heritage

There is a level of protection offered to sites of biodiversity which are zoned Z9.

Sites of international and national importance are protected under legislative designations (see below). However, where there are areas of local importance or within other zoning designations, protection may be limited.

Dublin city includes a number of designated sites. There are also Natura 2000 sites which are outside the city council boundary but could be impacted. These have been be taken into consideration for any objectives and policies within the development plan, under EU and Irish laws on the effects of plans and proposals on associated sites. For example, plans for riverine environments in the city could affect estuarine environments in other local authority areas downstream.

3.3.2.1 Appropriate Assessment

As part of the development plan review an assessment under Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Fauna (commonly referred to as “The Appropriate Assessment) was undertaken. The purpose of this Appropriate Assessment is to determine whether the Dublin City Development Plan 2011 – 2017 is likely to have any significant impacts on the conservation objectives or qualifying features of twenty two European Designated Natura 2000 sites identified within a 15 kilometre buffer of Dublin City Council’s administrative boundary. See Map 6.

The assessment process has resulted in a conclusion that mitigation measures identified are adequate to ensure that the integrity of sites in the Natura 2000 network will not be receiving significant effects as a result of potential impacts of the policies and objectives contained within the Dublin City Development Plan 2011 – 2017.

3.3.2.2 Special Areas of Conservation (SAC)

North Dublin Bay is a Candidate SAC. This includes North Bull Island. The site straddles both Dublin city and Fingal County Council administrative areas and covers the inner part of North Dublin Bay, the seaward boundary extending from the North Bull Wall Lighthouse to the Martello Tower at Howth Head.
Map 6: Natura 2000 Sites Within a 15KM Buffer of Dublin City Council Administrative Boundary
South Dublin Bay is also Candidate SAC. This site includes Booterstown Marsh, along the city boundary and straddles both Dublin City and Dun Laoghaire-Rathdown County Council administrative areas. The site lies south of the river Liffey and extends from the South Wall to the West Pier at Dun Laoghaire. The new habitats at Merrion Gates and just south is becoming increasingly important for roosting waterfowl and includes embryonic dunes and a sand spit. The largest stand of Eelgrass on the east coast occurs within this designated area at Merrion Gates.

3.3.2.3 **Special Protection Areas (SPAs)**
SPAs are sites which are legally protected for birds under the EU Birds Directive. There are two in Dublin city: South Dublin Bay / River Tolka Estuary and North Bull Island.

3.3.2.4 **Natural Heritage Areas**
Dublin City Council manages several proposed Natural Heritage Areas which are:

- North Bull Island, South Dublin Bay, Mooring ‘Dolphins’, Dublin Docks near Pigeon House Harbour, the Royal Canal and the Grand Canal. These are designated under the Wildlife Act as of national importance for the habitat / species which are present.

3.3.2.5 **RAMSAR sites**
North Bull Island is the only listed site in Dublin city under the RAMSAR Convention (1971) as wetlands of international importance. It is a voluntary treaty of which Ireland is a signatory.

3.3.2.6 **Special Amenity Area Order (SAAO) sites**
North Bull Island is a designated SAAO. There is a proposed SAAO under consideration for the River Liffey Valley.

While these sites are designated by Ministerial Order on the basis of their outstanding amenity values, it is the natural heritage of both locations which provides the resource for recreation and amenity. Protection of biodiversity, flora and fauna is therefore a contributing factor to amenity potential.

3.3.2.7 **National Nature Reserves**
North Bull Island (1988) is designated a Reserve under the terms of the Wildlife Act.

3.3.2.8 **Flora Protection Order Sites**
The making of a Flora Protection Order under the Wildlife Act provides protection for nationally important sites for protected plants. North Bull Island is listed for Lesser Centaury, Hemp Nettle and Meadow Saxifrage. Royal Canal is listed for Opposite-Leaved Pondweed.

3.3.2.9 **Conservation Areas**
This designation is for sites of local importance as listed in the development plan. It includes the rivers Dodder, Tolka and Liffey.

3.3.2.10 **Ecological Networks**
The importance of ecological networks is recognised in the Habitats Directive under Article 10, which requires connectivity of ecological networks, including those habitats outside of designated sites, is maintained.

3.3.2.11 **Biodiversity Action Plan (2008 - 2012) and Dublin City Development Plan 2005 - 2011**
The Biodiversity Action Plan (BAP) was produced by Dublin City Council as an objective of the Dublin City Development Plan 2005 - 2011 and as part of the Countdown 2010 initiative of the 5th Environment for Europe Ministerial Conference to demonstrate pan-European commitment to take necessary actions.
to prevent loss of biodiversity by 2010. It also fulfills an objective of the Irish National Plan for sustainable development for local authorities to integrate sustainability into policies and functions.

The BAP lists actions for:

- collection and management of data.
- increasing community awareness of biodiversity through education, dissemination and interpretation.
- developing plans and policies to protect biodiversity.
- identifying, protection and implementing management programmes for biodiversity in public parks and open spaces.
- targeting resources.

The BAP lists all flora, fauna and habitats in Dublin city protected by European and Irish legislation. Additionally, it lists invasive and pest species for flora and fauna which threaten the city’s biodiversity.

The council has an objective in the existing development plan to promote connectivity of habitats and the enhancement of green corridors of public open space both for biodiversity and amenity values. The system of freshwater streams, rivers, estuarine habitats and beaches that we manage provides a network of connected natural areas, the green infrastructure of Dublin city. To protect and enhance this natural asset, Dublin City Council has prepared several management plans for all aspects, including biodiversity and flora and fauna, during the previous development plan for:

- Dodder
- Tolka
- Liffey
- North Bull Island

By implementing Objective RO12, the Parks and Landscape Services Division has produced habitat management plans for individual parks:

- Bushy Park
- Le Fanu Park
- Springdale Park
- St. Anne’s Park
- St. Kevin’s Park

The Masterplan for Cardiffsbridge Park includes a habitat survey of flora and fauna carried out on behalf of Dublin City Council’s Parks and Landscape Services Division, which showed the potential for a range of mammals and amphibians protected under the Habitats Directive along this portion of the river Tolka.

As noted above, the Water Framework Directive aims to ensure good ecological status of rivers. Dublin City Council has initiated some plans to further this objective.

A Fishery Enhancement Plan for Phase 1 of Cardiffsbridge Park, Finglas (2006) was prepared as part of the Master Plan for Cardiffsbridge Park.

### 3.3.3 Current Environmental Monitoring Information

Dublin City Council currently surveys and monitors the habitats and species of the landscape of Dublin city fulfilling the statutory obligations under Irish and European legislation. This also assists in the management of public parks and open spaces. Furthermore, the information is vital for the assessment of planning applications and for the making of local area plans. The information is still contained in different park management plan reports, as listed above, and in surveys by individual habitat/species, as described below. Data has also been merged into GIS.
3.3.3.1 Survey and Monitoring by Habitat

A number of habitat surveys have been undertaken by Dublin City Council during the previous development plan timeframe. They provide a baseline for monitoring by habitat types and ensure compliance with the Habitats Directive and the Wildlife Act. These will be updated on a regular basis, to inform management of parks and open spaces and determine areas of importance in private ownership. All of these surveys were mapped in GIS in 2008. It is the intention that a GIS database will be established for all parks and open spaces, to align biodiversity mapping with design and planning of our city landscape and to conform to best practice for the management of green infrastructure, in accordance with the Regional Planning guidelines for the Greater Dublin Region.

3.3.3.2 Survey and Monitoring by Species

A Butterfly Monitoring Scheme for public parks commenced in 2008 on a city-wide basis, to provide data for parks management and to contribute to the national Irish Butterfly Monitoring Scheme.

As part of the implementation of the St. Anne’s Park Management Plan the Red Squirrels Project is currently on-going since 2008, to continue the monitoring of the populations of red (native) and grey (non-native) squirrels in the Park. The red squirrel is protected under the Wildlife Act and the park is last site left in Dublin city for these species, which is threatened.

A Survey of Invasive Species was completed in 2009. The study area includes all watercourses in Dublin city, as the primary zone through which invasive plants can spread. It is the intention to include several key parks and open spaces. The information obtained will be used to monitor the composition, extent and nature of invasive species and to inform management practices.

For 2009 - 2012, Dublin City Council is also participating in a pilot survey of populations of Daubenton’s Bats along several watercourses in Dublin city. All species of bats in Ireland are protected under the Habitats Directive. These, along with data received from planning studies, will be collated into a city-wide database to monitor bat populations, which have been declining during the recent rapid urbanisation of parts of Dublin city and county.

3.3.4 Key Projects Likely to Influence Biodiversity in the City

Any projects which front onto the city’s system of rivers and canals will have potential impacts on natural heritage, due to the importance of designated habitats cited above. The exceptional rate of growth of the city in recent years has put greater pressure on biodiversity, and sites are being developed closer to these zones as space becomes scarce. In outlying areas, hedgerow loss has been a concern, with the development of greenfield sites. The North Fringe area contains greenfield sites on the river Mayne which will be of importance to natural heritage. The river offers a connecting greenway to the coast through parklands in the Fingal County Council administrative region. Dublin City Council has been managing public open space along the river Tolka at Glasnevin Downs and Violet Hill. Violet Hill is currently a monitoring site for Bat Conservation Ireland. The following sites have been identified as having high biodiversity potential and, as a result, more sensitive to development:

- Institutional lands at Holy Faith Convent at Glasnevin Hill / Old Finglas Road
- Enclosed private lands between the National Botanic Gardens and Glasnevin Cemetery on the river Tolka
- Institutional lands at Archbishop’s House, Drumcondra
Proposed development along watercourses and the foreshore should be sensitive to relevant aquatic and riparian species (protected and indicator species) both within the site and along the watercourse. River systems are covered under water quality directives – Freshwater Fish Directive and Bathing Water Directive (where they feed into such waters) and also contain species protected under the Habitats Directive.

Development of sites adjoining roosting, feeding and breeding sites can cause disturbance to fauna and threaten biodiversity. For example, construction activities can generate noise, dust and disturb patterns of migratory birds, otters and other highly mobile mammals. Lighting design can affect potential for bat roosting and feeding and connectivity of habitat. Removal of trees and hedgerows can have an impact of a range of protected fauna.

3.3.5 Non-Implementation of the Development Plan

The Dublin City Development Plan 2011 – 2017 includes policies for the protection and enhancement of biodiversity, flora and fauna and it aims to strengthen the recognition of green corridors under the Habitats Directive. It will support measures for protection of important habitats and mitigation of impacts of construction and development. In the absence of the development plan and its proactive policies and objectives, it is likely that further loss and degradation of habitats would occur. It is also likely that the survival of individual species of flora and fauna would be threatened greatly with loss within the Dublin City Council area.

3.3.6 Existing Environmental Issues relating to Biodiversity, Flora and Fauna

There are many potential threats to the management of biodiversity, flora and fauna inherent in the pressures of the high density of population and development of Dublin city and the naturally diverse heritage of Dublin Bay and its associated riverine ecosystems. The following broad range of issues has been identified, which include localised as well as more strategic issues:

- Potential increased flood risk from changed land-use patterns, climate change and predicted sea rise level could result in loss or alteration of habitats through erosion and alteration of levels.
- City Council area is traversed by a number of key regional river systems; future development within the city area should not have a deleterious effect on the aquatic life in these systems.
- Increased volumes of surface water run-off due to conversion of permeable landscapes to impermeable. This can lead to increased flooding, erosion and alteration and direct loss of habitat.
- Increased frequency of high rainfall events due to climate change can result in sudden elevated levels of pollutants contaminating aquatic habitats.
- Existing faulty connections result in contamination of surface waters with effluent and degradation of aquatic habitats.
- Potential for interference with inland and marine waters morphology and aquatic habitats by watercourse diversions, channel diversions and alterations or removal of bank vegetation can threaten some of the most important species of flora and fauna.
- Lack of mitigation on construction sites leading to localised pollution of watercourses.
- Lack of protection and mitigation of impacts of existing flora and fauna on construction sites.
Changes in temperature and precipitation levels due to climate change resulting in some species being replaced or under stress.

Replacement of native species of flora and fauna by non-natives due to improper land management practices.

Recreational uses can result in pressures on the sand dune system of North Bull Island as identified by the NPWS in the Coastal Monitoring Project Report.

Loss of connectivity of habitats for wildlife by development which interrupts or is too close to existing green corridors.

Greater powers and extent of enforcement of existing legislation required for local authorities to protect biodiversity, flora and fauna, for example, tree protection measures, control of dogs in vulnerable habitats in parks.

Need to ensure biodiversity interests taken into account in earliest stages of planning of new developments.

Further Dublin City Council’s objectives for sustainable urban drainage systems (SUDS) for public open spaces in existing and future developments.

Continued efforts with Heritage to ensure implementation of the Biodiversity Action Plan.

Demolition of older structures (buildings, walls, out-buildings) due to rapid growth results in loss of habitat for fauna.

Lack of survey and research data limits tools for decision-making in planning for biodiversity.

Greater co-ordination with the other planning authorities in the Greater Dublin Region to respond to shared regional issues.

Balance between accommodating future development, recreational, heritage and biodiversity needs of Dublin city.

Protection EU and Irish designated sites especially Dublin Bay.

Protection of areas, sites and natural features of high biodiversity quality not designated under EU or national legislation.

Protection and enhancement of the biological diversity of surface water systems in the City.

Importance of ecological corridors to maintain biodiversity.

Incorporation of biodiversity into development proposals e.g. greenway, roof gardens etc.

3.4 AIR


Air quality in Dublin is currently good. In particular years Dublin’s air quality has shown significant improvement in the levels of black smoke, lead, sulphur dioxide, benzene, and carbon monoxide (CO). This is due largely to the success of the regulatory ban on the sale of bituminous coal in the Dublin region and the elimination/reduction of other substances in vehicle fuels. The legislation dealing with banning sales of bituminous coal has been so successful that its application has now been further extended to cover another 15 cities and large towns around Ireland.

As can be seen from the Figures 1 and 2 below the improvement in respect of a number of pollutants has been profound, sustained, and compares favorably with other urban centres in Ireland.
**Figure 1:** National Trends in Black Smoke Levels in Ambient Air 1985 to 2007

![Figure 1: National Trends in Black Smoke Levels in Ambient Air 1985 to 2007](image)

**Figure 2:** Trends in Lead Levels in Ambient Air in Dublin 1988 to 2007

![Figure 2: Trends in Lead Levels in Ambient Air in Dublin 1988 to 2007](image)

Note: Leaded petrol was completely phased out in 1999.
According to the National Development Plan the key challenges in relation to air quality are Nitrogen Oxides (NO\textsubscript{x}) and Particulate Matter (PM\textsubscript{10}).

Oxides of nitrogen (NO\textsubscript{x}) During the 1990’s nitrogen dioxide levels were exceeded. While the current results are in compliance with the annual limit value the levels are sufficiently high to be of concern in relation to compliance in the future.
**PM\textsubscript{10} and PM\textsubscript{2.5}** concentrations remain a threat in terms of exceeding limit values at some locations, should a combination of factors (including unfavorable weather conditions and traffic emissions) occur. It should be noted though that from a national perspective the highest PM\textsubscript{10} levels during 2007 were recorded in Ennis, Waterford and Navan.

The energy and transport sectors are major contributors to the emissions of these air pollutants. The pollutant emissions emanating from vehicular sources are also those to which the public may be most readily exposed, and they present a considerable risk in terms of their potential to contribute to breaches in air quality standards in areas subject to heavy traffic. Although the emissions from individual vehicles will continue to fall as a result of technological advancements and cleaner fuel, improvements in the case of NO\textsubscript{x} have to date largely been offset by the increase in the number and size of vehicles on the road.

Emissions from the transport sector are the main, but not the only threat to air quality in the Dublin region. Other issues include the construction industry, uncontrolled burning of waste, and localised emissions from a small number of industries.

According to the Environmental Protection Agency’s (EPA) 4th State of the Environment Report published in 2008:

“Emissions of air pollutants, particularly PM\textsubscript{10} and NO\textsubscript{x} from road traffic remain the main threat to air quality in urban areas. While new standards for car emissions and the resultant cleaner technology have curbed emissions from individual vehicles, this has been offset by the increasing number and bigger engine sizes of vehicles on Ireland’s roads. Air quality issues must therefore be an integral part of traffic management and planning processes, and there needs to be a modal shift from the private car to high-quality public transport”.

Dublin City Council and the other local authorities in the Dublin Region are updating the ‘Dublin Regional Air Quality Management Plan’ which will address air quality issues, including emissions from the transport sector.

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**Figure 5:** National Trends in PM\textsubscript{10} Levels in Ambient Air 2007
Another issue raised by the Environmental Protection Agency (EPA) in response to the consultation phase on the Air Quality Management Plan also had significance in the context of preparing the development plan: “some climate change solutions can impact negatively on air quality with many biofuels having higher emissions of air pollutants than the conventional alternative. In particular, changing fuel from gas to wood can increase particulate emissions tenfold and also increase particulate emissions of dioxins. Greater emphasis on the need to integrate air quality and climate change policies would be welcome”.

3.4.1 Noise

In general, low environmental sound levels can contribute significantly to the good health and quality of life for the population in Dublin city. Co-ordinated and sustained effort is required to protect those areas that have low environmental sound levels and to improve areas that are deemed to have undesirable high levels. The use and enjoyment of many natural resources, such as our green spaces and sea frontage can be further enhanced through the preservation of low sound levels or the reduction in undesirably high levels, thus providing respite from the noisy ‘hustle and bustle’ often experienced in the busy urban environment.

There are a number of bodies that implement ‘noise legislation’. The Health and Safety Authority under the various pieces of health and safety legislation enforces noise in the work place legislation, which can impact on employees’ health. Noise in the environment that has the potential to cause nuisance/annoyance comes within the remit of Environmental Protection legislation. The Environmental Protection Agency Act 1992, Sections 106, 107 and 108 - and can be enforced by the local authorities. Environmental noise, which is all around us, can arise from many sources, such as traffic, industrial activities, rail, and aircraft. The ‘Environmental Noise Directive’- 2002/49/EC, requires that action is taken by each member state, with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental acoustic quality where it is good.

There are no limits on permissible or impermissible sound exposure levels set down in Irish Statute law, in relation to environmental noise outside of the work place. However there are standards produced by other countries, which are used, such as the Calculation of Road Traffic Noise (Welsh Office). References are often made in relation to World Health Organisation Guidance for the protection of human health against environmental noise exposure. Industrial Pollution, Prevention and Control licenses (IPPC licenses) issued by the Environmental Protection Agency normally contain specific limits in relation to the sound levels produced by the industrial process at the boundary of the industrial site.

Dublin City Council, in its Noise Action Plan, has defined areas with undesirable high sound levels as areas with a night-time level greater than 55 decibels and a daytime level greater than 70 decibels. It has defined areas with desirable low sound levels as areas with a night time level less than 50 decibels and/or a daytime level less than 55 decibels. It also has defined a ‘Quiet Area’ as: (a) an area exposed to an absolute value of below 55 decibels daytime and below 45 decibels at night time; (b) an area perceived as ‘Relatively
Quiet’. These types of locations will be defined by their proximity to areas of high sound levels.

Dublin City Council has assessed sound levels in its area using computer modelling, as required by EC directive 2002/49/EC and Irish Regulation S.I No. 40 of 2006. On foot of this computer modelling, it has produced a strategic Noise Action Plan for the period October 2008 - November 2013. The main aim of this plan is to ‘address local noise issues by reducing noise where necessary and maintaining the environmental acoustic quality where it is good.’

In summary, the statistics from computer modelling for the Dublin City Council area indicate that:

- Traffic noise is the dominant noise source
- Railway, industrial, and aircraft noise, does not have a major impact on overall noise levels
- Approximately 66% of citizens are exposed to 24-hour (Lden) sound levels from traffic below 65 decibels
- 24 hour (Lden) sound levels from traffic do not drop below 55 decibels.
- 58% of citizens are being exposed to night-time levels from traffic above 55 decibels
- Approximately 7,600 people are being exposed to average 24-hour (Lden) sound levels equal to or greater than 75 decibels. There are approximately 228,100 residential addresses in the Dublin City Council region of which the following is the percentage breakdown for exposure to the various bands of ‘noise’

<table>
<thead>
<tr>
<th>Decibels dB (A)</th>
<th>Residential Dwellings Day (7am-7pm) %</th>
<th>Residential Dwellings Night (11pm-7am) %</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;55</td>
<td>5.5</td>
<td>41.5</td>
</tr>
<tr>
<td>55 - 59</td>
<td>48</td>
<td>32.2</td>
</tr>
<tr>
<td>60 - 64</td>
<td>27</td>
<td>20.5</td>
</tr>
<tr>
<td>65 - 69</td>
<td>15.8</td>
<td>5.7</td>
</tr>
<tr>
<td>70 - 74</td>
<td>3.7</td>
<td>0.1</td>
</tr>
<tr>
<td>&gt;=75</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Population exposure statistics from sound from traffic noise can be found in Table 4 above.

Using the decision matrix, as set out in the Noise Action Plan, 6.1% (13,914) of residential properties in the Dublin City Council area have been identified as having a score of 17 or greater thus suggesting priority action should be considered. This 6.1% is broken down into:

a). 4.98% (11,359) being properties in quiet areas with exposure to low sound levels,
b). 1.14% (2,600) being properties being exposed to high sound levels. This equates to potential annoyance from high sound levels for approximately 5,720 people.

Movement from the priority action status to a lower status equates to a positive benefit, estimated between €65,000 to €325,000 for a year – using the value of €25 per dB (Lden), per household per year. This will result in an estimated positive benefit of between €130,000 - € 650,000 over the period of the plan, assuming the positive influence of the Action Plan will impact in the 3rd year of the plan.
Using the decision\selection matrix, as outlined in the Noise Action Plan, it has been found that 96 of the 1,279 areas identified as ‘noise sensitive’, Quiet or Recreational Open Spaces have a score of at least 17 – indicating priority action is required. These include 32 Child Care facilities, 32 Educational establishments, 2 Nature Reserves, 7 Hospitals, 4 Nursing Homes, 12 Parks & Gardens and 7 places of Worship.

The most recent annual report published by the Air Quality Monitoring and Noise Control Unit in 2007 indicates noise complaints steadily rising over the years to peak in 2004 with 688 complaints. There has been a slight continual decrease year on year to 573 complaints in 2007. The majority of complaints related to the construction industry followed by commercial \ industrial complaints, with domestic complaints in third place.

The Noise Action Plan sets out proposals and actions in relation to reducing noise where necessary and maintaining the environmental acoustic quality where it is good. As part of Phase One of the Implementation Plan a permanent sound-monitoring network has been set up. Data will become available from this network towards the end of 2009.

3.4.1.1 Existing Environmental Issues Relating to Air in Dublin City (air quality and noise)

The following broad range of issues has been identified, which include localised as well as more strategic issues:

The effect of transport sector on air quality and noise emissions

Impacts on residents from excessive noise uses e.g. shops/restaurants/offices with air conditioning units and night-time uses

Requirements of the ‘Dublin Regional Air Quality Management Plan’ to be taken into account

Implementation of the ‘Dublin Agglomeration Action Plan relating to the Assessment and Management of Environmental Noise.’

Greater co-ordination with the other planning authorities in the Greater Dublin Region to respond to these shared regional issues set out

3.5 CLIMATIC FACTORS

3.5.1 International

Nationally, Ireland ratified the UN Framework Convention on Climate Change in 1994 and the Kyoto protocol in 1997. Under the latter Ireland has agreed to limit the net growth of Green House Gases (GHG’s) to 13% above its 1990 levels. Currently the figure stands at 25% above 1990 levels and even with the current down turn in the economy and the associated reductions in emissions the projections are that the target will not be met.

European

For the period beyond 2012 the EU Councils of Ministers has agreed to an ambitious target of 20% reduction on 2005 GHG emissions levels, possibly increasing to 30% depending on other developed countries agreements. Ireland’s contribution to this has yet to be defined.

National

The National Climate Change Strategy incorporates Ireland’s international commitments into a range of actions that take into account commitments from government papers such as the White Paper on Delivering a Sustainable Energy Future and the National Bio-Energy Action Plan. There are numerous other directives
that will have positive effects on climate change such as the National Energy Efficiency Action Plan etc.

**Local - Dublin City**

In May 2008 Dublin City Council adopted a *Climate Change Strategy* that sets ambitious targets for the city toward 2020. In May 2009 the Lord Mayor of Dublin signed the EU Covenant of Mayors under which 500 European cities will aim to go beyond the EU 2020 targets of a 20% reduction in GHG’s. The city council has recently produced a *Sustainable Energy Action Plan* the aim of which is to reduce the city's energy consumption and associated emissions.

### 3.5.2 Current Environment

As part of this process of preparing the Sustainable Energy Action Plan for Dublin City it was necessary to estimate the current energy consumption and associated CO₂ emissions for the Dublin City Council area. The baseline was calculated between three sectors; Residential (32%), Commercial/Manufacturing (43%) and Transport (25%). See **Figure 6** below.

**Figure 6: CO₂ share per sector for Dublin City 2006**

- Residential: 32%
- Manufacturing: 25%
- Services: 20%
- Transport: 23%

Waste and agriculture are not big emitters within the city boundaries. In 2006, Dublin city (12% of national population), released approximately 5 million tonnes (10.5% of all Irish emissions). On average a Dubliner releases 9.7 tonnes of CO₂ per year, less than the national average which is 11.3 tonnes. Dublin city currently (2006) consumes 22.3 TWh of primary energy per year, the equivalent to 1.9 million tonnes of oil in the form of electricity, oil, natural gas and renewable energy (2006). See **Figure 7** below.

**Fig 7: Energy and Fuel Type in TWh for Dublin City 2006**

<table>
<thead>
<tr>
<th>Fuel Type</th>
<th>Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil</td>
<td>8</td>
</tr>
<tr>
<td>Gas</td>
<td>5</td>
</tr>
<tr>
<td>Renewable</td>
<td>0.5</td>
</tr>
<tr>
<td>Electricity</td>
<td>3.5</td>
</tr>
</tbody>
</table>

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**CHARACTERISTICS OF THE EXISTING ENVIRONMENT IN DUBLIN CITY | Section 3**
3.5.3 Monitoring Information

With the adoption of the Dublin City Climate Change Strategy there will be a framework in place to monitor CO₂ emissions from several activities. In addition it is will be good practice to update the 2006 baseline on a periodic basis.

3.5.4 Non-Implementation of the Development Plan

It is projected that if no measures were taken to reduce CO₂ emissions, a business as usual model, that the increases in CO₂ emissions in the three sectors will be as follows: Residential 17%, Commercial/Manufacturing 30% and Transport 32%. There would be little evidence of this increase on the city’s microclimate specifically but as part of the broader climate change scenario there may be many negative climatic impacts.

3.5.5 Existing Environmental Issues Relating to Climatic Conditions

The following broad range of issues has been identified, which include localised as well as more strategic issues:

Best practice methods for energy efficiency, energy conservation and water conservation e.g. district heating Network, Combined Heat and Power systems.

- Action Plan on Energy to be taken into account
- Feasibility of renewable energy sources throughout the city
- Reduction of CO₂ emissions required
- Rising sea levels
- Pluvial (rainfall) flood risk
- Importance of city vegetation / landscape to act as a carbon sink
- Greater co-ordination with the other planning authorities in the Greater Dublin Region to respond to these shared regional issues set out

3.6 LANDSCAPE AND SOILS

3.6.1 Landscape

The city landscape consists of the public and private landscape of the city. It fulfils an array of environmental, ecological, social, recreational and aesthetic functions of the developing city.

The modern city has developed over the original natural landscape of the lower reaches of the river Liffey and the coastline. Typically this would have included climax vegetation covering the relatively low-lying land around the Liffey and its tributaries. Over time the intervention of man has modified the original landscape initially through agriculture and then more widely through urbanisation. The growth of urban Dublin has not included comprehensive city-wide landscape planning so that today’s format reflects the organic growth of the city through the years.

The city park system forms one of the most recognisable components of the modern city landscape. This has evolved primarily from lands that were originally in private ownership, such as the Phoenix Park and the keyholder squares such as Mountjoy Square followed later by provision by public bodies. Today opportunities for new parks are more restricted due to the almost complete development of the city administrative area, however they do arise within redevelopment (e.g. docklands) and development densification (e.g. institutional land developing surplus lands).

The public landscape is under management control of the City Council, the Office of Public Works and other public agencies and is primarily composed of:

- Parks and golf courses
- Transport corridor landscape (road & rail)
Canals, rivers & coastline
Street trees & civic decoration
Public housing/buildings /offices landscape

The private landscape is under the management of individuals, institutions and commercial entities and is primarily composed of:

- Private parks (e.g. Fitzwilliam square)
- Institutional landscape (e.g. school grounds)
- Commercial landscape (e.g. private golf courses, shopping centres, hotels etc)
- Residential landscape (e.g. private gardens, apartment landscape)

3.6.1.1 Protection of the City Landscape

Growth and densification of urban areas requires the protection of its landscape, which can be lost or marginalised by development pressure. The following landscape specific measures currently apply:

The European Landscape Convention (Florence 2000)

This convention, which Ireland is a signatory to, aims to promote landscape protection, management and planning and to organise European co-operation on landscape issue. Ireland, as a party to the treaty is required to undertake general measures to recognise landscapes in law, establish landscape policies with public participation and to integrate landscape into its existing policies, such as regional and town planning.

Development Plan

Development plan land-use zonings that primarily relates to landscape protection are Z8 Conservation Areas, Z9 Amenity/Open Space and Z11 waterways – See Map 7. Open space, however, is a component of other zonings’ permissible uses.

Landscape Conservation Areas

Landscape Conservation Areas (LCAs) can be made by order for the preservation of the landscape. There are no LCAs within the city administrative area. However the Phoenix Park, the North Bull Island, the Botanic Gardens and St Anne’s Park are under consideration for this designation.

Environmental Impact Assessment

Landscape and visual impact assessment as part of EIA requirements for scheduled projects assesses the likely impact on landscape and visual baseline resources and propose mitigation measures to residual impact.

Tree Preservation Orders

Tree Preservation Orders can be made in the interest of amenity or the environment and allow for the protection of individual or groups of trees. There are currently 3 no. Tree Preservation Orders (TPOs) in the plan area, namely in Darmouth Square Ranelagh, Bettyglen Estate Raheny and in Goldenbridge Inchicore – See Table 5 and Map 8.
Map 7: Open Spaces
### Table 5: Tree Preservation Orders in Dublin City Council Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Protected Trees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Darmouth Square Ranelagh</td>
<td>Group of Trees</td>
</tr>
<tr>
<td>Dublin 6</td>
<td></td>
</tr>
<tr>
<td>Bettyglen Estate Raheny</td>
<td>Group of Trees</td>
</tr>
<tr>
<td>Dublin 5</td>
<td></td>
</tr>
<tr>
<td>Goldenbridge Inchicore</td>
<td>Single Tree</td>
</tr>
<tr>
<td>Dublin 8</td>
<td></td>
</tr>
</tbody>
</table>

These trees have been designated due to their landscape, amenity and ecological value. The trees may only be removed if they are a risk to public health and safety or in the interest of design.

Other non-landscape specific measures relating to architecture conservation, built structure conservation, conservation areas, natural habitats and wildlife also can bestow protection to the related landscape.

### 3.6.1.3 Existing Environmental Issues Relating to Landscape in Dublin City

The following broad range of issues has been identified, which include localised as well as more strategic issues:

- Provision of an accessible public landscape that meets the perception and demands of a European capital city, in particular in the quality of planning and design of the public landscape
- Creating landscape linkages within an urban fabric that has reached almost full development
- Balancing competing demands or incompatible uses within the public landscape, such as between biodiversity and recreational uses
- Provision of universal accessible facilities for users of public landscape
- Promoting sustainable landscape solutions (e.g. green roofs, green walls, permeable pavement, SUDS) in the city landscape
- Development and environmental impacts on public landscape (e.g. road noise, air quality and services)
- Changes in the private landscape through development and densification, from small-scale removal of front residential gardens for parking to larger scale changes in the landscape associated with institutional facilities when redeveloped
- Protecting designated landscapes or elements of the landscape (e.g. urban trees)

### 3.6.1.2 Evolution of Environmental Issues in the Absence of the Development Plan

The city development plan will build on the current development plan in promoting a city-wide planning approach to the city landscape as well as continuing the protection afforded to this resource. The balance between the ‘built’ component of a city and its ‘landscape’ component is an important indicator and it can be maintained or enhanced through the planning and development processes. The absence of the plan would put the landscape under pressure from development and densification with significant negative impacts to environmental, ecological, social, recreational and aesthetic attributes of Dublin.
Map 8: Tree Preservation Orders (TPO)
3.6.2 Soils (including geology)

3.6.2.1 Soil Definition and Functions

Soil is defined as the top layer of the earth’s crust. It is comprised of mineral particles, organic matter, water, air and living organisms. It is an extremely complex, variable and living medium which acts as the interface between the earth, air and water.

Soil performs a number of key environmental, social and economic functions that are vital for life. It has a socio-economic and environmental role as a habitat and gene pool, a platform for human activities (including food production), landscape and heritage and as a provider of raw materials. This vital resource is non-renewable, and measures for soil conservation are required to sustain its functions.

The proposed Soil Framework Directive identifies seven main environmental, economic, social and cultural functions performed by soil that need to be preserved. These functions are:

- Biomass production, including in agriculture and forestry
- Storing, filtering and transforming nutrients, substances and water
- Biodiversity pool, such as habitats, species and genes
- Physical and cultural environment for humans and human activities
- Source of raw materials
- Acting as carbon materials
- Archive of geological and archaeological heritage

At a national level, the National Soil Database (NSDB) has produced, for the first time, a national baseline database of soil geochemistry, including data point maps and spatial distribution maps of major nutrients, major elements, essential trace elements, trace elements of special interest and minor elements. The National Soil Database project (2001-CD/S2-M2) has generated an archive of soils data based on a sampling campaign in Ireland from 2002 to 2005. However, the EPA has confirmed that none of the sites surveyed are within the administrative area of Dublin City Council.

The existing baseline of data on soils in Dublin city is being developed by the Geological Survey of Ireland, in cooperation with Dublin City Council. This work has been in progress since 2009 under the SURGE Project, which will be completed toward the end of 2010. The sampling of 368 points within public parks and open spaces has been completed (See Map 9). Detailed soils analysis and mapping of results is progressing. Dublin City Council has provided access to sites and is preparing reports on site history for each sampling location.

At present, no baseline geochemical information of any significance exists for Irish urban environments. The Geological Surveys of Europe (EuroGeoSurveys) have initiated an urban soils project in order to highlight the importance of urban soils to environmental health in European cities. Under this initiative, the Geological Survey of Ireland, in partnership with the Geological Survey of Norway, is to undertake systematic geochemical mapping of soils in the greater Dublin urban area.

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1 SEA Practical Guidance for Practitioners on How to Take Account of Soil (2009), Scotland & Northern Ireland Forum for Environmental Research
Map 9: Urban Soil Geochemistry
The objectives of the project are:

- To determine the baseline concentrations of a wide range of inorganic and organic chemical pollutants in urban soils in order to identify contaminant sources, pathways to humans and health risk;
- To assess natural and anthropogenic geochemical concentrations in soils;
- To assist in environmental assessment, planning and development of urban areas/brown-field sites;
- To assist in compliance with EU Soil and Water Framework directives;
- To develop GIS-based geochemical maps of Irish population centres that can be used for land use and planning purposes, environmental management and health risk assessment; and
- To examine the dynamics and complex processes operative in urban soils in the accumulation and transport of pollutants.

3.6.2.3 **Soils and Climate Change**

The function of soils in abating climate change is particularly important in a regional context for cities such as Dublin experiencing rapid growth beyond city boundaries. The conversion of greenfield sites and sealing of soils can release CO₂ into the atmosphere and further reduce areas of ‘carbon sinks’. Soils contain about three times the amount of carbon globally as vegetation, and about twice that in the atmosphere. Land use planning must target the use of brownfield sites. According to European Commission research, given that land use change is often driven by demand and short term economic revenues, the most realistic option for soil management strategies is to improve soil carbon stocks is to a) protect the carbon stocks in highly organic soils such as peats mostly in northern Europe, and b) to improve the way in which the land is managed to maximise carbon returns to the soil and minimise carbon losses².

**Overview of Geology of Dublin City**

**Bedrock Geology**

The landscape of Dublin has been largely defined by the bedrock formations of the area, with limestone to the north and granite to the south. The more easily solubilised, less resilient limestone has eroded gradually, leaving a well-defined bay. The bay is restricted to the north and south where the limestone meets more resistant rocks (granite to the south and shale and conglomerate to the north). The changes in the bedrock geology are fault-controlled to the south of the Bay. A large fault, known as the Rathcoole Fault forms the southern margin of the basin, where there is an unconformity between the granite and the limestone. To the north of the Bay, there is a natural succession from the muddy limestones to the north into the calp limestone around the area of Sutton Cross.

Much of Dublin is dominated by rocks of Carboniferous age. During the early Carboniferous period, the eastern part of Ireland underwent uplift and erosion. Following this, there was a period of general subsidence in the area. This subsidence permitted the sea to invade the lower ground from the south during the Carboniferous age. Continued subsidence resulted in shallow and then deeper marine sediments accumulating across most of Dublin city and county. The depth of the sea and type of seabed varied from place to place, as did the

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² Climsoil Study: Review of Existing Information on The Interrelations Between Soil and Climate Change (2008), European Commission Climsoil Project, Alterra.
rate of sedimentation and so a variety of carbonate sediments were produced in the area.

The calp limestone, which covers most of Dublin was deposited in the basins that formed over 300 million years ago. Thick sequences of muds and muddy limestones accumulated in the basins, sometimes showing graded bedding. The calp limestone itself is comprised of dark grey, fine-grained, graded limestone with interbedded black, poorly fossilised shales.

Most of the Carboniferous rock, i.e. the limestone, forms low ground, and is covered by a thick layer of Quaternary sediments. The deposits along the northern section of the bay are predominantly sand overlying gravels and clay. As one moves along the route towards the city centre, the depth of the deposits increases and depths of 10m or greater, of sands, gravels and estuarine muds have been recorded in Ringsend and East Wall3.

3.6.2.4 Overview of Soil Types of Dublin City

The soil of Dublin is derived from glacial till of Irish Sea origin, with limestone and shale and is largely grey brown podzolics. Grey brown podzolic soils are usually formed from a calcareous parent material (limestone). The lighter-textured grey brown podzolics are good all-purpose soils, while the heavier-textured members are highly suited to pasture production, responding well to manurial and management practices. The coast of Dublin has a layer of alluvium overlying the topsoil, which is a result of the low-lying status of the city. This sequence of soils is only remaining in undisturbed areas of the coast. As Dublin is a very built-up city, much of the topsoil and alluvium have long since been removed4.

3.6.2.5 Quarries

There are no active quarries in Dublin city. There were small quarries which closed in the past 50-60 years in the outer city suburbs as housing expanded. These include sites at Cabra (Quarry Road), Crumlin (Sundrive Park), Kimmage Road Lower, Kilmainham and Artane. Rockfield Park in Artane was named by residents after old quarry excavations on the site.

3.6.2.6 Infilled/Reclaimed Land

A significant portion of Dublin city is built on reclaimed or infilled land. This reclamation began back in the 18th Century. The North Docklands were reclaimed between 1717 and 1729. A 1km stretch of land between the city centre and the River Dodder was reclaimed by Sir John Rogerson between 1917 and 1927. North Lotts and East Wall were reclaimed by the end of the 1750’s. A bank was constructed along the present South Lotts Road by 1760. The area between these banks was gradually reclaimed together with adjoining areas of the Dodder Estuary. The dry dock between the Grand Canal Dock and the Dodder was filled in 1918. Reclamation continued progressively in an easterly direction from the beginning of the 19th Century.

Traditionally the material used for reclamation in Dublin included construction and demolition waste, waste topsoil and municipal and industrial wastes. For example, the East Wall Business Park EIS shows the composition of the layers of fill and subsoil in the area. The upper fill layer was reported to be between 4 –

3 Environmental Impact Statement, Sutton to Sandy Cove (S2S) Project
4 Environmental Impact Statement, Sutton to Sandy Cove (S2S) Project
6m, overlying silt, gravel and stony clay, overlying boulders at a depth of 13m+. Bedrock was not encountered.

Any material excavated from this area may be contaminated. For example, Ringsend Park was originally a landfill site of unknown material and has only a thin layer of topsoil. The existing promenade along Strand Road was also infilled with landfill materials. Many of the City’s parks were built over landfill sites, including Fairview Park and Tolka Valley Park.

3.6.3 Areas of Geological Interest

According to the Geological Survey of Ireland (GSI), areas of geological heritage in Dublin city are:

- North Bull Island – evolving sand spit
- Dodder river valley – Lower Carboniferous sections at Smurfit’s, Clonskeagh and Donnybrook Mills sites
- Guinness Wells – first Victorian borehole wells in Ireland
- Temple Bar Street Well, Eustace Street – street well example outside the Norseman Pub

3.6.4 Protection of Soils and Geology

European Measures

3.6.4.1 Soil Framework Directive

There is no specific European legislation on soil protection. The proposed Soil Framework Directive will establish a strategy for the protection and sustainable use of soil, and soil concerns will be integrated into policies of member states. The main themes in the proposed Directive are:

- Soil sealing
- Erosion
- Organic matter decline
- Compaction
- Salinisation
- Landslides

3.6.4.2 Pesticides Framework Directive

The proposed Pesticides Framework Directive (2009) will control the storage, use and disposal of pesticides to minimise risk to health and environment from their usage. The directive includes measures which relate to soil management strategies in land use planning:

- Soils as media for pesticides to travel through and knowledge of the ‘fate and behaviour’ of specific pesticides in soils with regard to persistence in soils
- Use of soil treatment products to be included in controls
- Soil as part of the environment receiving impacts and effects on biodiversity
- Knowledge of soil types before determination of buffer zones

3.6.4.3 Habitats Directive (1992/43/EEC)

Soil types are included for many of the habitats listed under Annex I of the Habitats Directive as they influence the range of vegetation types associated with them. Soil is also a living resource. It is one of the most diverse habitats on earth and contains one of the most diverse assemblages of living organisms. Soil

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5 Environmental Impact Statement, Sutton to Sandycove (S2S) Project
7 SEA Practical Guidance for Practitioners on How to Take Account of Soil (2009), Scotland & Northern Ireland Forum for Environmental Research
8 Framework for Community action to achieve a sustainable use of pesticides (2009), European Commission
organisms have important effects not only on soil properties but also on the functioning of the ecosystem.  

The directive includes issues related to soil such as increased siltation in waterways and water contamination. Disturbance of contaminated soils in urban areas could result in potential for increased water pollution, as many pollutants (e.g. heavy metals, pesticides) are bound to organic matter.

3.6.4.5 Designated or Proposed Conservation Areas  
A site has been identified by the Geological Heritage Programme of the Geological Survey of Ireland as of geological importance, opposite the junction of Clontarf Road and Castle Avenue. There is an old lead mine on the shore along Clontarf Road. Nothing is visible on the surface at present; all of the structures are below ground.

3.7 RELEVANT OBJECTIVES, POLICIES AND PLANS  
3.7.1 Biodiversity Action Plan (2008-2012)  
The Biodiversity Action Plan is described in Section 3.3.2.11. It includes specific actions with regard to geology and geomorphology:

- Collation and collection of information
- Raise awareness and make information available  
- Protection and enhancement measures, including protection from inappropriate development

It is an objective of the Biodiversity Action Plan for Dublin City Council to liaise with the NPWS in seeking designation as Earth Science pNHA’s for the geological heritage sites determined by the GSI. It is also planned to map the sites digitally.

3.7.2 Dublin City Council’s Guidelines for Open Space and Development Taking in Charge (2009)  
Dublin City Council’s Parks and Landscape Services Division has issued guidelines which include required measures for addressing soil compaction, quality assurance and storage of soils. Dublin City Council’s policy is that existing topsoil is viewed as a resource to be valued and managed in accordance with the council’s Biodiversity Action Plan and sustainable development practices. These policies have been adopted with a view toward implementation of the Soils Framework Directive.

3.7.3 Habitat Management Plans  
The River Dodder Management Plan (2007) notes that the river has exposed limestone in several locations, near Bushy Park, under the Luas Bridge, at Clonskeagh (near ‘Scully’s field’) and particularly at Donnybrook (Beaver’s Row). This rock underlies the city, but exposures are rare.

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9 SEA Practical Guidance for Practitioners on How to Take Account of Soil (2009), Scotland & Northern Ireland Forum for Environmental Research  
10 SEA Practical Guidance for Practitioners on How to Take Account of Soil (2009), Scotland & Northern Ireland Forum for Environmental Research  
11 Dublin City Biodiversity Action Plan 2008-2012, DCC  
12 Guidelines for Open Space and Development Taking in Charge (2009), DCC  
13 River Dodder Habitat Management Plan 2007, DCC
3.7.4 **Current Environmental Monitoring Information**

- Data on geology from GSI
- Archaeological record – National Monuments Section of DOELG
- Invasive species
- EPA monitoring of waste disposal licences
- Landfill monitoring
- Air pollution data

3.7.5 **Key Projects Likely to Influence Soils and Geology in The City**

The main effects of urban development on soils are:

- Soil sealing and loss
- Soil erosion and stability
- Soil structural degradation and compaction
- Loss of soil organic matter

3.7.6 **Projects which contribute to these effects would include any where there occurs:**

- Soil stripping, storage and re-use
- Soil replacement
- Soil sealing with impermeable surfaces e.g. concrete and asphalt
- Road and rail cuttings
- Use of heavy machinery on soils
- Work on wet soils
- Reinstatement of worked areas
- Soil disturbance and removal/drainage of soil during construction operations
- Works which result in alteration of water levels and contribute to soil erosion\(^{14}\).

The level or scale of a project may have less importance for soils and geology, as relatively minor interventions can have direct effects on contamination of sites, for example. A policy of strategic management will guide practices on a site by site basis.

Any key projects which involve development of greenfield sites will be of greatest concern for strategic management of soils. This includes the North Fringe Area Action Plan, which involves conversion of agricultural lands to new housing and commercial settlement. Issues here would be those associated with soil sealing, soil structural degradation and compaction, loss of organic matter, and soil erosion. A significant issue is the removal of high-quality existing soils by developers and replacement with poor-quality fill. Good-quality soils are a commodity in urban areas and existing soils within the administrative area of Dublin city should be re-used within the locality, in the interests of retaining biogeographical characteristics of soils, such as soil types, seeds and organisms within native soils and habitat values. The transport of soils should be minimised also in the interests of sustainability. Any proposed development of former institution lands, such as Grangegorman site, will have potential greenfield issues,

The reclamation of lands in Dublin Bay, proposed both at Dublin Port and at the Poolbeg peninsula, will involve operations on contaminated soils potentially and include dredging, soil disturbance and soil replacement/infill.

Roads and infrastructure projects such as the S2S project and proposed Eastern by-pass route will have potential impacts on coastal erosion, disturbance of potentially contaminated soils, soil replacement/
infill and alteration of sedimentation. The proposed Metro North project will involve considerable disturbance, development of greenfield sites, soil cutting/removal, reinstatement and alteration of drainage.

3.7.7 Evolution of Problems in the Absence of the Development Plan

The Dublin City Development Plan 2011 - 2017 includes greater measures for the protection and management of soils. It has strengthened the development of soil management strategies for future developments under the Soils Framework Directive. This includes the encouragement of re-development of brownfield sites and remediation of soils which are contaminated or compacted.

It will support measures for protection of soils and their habitats and mitigation of impacts of construction and development. The development of strategies for green infrastructure will ensure that soil permeability is maintained at levels required for drainage and ecosystem functions. In the absence of the plan and its proactive policies, it is likely that further damage could be done to soils and geology of greenfield sites, in particular, and that management and remediation of brownfield sites would be limited.

3.7.8 Existing Environmental Issues Relating to Soils and Geology in Dublin City

The following broad range of issues has been identified, which include localised as well as more strategic issues:

- Potential increased flood risk from changed land use patterns, climate change and predicted sea rise level could result in loss of soil organic matter through erosion and alteration of levels
- Increased volumes of surface water run-off due to conversion of permeable landscapes to impermeable causes increased flooding, erosion and alteration of soils and their associated habitat
- Lack of protection and mitigation of impacts of construction on soils, causing soil structural degradation and compaction
- Replacement of existing soil with inferior soil or soil contaminated with invasive species due to improper land management practices
- Release of contaminants bound to organic matter in soils due to disturbance, dredging and removal of soils
- Contamination of soils by improper storage of materials, pesticides and waste
- Direct contact, inhalation and ingestion of contaminated soils and uptake through plants causing adverse effects on human health
- Reduced water-holding capacity through compaction by construction, causing increased risk of erosion and flooding
- Damage or loss of the historic environment (e.g. cultural soils)
- Reduced groundwater re-charge and loss of supply and quantity to surface waters by increased soil impermeability from development
- Changes in hydrological regimes of rivers by increased soil impermeability from development
- Recreational uses can result in pressures on soils and their habitats, including erosion
Alteration of catchments of rivers can result in increased erosion, loss of sediments downstream and in coastal environments.

Transboundary effects of air pollution from elsewhere in Europe could lead to soil contamination/acidification due to alteration of climate and weather patterns.

Increases in extreme rainfall events leading to increased soil erosion and landslides.

Effects on foundations of built infrastructure by increased erosion.

Continued co-operation with the drainage division to further Dublin City Council objectives for sustainable urban drainage systems (SUDS) for public open spaces in existing and future developments.

Use of Flood Risk Assessment for projects where erosion is a potential impact.

Lack of detailed mapping of soils and groundwater data limits tools for modeling and decision-making in planning.

Greater co-ordination with the other planning authorities in the Greater Dublin Region to respond to these shared regional issues set out in RPG’s.

Protection of human health and the environment.

Provision of sufficient water services.

Support proper planning and sustainable development.

While this section of the Act has not been enabled as yet, Dublin City Council has completed a non-statutory Water Services Strategic Plan 2009 which sets out all current Strategic Issues and Plans.

Water Services cover the areas of:

- Drinking Water,
- Drainage (both Foul / Wastewater and Surface / Stormwater)
- Flood Protection

In the Dublin Region, the four local authorities (Dublin City Council, Dun Laoghaire-Rathdown, Fingal and South Dublin County Councils) adopt a co-ordinated approach to the delivery of water services. This approach also applies to neighbouring areas in Counties Kildare, Meath and Wicklow. It follows that an Integrated Dublin Region Water Services Strategic Plan is appropriate to these areas and services.

The Dublin City Council Water Services Strategic Plan 2009 is the current strategic plan in place for Dublin city and sets out a number of objectives in relation to flood risk management including an objective to meet the requirements of the Floods Directive. This plan is the mechanism for the required alignment between the River Basin Management Plans and the Flood Management Plans.
3.8.2 Drinking Water Services

3.8.2.1 Drinking Water Supply

The vision for water supply services in the Dublin Region is “to supply adequate drinking water to meet present and future demand in a sustainable manner to appropriate quality standards to all customers within the region” based on the consideration of the three principal aspects of quality, quantity and sustainability.

The Dublin Region Water Supply Area is defined by the combined areas served by the Dublin Region Water Supply Schemes namely:

- Liffey Water Treatment Plant at Ballymore Eustace (Dublin City Council),
- Liffey Water Treatment Plant at Leixlip (Fingal County Council),
- Vartry Plant at Roundwood (Dublin City Council),
- Dodder Plant at Ballyboden (Dublin City Council),
- Bog of the Ring Groundwater. (Fingal County Council)

The Dublin Regional Water Services Strategic Plan examines the supply, treatment, storage and delivery of water in the Dublin Water Supply Area (WSA). The population of this area has grown significantly over the past ten years. It is estimated that by 2031 the Dublin WSA will have a population of approximately 2.2 million people. Currently, the average daily water requirement for the WSA, with a population of 1.5m, is 550 million litres. However, with the forecasted increase in population it is estimated that demand will increase to approximately 800 million litres by 2031. The existing water treatment plants at Ballymore Eustace, Ballyboden, Leixlip and Roundwood are working to their full capacity in order to supply the daily demands and, while Ballymore Eustace and Leixlip are currently being expanded this will only match the demand growth that will have taken place by the time they are completed.

In order to meet future demands, Dublin City Council has embarked on a study to determine a new major water source to meet projected demand in the long-term called the Water Supply Project for the Dublin Region. This project is studying the options of either using a desalination process to treat water from Dublin Bay or bringing water from the river Shannon via a new storage reservoir in the midlands. This study is subject to a separate SEA process, however the Dublin City Development Plan 2011 - 2017 has had regard to the current water supply constraints and the requirement for the development of a new major water source, in this regard the plan includes policies to support and ensure the development of water systems to meet the anticipated demand for the city and regions, in conjunction with other local authorities.

3.8.2.2 Drinking Water Conservation

Dublin City Council has established a number of water supply by-laws to reduce waste and demand levels. These by-laws include the mandatory use of water saving devices in new buildings. The development plan places an emphasis on water conservation and will seek to ensure the efficient use of water services. It will seek to maximise the potential for beneficial re-use of water and to reduce leakage to the minimum level possible in the water supply system through the watermains rehabilitation programme.
Dublin City Council has also embarked on a major watermain rehabilitation project to reduce unaccounted for water lost through leakage in older watermains in the Dublin WSA.

### 3.8.2.3 Drinking Water Quality

The Central Laboratory carries out daily monitoring of drinking water.

An extensive water quality-monitoring programme is in place covering raw water sources, in process water at the water treatment plants and treated water throughout the distribution network.

Sampling and analysis is carried out in fulfilment of the requirements of:

- European Communities (Drinking Water) (No.2) Regulations, 2007. (S.I. 278 of 2007) and

Monitoring results are returned to the Environmental Protection Agency annually. The quality of drinking water supplied by each local authority is summarised in an annual report produced by the EPA.

### 3.8.2.4 Assessment of Drinking Water Quality

In the most recent report on drinking water quality in Ireland the Environmental Protection Agency has made the following assessment of the monitoring and quality of the water supply in Dublin City:

- Dublin City Council carried out 13,548 individual tests on drinking water during 2007. Thus, Dublin City Council met (and indeed exceeded) the monitoring requirements as outlined in the regulations.

- The overall rate of compliance in Dublin City in 2007 was 98.9% (up from 98.8% in 2006), was above the national average and the quality of water in Dublin which was good.

Dublin City Council Datasets for drinking water are available and form the basis for Annual Drinking Water Monitoring returns to the EPA.

### 3.8.3 Drainage Services

The vision for drainage services for the Dublin Region is to achieve and maintain good ecological status of all receiving waters by 2015. This is in line with the requirements of the Water Framework Directive which requires that the collection, transport, treatment and disposal of both foul sewage and stormwater are managed effectively to achieve this.

#### 3.8.3.1 Foul Sewage Treatment

All foul sewage in the Greater Dublin Drainage Region is currently transmitted to the Ringsend Wastewater Treatment Plant (WWTP) for treatment.

The Ringsend WWTP treats an average load of 1.9 million p.e. All of the sludge products generated are either recycled as a useful fertiliser, or used as a green energy source. Sampling and analysis of Ringsend Wastewater Treatment Plant effluent is carried out daily in fulfilment of the requirements of the Urban Wastewater Treatment Regulations 2001 (S.I. 254 of 2001).

The latest EPA Report on urban wastewater discharges (for years 2004 & 2005) indicated that Ringsend WWTP failed to meet the standards with respect to Biological Oxygen Demand (BOD), Chemical Oxygen Demand (COD) and Total Suspended Solids (TSS) in the effluent discharge. Dublin City Council’s data for
the discharge in 2008 indicated an overall improvement in the quality of the discharge with reduced instances of failures to meet the required discharge standards although the discharge was still in breach of the COD and TSS standard.

The capacity of this plant to treat the volume and loading of wastewater created by the growing population is inadequate and will continue to be problematic, even with the planned upgrade of the Ringsend Waste Water Treatment Plant, with maximum capacity of the extended WWTP being exceeded by 2014.

The only solution to this problem as recognised by the Water Services Strategic Plan is the development of a new Regional WWTP. Fingal County Council has carried out a separate Strategic Environmental Assessment on this and is working towards the provision of such a WWTP and associated trunk sewers and coastal outfall in the Fingal area. There is recognition of the need to upgrade the existing treatment plants and the drainage connection network in the region, to the ultimate capacity as set out in the Greater Dublin Strategic Drainage Study.

The European Union Water Framework Directive requires that all natural waters achieve “good ecological status” by 2015. The catchments with the Dublin City Council administrative boundary fall within the Eastern River Basin district (ERBD). Environmental objectives and the measures needed to achieve them are set out in the River Basin Management Plan for the Eastern River Basin district (ERBD). The agreed plan, and accompanying Environmental Report has recently been published.

See Plate 1 below detailing the Eastern River Basin district boundary.

Under the Waste Water Discharge (Authorisation) Regulations 2007 (S.I. 684 of 2007) wastewater discharges above a certain threshold will have to be licenced by the Environmental Protection Agency. Dublin City Council currently has a licence application in respect of the discharge from Ringsend wastewater treatment plant with the EPA and will have to adhere to the discharge emission limit values that which will be set by the EPA. Local authorities are expressly forbidden under these regulations from knowingly allowing further developments if these developments are likely to result in a deterioration in the status of any waterbodies.

3.8.3.2 Foul Sewage Collection

The sewer systems within the Greater Dublin Drainage Region are made up of older combined sewer systems, partially combined systems and more modern separate systems. In the latter, surface water is not supposed to enter the foul sewer network. However, there is, inevitably, some infiltration due to incorrect connections, defective pipes and manholes etc. The older combined and partial systems allow surface water enter the system. This leads to the capacity of the sewer network being exceeded from time to time during heavy rainfall (storm) events. Such sewer networks are designed to include mechanisms to allow this excess flow spill into separate surface water systems or directly into receiving waterbodies. These mechanisms are called Combined Sewer Overflows (CSOs).

Increased levels of development in the catchment of a combined or partially combined sewer system will lead to increased flows in the sewer network through increased foul sewage loading and also through increased surface water runoff due to an increase in impermeable pavements etc. This in turn will lead to
increasing frequency of spills from CSOs and also to increased amounts of foul sewage within those spills. These events will result in increased pollution of receiving waters. In the case of the more modern separate systems, increased development may also result in increased pollution as these systems have a limited capacity and, if this is exceeded, there will be inevitable spills from the network at overflows or pumping stations. The pollution loading in this latter case will be higher, albeit with smaller volumes.

Significant parts of the Dublin sewer network have insufficient capacity to effectively collect and transport the sewage from the point of collection to the point of treatment. This results in increasing dependence on CSOs and consequent pollution and deterioration of waterbodies. In common with WWTWs all sewage collection systems must now be licenced by the EPA under the Waste Water Discharge (Authorisation) Regulations 2007 (S.I. 684 of 2007) Dublin City Council currently has a licence application in respect of the entire sewage collection system (agglomeration) including sewers, CSOs, pumping stations with the EPA and will have to adhere to the discharge emission limit values that which will be set by the EPA. Local authorities are expressly forbidden under these regulations from knowingly allowing further developments if these developments are likely to result in increased spills or pollution leading to deterioration in the status of any waterbodies.

3.8.3.3 Stormwater Collection and Discharge

The issues surrounding surface water or stormwater collection and disposal are inextricably linked to those of the foul sewer network as outlined above due to the impact of sewage overflows on the quality of the stormwater. The quality of stormwater within an urban area is also affected by ingress of surface pollutants from pavements. Both of these issues can be significantly improved by the adoption of Sustainable Urban Drainage Systems (SUDS) which will result in reduced or delayed runoff quantities into the system and, potentially, improvement in runoff quality by percolating runoff through SUDS devices such as swales or wetlands.

Dublin City Council policies to ensure that Sustainable Urban Drainage Systems (SUDS) are implemented in accordance with the Greater Dublin Drainage Study guidelines including the provision of green roofs, swales, attenuation and semi permeable paving. To future progress the use of (SUDS) and to ensure that principles of (SUDS) are incorporated in design proposals, the development plan includes a number of policies in relation to (SUDS).

The essential elements of these policies are to replicate, insofar as possible, the drainage characteristics of natural landscapes in the urban environment and thereby reduce the impact of impermeable areas and quick surface water runoff on the drainage network and on the receiving waterbodies.

3.8.3.4 Quality of Waterbodies in General

The EU Water Framework Directive (WFD) 2000/60/EC establishes a framework for the protection of all waters (inland surface waters, transitional and coastal waters and groundwaters) throughout Europe. The aim of the directive is to enhance and restore aquatic ecosystems so that they achieve good ecological and chemical status by 2015.
Plate 1: Eastern River Basin district
The Water Framework Directive was transposed into Irish legislation through the European Communities (Water Policy) Regulations 2003 (S.I. 722 of 2003). The Directive promotes integrated river basin management as the most efficient way to achieve its aims. For the purposes of implementing the directive Ireland has been divided into eight river basin districts. Dublin City Council is one of the twelve local authorities that make up the Eastern River Basin district (ERBD) and acts as lead local authority for the district. A preliminary Characterisation Report was produced in December 2004, which included an analysis of the ERBD’s characteristics followed by the “Water Matters” document in 2007. This document reported on significant water management issues in the ERBD together with proposed measures to solve the problems identified. Based on these preliminary documents a River Basin Management Plan (RBMP) for the ERBD was published in December 2008. The plan sets out the aims and objectives for improving water quality throughout the district e.g. in the case of surface waters the objectives are to:

- Prevent deterioration and maintain high or good status,
- Improve waters where appropriate to achieve at least good status,
- Progressively reduce chemical pollution, and
- Achieve protected area objectives.

To achieve good status for our waters by 2015 will require specific programmes of measures to be undertaken. See Plate 2 for the targets set for ecological status of rivers.

Basic measures are those required by existing legislation while supplementary measures are those required in situations where basic measures alone are judged to be inadequate to achieve good status. Dublin City Council has drawn up a Programme of Measures for the protection and improvement of waters in its functional area.

### Monitoring

The Dublin City Council Central Laboratory maintains baseline information for a number of areas including general water quality in rivers and streams and major inflows, bathing water quality, water quality in rivers and streams under the Dangerous Substances Regulations, and quality of influent to and effluent from Ringsend sewage treatment plant.

The five principal rivers flowing through the Dublin city area are the Camac, Dodder, Liffey, Santry and Tolka. Dublin City Council carries out monitoring of chemical and microbiological quality of the river waters regularly. In addition, the EPA carries out biological monitoring of Irish rivers and publishes periodic reports – See Map 10.

In its most recent report the EPA gives the rivers in Dublin city the following biological quality ratings (sampling point is either within the Dublin City Council functional area or the nearest point upstream if no sampling point exists within the Dublin City Council area).
### Table 6: Water Quality in Rivers

<table>
<thead>
<tr>
<th>River</th>
<th>Biological Q Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camac</td>
<td>Q&lt;sub&gt;2/0&lt;/sub&gt;</td>
</tr>
<tr>
<td>Dodder</td>
<td>Q&lt;sub&gt;3&lt;/sub&gt;</td>
</tr>
<tr>
<td>Liffey</td>
<td>Q&lt;sub&gt;2&lt;/sub&gt;</td>
</tr>
<tr>
<td>Santry</td>
<td>Q&lt;sub&gt;2-3&lt;/sub&gt;</td>
</tr>
<tr>
<td>Tolka</td>
<td>Q&lt;sub&gt;2/0&lt;/sub&gt;</td>
</tr>
</tbody>
</table>

*Q<sub>5</sub> Good Quality; Q<sub>4</sub> Fair; Q<sub>3-4</sub> Transitional; Q<sub>3</sub> Doubtful; Q<sub>2</sub> Poor; Q<sub>1</sub> Bad Q<sub>2/0</sub> 0 indicates toxic conditions*

In addition, the Characterisation Report prepared for the ERBD classified the rivers in the Dublin City Council area as either “at risk” or “probably at risk” of not being of good status by 2015 unless improvement measures were implemented. It should be mentioned that the quality of river waters flowing into the Dublin City Council area will, to a large extent, be determined by activities in the upstream catchments in adjoining local authorities. However, the management of water quality on a river basin district under the Water Framework Directive should lead to a more integrated approach to the management of the entire river catchments.

Implementation of the Management Plan and Programme of Measures for the Eastern River Basin district (ERBD) will form a major element of ongoing protection and enhancement of the quality and status of the water environment. The development plan has had regard to the provisions of the Water Framework Directive and includes policies to promote and improve the ecological status of water services and bodies in the city.

### 3.8.3.6 Bathing Water Quality

There are three designated bathing waters within the Dublin City Council area at Dollymount, Merrion and Sandymount. Regular monitoring of bathing water quality is carried out during the bathing season in conformance with the requirements of the Bathing Water Quality Regulations 2008 (S.I. 79 of 2008).

**Assessment of Bathing Water Quality**

The Dublin Bay Project, one of Europe’s largest wastewater projects is now in operation contributing significantly to water quality of Dublin Bay. While all three bathing waters were in compliance with the EU mandatory and the Irish national standards for bathing water quality in 2007 and 2008, water quality at Merrion Strand failed to meet the more stringent EU guide values in both years. While Dollymount has achieved Blue Flag status in 2008 and 2009, the Development Plan will include policies which relate to zone management and the improvement of water quality and bathing facilities Dublin Bay.
Map 10: Principal Rivers in Dublin City
Plate 2: Targets for High / God Ecological Status (Rivers 2015)
3.8.3.7 Quality of Water in Liffey Estuary and Dublin Bay

Monitoring of water quality in the Liffey Estuary and Dublin Bay is carried out by the Environmental Protection Agency (EPA). In addition, in 2009 Dublin City Council began an intensive programme of monitoring of water quality in the estuary, Dublin Bay and freshwater inflows in relation to the expansion of the Ringsend Wastewater Treatment Plant with the programme lasting for a minimum of 12 months.

The Liffey Estuary has been designated as a sensitive area under the Urban Waste Water Treatment Regulations, 2001 (S.I. 254 of 2001). In its most recent assessment of water quality in the Liffey Estuary for the period 2002-2006 the trophic status has been assessed as intermediate by the EPA which represents no change from the previous assessment period 1999-2003. Dublin Bay has been assessed as unpolluted in both 1999-2003 and 2002-2006 periods.

One potentially negative aspect of water quality trends in the Liffey Estuary and Dublin Bay highlighted in the EPA report has been the reoccurrence of opportunistic macroalgae in the Tolka Estuary and south Dublin seashore. The presence of these macroalgae can have an effect on marine benthic fauna by smothering the underlying sediment.

The reoccurrence of strands of macroalgae (Ectocarpus) along the south Dublin seashore is also of concern as they are unsightly and give rise to unpleasant odours during the decay process. The EPA has stated that the abundance and distribution of the opportunistic algal species within Dublin Bay will be assessed as part of the national Water Framework Directive monitoring programme.

3.8.3.8 Impact of the Development Plan on the Status of Waterbodies

As evident from the above Dublin City Council is committed to maintaining and improving the status of the various waterbodies referenced in the Water Framework Directive as required by the various regulations that transpose this directive into Irish law. While various engineering projects are in train to address the current capacity constraints in the collection, treatment and disposal network for sewage and stormwater flows, proper development management must also form a key part of Dublin City Council’s delivery on that commitment. In this regard, all policies in the plan have been assessed to ensure that they are in accordance with the overall requirement to protect and enhance the status of the waterbodies.

3.8.3.9 Flood Protection

The most significant development in this area is the publication of the government guidelines on the Planning System and Flood Risk Management (2009). These guidelines are specifically aimed at linking Planning and Development with Flood Protection and Flood Risk Assessment. It is a requirement of the guidelines that the development plan and all future planning decisions have regard to the guidelines.

There are three separate strands to Dublin City Council’s flood protection policy –

i) Coastal Flooding
ii) River Flooding
iii) Pluvial Flooding

In relation to coastal flooding, the policy is based on the 2005 report by Royal Haskoning on the Dublin Coastal Flood
Protection Project. This study is likely to be reviewed and updated during the lifetime of the 2011 – 2017 development plan. Certain coastal flood protection projects are either constructed or planned. The implementation of the recommendations of the Dublin Coastal Flood Protection Plan (DCFPP) and any subsequent review, particularly in the light of revised data on sea level rise, are currently being considered as possible policy options by Dublin City Council.

Current City Council policy is to examine the feasibility of offshore flood protection options – referred to as Projects 2030 and 2050. Policy to further progress these studies would be desirable.

In relation to river flooding Dublin City Council has been working closely with the Office Public Works (OPW) in the implementation of certain flood protection works on the Tolka and Dodder. Dublin City Council must have regard to the requirements of the EU Floods Directive which, in common with the WFD, has 2015 as its implementation date. Dublin City Council is to carry out Catchment-wide Flood Risk Assessments (CFRAMS) in conjunction with the OPW and adjacent local authorities.

In relation to flooding away from rivers and coastal areas arising from intense rainfall i.e. pluvial flooding, Dublin City Council has entered into a partnership with a number of EU partners in the Resilient Cities Project. This seeks to incorporate flood planning into the very centre of urban planning. In this regard, all new developments in the city council area, including proposed roads, parks and open space developments proposed by Dublin City Council, should be assessed as to their compliance with the best practice standards being developed under this project. The new Development Plan has placed a strong emphasis on Sustainable Urban Drainage (SUDS) and includes a range of policies and standards to ensure that all new development is undertaken in accordance with best practice.

In relation to flood protection generally, Dublin City Council has constructed and will continue to construct a number of flood defence or flood routing structures around the city. These are not often recognised as such and are subject to alteration in later years without reference to their flood protection role. Such flood protection structures or identified flood routes need to be identified in the development plan to ensure their protection and long term viability.

3.8.3.10 Strategic Flood Risk Assessment and SEA

This section addresses the relationship between the Dublin City Development Plan 2011-2017, the guidelines that have been issued by the DoEHLG on “The Planning System and Flood Risk Management” and the Regional Planning guidelines in relation to flood risk and the management of flood risk. It also gives an overview of the response of the city council to the risk of flooding and sets out the projects/works, which have been undertaken and/or completed.

Flooding is a natural process that can happen at any time in a wide variety of locations and plays a role in shaping the natural environment. It is recognised that the risk of flooding has increased due to climate change and sea level rise. There are three types of flooding events, which can arise separately or in combination; Coastal Flooding arising from the sea or
estuary, Fluvial Flooding arising from Rivers or streams and Pluvial Flooding arising from extreme rainfall.

**National Policy Guidance**

The Office of Public Works is responsible at a national level for monitoring and addressing flood risk and along with the Department of Environment, Heritage and Local Government has published a national policy guidance document on the consideration of flood risk within planning and development management. The guidelines recommend a clear and transparent assessment of flood risk at all stages in the planning process, including the preparation of development plans and in the development management process. The regional authorities are required to prepare regional level strategic flood risk assessment and subsequently at a city level the new flood risk assessment system will be aligned with the existing Strategic Environmental Assessment (SEA). The key guiding principles are to:

- Avoid the risk, where possible,
- Substitute less vulnerable uses, where avoidance is not possible, and
- Mitigate and manage the risk, where avoidance and substitution are not possible.

**Regional Policy Guidance**

The Regional Planning guidelines for the Greater Dublin Area 2010-2022 states that Dublin city is vulnerable to two key sources of flooding- fluvial and coastal; effective management of flood risk coupled to wider environmental, sustainability and economic considerations mean that it is possible to facilitate the continued consolidation of the development of the existing urban structure of the GDA. As the national capital, largest city and a national and international gateway, the guidelines outline measures through which both the flood risk and the continued development of the City can be reconciled. The guidelines also set out the key policy recommendations regarding avoiding and managing flood risk within the GDA along with actions to be included in the Regional Planning guidelines with respect to flood risk assessment, which are as follows:

- 100% completion, in co-operation with all local authorities in the GDA, of CFRAM Studies covering the GDA by 2016, including a review of long term flood risk management options and consideration of appropriate land use policies.
- All local authorities to have completed Strategic Flood Risk Assessments (SFRAs) for all Development and local area plans by 2016.
- The proportion of newly zoned housing lands located in areas classified as Flood Zone A or B that are not within flood protection scheme areas would decrease to a minimal level during the life of the RPGs.
- Inclusion in development plans of policies and objectives on requiring non-sensitive uses and designs which provide flood protection for ground floors of buildings in flood vulnerable locations within existing urban centres.

**Current approach to Flood Risk Assessment – Dublin City Council**

The OPW are currently involved in preparing catchment-based flood risk management plans (Flood Risk Assessment and Management Studies (FRAMs) with the relevant local authorities, the Environmental Protection Agency (EPA) and other key agencies, providing an integrated and pro-active approach to flood
risk and the mechanism through which predictive flood maps and Catchment Flood Risk Management Plans (CFRMPs) are being developed. These CFRAM Studies when completed will establish a prioritised set of flood risk management measures for their relevant areas, including the use of physical and management responses.

Dublin City Council has built up a high level of expertise and centre of excellence in urban flood risk management and also cutting edge drainage solutions. The three types of flooding outlined above have been addressed by various measures and policies including:

- Dublin Coastal Flood Protection Project 2005
- A new tidal early warning system to deal with coastal tidal surges
- River Tolka Flood Risk Reduction Scheme
- Spencer Dock advanced protection works/tidal gate scheme (which will allow for the reopening of the Royal Canal to navigation)
- River Dodder Flood Risk Reduction Scheme (under construction)

Dublin City Council is currently involved in two EU INTERREG funded flooding projects, the SAFER project - Strategies and Actions for Flood Emergency Risk Management and the Flood ResilienCity (FRC) Project. The SAFER project aims to develop computing flood hazard maps, develop flood emergency management systems and develop flood partnerships between the four participants, Gewässerdirektion Neckar, Germany, Forestry Commission Scotland, Federal Office for Water & Geology, Switzerland and Ecole Polytechnique Fédérale Lausanne, Switzerland.

The Flood Resilient City project is a flood risk management best practice project consisting of 11 partner organisations from 8 major European Cities each with an interest in promoting flood resilience in the urban environment. The project is to run until 2012 and is developing a flood risk management model based on engagement with politicians and policy makers, professional and the public to address the threat to Dublin from pluvial flood risk, the residual flood risk and how to adapt new resilient construction techniques.

The recommendations of the Greater Dublin Strategic Drainage Study regarding the use of Sustainable Urban Drainage Systems have been adopted and referenced in the Dublin City Development Plan 2005-2011 and in the Dublin City Development Plan 2011-2017.

In the longer term Dublin as a coastal city will be impacted on by gradual rise on mean sea level. Dublin City Council, mindful of the potential impacts, has already commissioned a pre-feasibility study for a project called “Project 2030” that will investigate the potential for tidal barrages to protect the city and region.

Flooding and the Dublin City Development Plan 2011 - 2017

The vision for the city and the strategic approach translate into a core strategy which will ensure effective realisation of the National Spatial Strategy (NSS), Regional Planning guidelines (RPGs) and consequent local area plans (LAPs). The core strategy takes account of national and regional population targets and provides the policy framework for local area plans.
It represents a spatial expression of the delivery of essential infrastructure and services within an over-arching sustainable framework. It is also part of the core strategy to consolidate the city and achieve a compact city, which makes optimum use of urban land and existing or proposed public infrastructure.

Through the application of the sequential approach and justification test as set out in the Planning System and Flood Risk Management guidelines it is considered that the elements of the core strategy can be achieved while managing flood risk appropriately. Furthermore, by supporting and encouraging the consolidation of the city it is considered that this approach will ensure that areas of the Dublin metropolitan area particularly those along floodplains do not suffer from development pressures and can be protected for reasons of flood risk management.

Section 4.20 of the Planning System and Flood Risk Management guidelines states that the development plan should be proactive by including for example, general policies needed for protecting, improving or restoring floodplains or the coastal margins. It also outlines the potential consequent benefits in terms of amenity, biodiversity and climate change mitigation. In this regard, the development plan sets out the following policies:

- To assist the Office of Public Works in developing catchment-based Flood Risk Management Plans for the Dublin city area and have regard to their provisions/recommendations
- To have regard to the guidelines for Planning authorities on Flood Risk
- Management, published by the Department of the Environment, Heritage and Local Government, when assessing planning applications and in the preparation of plans both statutory and non-statutory.

- To put in place adequate measures to protect the integrity of the existing flood defence infrastructure and to ensure that the new development do not have the effect of reducing the effectiveness or integrity of such flood defence infrastructure and that flood defence infrastructure provision has regard also to nature conservation and amenity issues
- To require applicants to undertake a flood risk assessment, where flood risk may be an issue for any proposed development. The flood risk assessment shall accompany the planning application and should be sufficiently detailed to quantify the risks and the effects of any necessary mitigation/adaptation, together with the measures needed to manage residual risks.
- To incorporate and promote the use of Sustainable Urban Drainage Systems within City Council Developments and other infrastructural projects where appropriate.
- To require the use of Sustainable Urban Drainage Systems in all new developments where appropriate.

Many riverbanks and floodplains are zoned Z9 in the city development plan 2011-2017 with the zoning objective “To preserve, provide and improve recreational amenity and open space and green networks”, thus protecting these areas for reasons of flood risk management and related functions such as biodiversity protection and recreational/amenity uses. The core strategy also recognises green infrastructure as an essential part of a sustainable city performing on a number of levels with ecological, environmental
and social benefits including water soakage for sustainable urban drainage and biodiversity. It also recognises it as an important instrument in tackling climate change. The policies and objectives contained in plan relating to green infrastructure and sustainable Dublin will help to mitigate climate change.

Dublin City Council is actively seeking to prevent, control and manage flooding. Dublin City Council at present is working with the OPW in preparing Catchment Flood Risk Management Plans (CFRAMS) and regard to their provisions/recommendations will be had when available in due course and incorporated into the development plan by way of Variation if required. It is envisaged that Flood Risk Mapping will be completed by 2013 at a national level. In the longer term, future development plans will have regard to the Flood Risk Management Plan arising from the Catchment Flood Risk Management Plans, which are currently being prepared and are to be completed by 2013-2015.

3.8.3.11 Existing Environmental Issues Relating to Water in Dublin City

The following broad range of issues has been identified, which include localised as well as more strategic issues:

- Compliance with the Urban Wastewater Treatment Directive is required
- Dublin Region Water Services Strategic Plan to be taken into account
- Requirements of Eastern River Basin Management Plan and associated Programme of Measures (ERBD and POM) to be taken into account.
- The supply, treatment, storing, delivery and quality of drinking water are all major issues for the city.
- New major drinking water source to meet projected water demand is required. Dublin Region Water Supply Project is currently examining potential major water sources for the future
- Water conservation policies to be incorporated into development plan
- Wastewater treatment capacity, particularly with regard to environmental impacts of Ringsend WWTW on Dublin Bay, is a major issue for the city and region. The development plan must take account of this and of licence conditions for all discharges set by EPA
- Limitations in the capacity of the sewer network to be taken into account in the development plan, particularly the need to comply with EPA licence conditions.
- Implementation of Greater Dublin Sustainable Urban Drainage Strategy (SUDS) to be incorporated into the development plan
- City Council area traversed by a number of key regional river systems; future development within the City area should not have a deleterious effect on the ecological status of these systems
- Data on GIS maps for Water Framework Directive (WFD) and EPA’s ENVision to be taken into account
- Existing and proposed flood defence structures to be identified for protection in the development plan
- Potential increased flood risk from changed land use patterns, climate change and predicted sea rise level
- Government guidelines on the Planning System and Flood Risk Management to be taken into account
Potential for interference with inland and marine waters morphology and aquatic habitats by watercourse diversions, channel diversions and alterations or removal of bank vegetation

Greater co-ordination with the other planning authorities in the Greater Dublin Region to respond to these shared regional issues set out

### 3.9 MATERIAL ASSETS

For the purposes of SEA, Material Assets are deemed to include transport and waste management.

#### 3.9.1 Transport

The Dublin City Council area covers an area of approximately 115Ksq.m and is populated by 506,211 people. Within its boundaries there are just over 31km of Irish Rail track and just under 13km of Luas track. The entire rail track within the Dublin City Council area is designated as major rail. There is approximately 1280km of roads, 16% of which was designated as Major Road i.e. carrying more than 16,438 vehicles per 24 hours.

**3.9.1.1 Existing Road Network:**

A total of c.1200km of road is currently in the charge of Dublin City Council. The roads are of varying quality and are maintained on a demand/priority basis.

Most of the information readily available relates to the city centre i.e. the area within the canals. It is known that over 200,000 people access the city centre in the morning peak by all modes. It is also known that 25,000 people per hour access the city centre by car. The network within the city centre (i.e. the canals) is full at 20,000 cars.

The road network is generally at capacity where private cars are concerned. Increasing road space has been, and will continue to be, given over to public transport, cyclists and pedestrians.

**3.9.1.2 ITS – Signals and Traffic Management:**

SCATS is a traffic management system that integrates the management of traffic signals and the co-ordination and timing of junctions in real time. Currently 618 junctions and pedestrian crossings are linked to the SCATS system. It is intended, subject to funding, to link all junctions and pedestrian crossings to the SCATS system. The system is monitored on a 24-hour basis by Dublin City Council and a contractor.

**3.9.1.3 Existing Public Transport Network:**

The existing public transport network currently comprises bus, DART and the Luas tram lines. There are currently 200km of bus lanes passing through the area, with more QBCs planned and under construction.

The DART line runs through the Dublin City Council area from Malahide in the North (Fingal County) to Greystones in the south (Wicklow County).

There are two existing Luas tramlines running through the Dublin City Council area. The Red Line, which is 15km in length, links Tallaght in the south (South County) to Connolly Station in the city centre. The Green Line, which is 10km in length, links Sandyford in the south (Dun Laoghaire/Rathdown) to St. Stephen's Green in the city centre. The Line C1 to Docklands extension to the red line has recently been completed while the Line A1 to Saggart is scheduled for completion in 2011. Line B1, which extends the green line to Cherrywood, has recently been completed and has been operational since late 2010.
Section 3 | CHARACTERISTICS OF THE EXISTING ENVIRONMENT IN DUBLIN CITY

3.9.1.4 Existing Cycle Network:
To date a total of c.199km of cycle lanes has been provided within the Dublin City Council area. This is made up of both segregated lanes and combined bus and cycle lanes. The cycle lanes provided form part of a citywide cycle network. Over 1000 cycle stands have been provided within the canals to date.

Construction is complete on a bicycle rental scheme for the city centre – Dublin’s City Bikes. The scheme began operation in September 2009. See Photo 1 below of the launch of the Dublin Bike Scheme.

3.9.1.5 Pedestrian Network & Environment:
It is estimated that there is approximately 2,400km of footpath within the City Council area. This is of varying quality and it is maintained on a demand/priority basis.

See Map 11 below for details of Dublin city centre’s key pedestrian routes.

Work is underway on a public realm strategy for the city council area that seeks, among other things, to improve the pedestrian experience. A wayfinding strategy is also currently being implemented for the city centre.

3.9.1.6 Modal Split
The modal split figures available relate predominantly to the city centre area. The change in modal split for the city centre over the past 10 years has seen a rise in the use of public transport. Between 1997 and 2007 private car commuters reduced from 49.85% to 35.1% of the AM modal split. Over the same period, public transport mode share rose from 34.91% to 50.04%. This took place against a background increase of 13.5% in a.m. commuting peak numbers since 1997.

Photo 1: Launch of the Dublin Bikes Scheme (photo Jason Clarke Photography).
Map 11: Key Pedestrian Routes in Dublin City Centre
Between 2003 and 2007 bus passenger numbers declined from 67,792 to 57,201. Bus share is now at 28.05% of the modal split. Rail passengers increased over the same period from 21,416 to 35,692. The rail share is now 17.5% of the modal split. When Luas is included the total rail mode split comes to 22%.

Cyclist numbers declined from 5,616 in 1997 to 3,941 in 2004. However since then cyclists numbers have been increasing (5,676 in 2007).

The 15% plus shift away from private cars has been achieved through increased public transport supply but also through pro-active travel demand management policies. The removal of free parking in the city and restrictive parking policies has been particularly influential in achieving a shift to more sustainable forms of transport.

3.9.1.7 Environmental Monitoring

The following information is available which can assist in monitoring the environment from a movement point of view. Some monitoring is carried out on an annual basis for the same area. Other information is ad hoc and relates to particular sites or junctions.

- Annual Cordon Counts (for all modes crossing the canals)
- Traffic Counts – carried out on an ad hoc basis and relate to particular junctions/streets etc.
- Traffic Impact Assessments and Transport Assessments on a site basis
- Mobility Management Plans – on a site basis
- ITS – day to day monitoring of junctions and pedestrian crossings by Dublin City Council and a contractor;

- Noise and Air Pollution Monitoring
  – There is an existing plan, ‘Dublin Agglomeration Action Plan Relating to The Assessment and Management of Environmental Noise October 2008 - November 2013’. This action plan will be reviewed on a 5-year basis

3.9.1.8 Key Projects Likely to Influence the Environment

There are several large-scale projects that will effectively transform the city and its movement networks over the next few years. These projects will have significant effects on the environment.

There are several proposals as part of Transport 21 that will impact significantly on the Dublin City Council area. These are of national and regional importance and include:

- The provision of Metro
- The extension of the Luas network
- The provision of DART Underground i.e. the Interconnector
- The Kildare Route Project
- The extension of Quality Bus Network

These projects will provide significantly increased capacity on the public transport network. See Maps 12 and 13.

At a regional/inter county level there are also projects/plans coming on stream, which will influence the environment of the Dublin City Council area. These include the S2S project, which will run along the east coast.

The implementation of the City Centre Transportation Plan will impact significantly on the environment of the city centre.

The Dublin Bikes Scheme and the Wayfinding project will also influence the environment of the city centre.
Box 1: Modal Share for the City Centre 1997 – 2006

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Bus</th>
<th>Bus %</th>
<th>Rail</th>
<th>Rail %</th>
<th>Luas</th>
<th>Luas %</th>
<th>All PT</th>
<th>PT %</th>
<th>Car</th>
<th>Car %</th>
<th>Taxi</th>
<th>Taxi %</th>
<th>Walk</th>
<th>Walk %</th>
<th>Cycle</th>
<th>Cycle %</th>
<th>CV</th>
<th>CV %</th>
<th>MC</th>
<th>MC %</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997</td>
<td>179537</td>
<td>41270</td>
<td>22.98%</td>
<td>21416</td>
<td>11.91%</td>
<td>0</td>
<td>0.00%</td>
<td>62866</td>
<td>34.91%</td>
<td>88506</td>
<td>48.85%</td>
<td>N/A</td>
<td>N/A</td>
<td>16649</td>
<td>9.27%</td>
<td>5616</td>
<td>3.13%</td>
<td>3257</td>
<td>1.81%</td>
<td>1843</td>
<td>1.03%</td>
</tr>
<tr>
<td>1998</td>
<td>188897</td>
<td>52022</td>
<td>27.53%</td>
<td>24896</td>
<td>13.18%</td>
<td>0</td>
<td>0.00%</td>
<td>76928</td>
<td>40.71%</td>
<td>81909</td>
<td>43.84%</td>
<td>N/A</td>
<td>N/A</td>
<td>15041</td>
<td>8.12%</td>
<td>4574</td>
<td>2.42%</td>
<td>3098</td>
<td>1.64%</td>
<td>1845</td>
<td>0.98%</td>
</tr>
<tr>
<td>1999</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0</td>
<td>0.00%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>88647</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>3335</td>
<td>N/A</td>
<td>N/A</td>
<td>2444</td>
</tr>
<tr>
<td>2000</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0</td>
<td>0.00%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>4464</td>
<td>N/A</td>
<td>N/A</td>
<td>2345</td>
</tr>
<tr>
<td>2001</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>0</td>
<td>0.00%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>4464</td>
<td>N/A</td>
<td>N/A</td>
<td>2345</td>
</tr>
<tr>
<td>2002</td>
<td>191097</td>
<td>63372</td>
<td>32.42%</td>
<td>26826</td>
<td>13.51%</td>
<td>0</td>
<td>0.00%</td>
<td>64988</td>
<td>33.12%</td>
<td>83607</td>
<td>43.11%</td>
<td>N/A</td>
<td>N/A</td>
<td>15633</td>
<td>8.22%</td>
<td>4746</td>
<td>2.48%</td>
<td>3064</td>
<td>1.58%</td>
<td>2845</td>
<td>1.44%</td>
</tr>
<tr>
<td>2003</td>
<td>195464</td>
<td>64363</td>
<td>32.75%</td>
<td>23339</td>
<td>12.09%</td>
<td>0</td>
<td>0.00%</td>
<td>93622</td>
<td>47.46%</td>
<td>76152</td>
<td>38.93%</td>
<td>0.5%</td>
<td>0.01%</td>
<td>16633</td>
<td>8.49%</td>
<td>4673</td>
<td>2.39%</td>
<td>2789</td>
<td>1.43%</td>
<td>2898</td>
<td>1.48%</td>
</tr>
<tr>
<td>2004</td>
<td>195418</td>
<td>67792</td>
<td>34.60%</td>
<td>24627</td>
<td>12.64%</td>
<td>0</td>
<td>0.00%</td>
<td>92719</td>
<td>47.40%</td>
<td>73701</td>
<td>37.68%</td>
<td>1.7%</td>
<td>0.06%</td>
<td>17045</td>
<td>8.65%</td>
<td>4711</td>
<td>2.41%</td>
<td>2653</td>
<td>1.36%</td>
<td>2651</td>
<td>1.36%</td>
</tr>
<tr>
<td>2005</td>
<td>192360</td>
<td>62245</td>
<td>32.42%</td>
<td>26231</td>
<td>13.46%</td>
<td>0</td>
<td>0.00%</td>
<td>96188</td>
<td>50.01%</td>
<td>69918</td>
<td>36.36%</td>
<td>1378</td>
<td>0.90%</td>
<td>15241</td>
<td>7.93%</td>
<td>3941</td>
<td>2.05%</td>
<td>3053</td>
<td>1.59%</td>
<td>2249</td>
<td>1.17%</td>
</tr>
<tr>
<td>2006</td>
<td>200171</td>
<td>59874</td>
<td>29.91%</td>
<td>33534</td>
<td>16.75%</td>
<td>10229</td>
<td>4.51%</td>
<td>102437</td>
<td>51.17%</td>
<td>68457</td>
<td>34.29%</td>
<td>2638</td>
<td>1.32%</td>
<td>77714</td>
<td>3.85%</td>
<td>4839</td>
<td>2.42%</td>
<td>2291</td>
<td>1.14%</td>
<td>2396</td>
<td>1.20%</td>
</tr>
</tbody>
</table>

Notes
- No Rail Passenger data available for 1999 or 2005
- No bus passenger data available for 2000
- Bus Passengers for 1997 to 2001 are BAC passengers only
- Bus Passengers for 2002 onwards are for all buses in including Bus Eireann and Private Operators
- Car figures are persons not cars – car occupancy levels counted by DCC
- Taxi figures only available from 2002 onwards – included with car 1997 to 2001
- Taxi figures are passengers carried – taxi occupancy counted by DCC
- CV – Commercial vehicles
- MC – Motorcycles
- Luas services were introduced in 2004
- All data collected in November of each year

3.9.1.9 Non-Implementation of the Dublin City Development Plan

From a movement point of view the Dublin City Development Plan will continue to promote a shift away from private car use towards more sustainable forms of transport. It will support a redistribution of road space away from the private car to accommodate this. In the absence of the plan and its proactive policies, it is likely that the city will continue to be congested by private cars. It is also likely that noise and air pollution would continue to increase.

The absence of the plan would result in the loss of potential for modal shift to public transport, cycling and walking. An increased modal share for these modes would contribute to a reduction in pollution and a healthier city environment generally.

The most significant environmental problem experienced in the area of movement and transport is that of traffic congestion.

Traffic contributes substantially to noise and air pollution in the city. It also poses health and safety risks where conflicts may arise between different road users.
Map 12: Existing and Proposed Transport Routes
3.9.2 Waste Management

National waste policy is well established in Ireland with the foundation laid in the publication of Changing Our Ways in 1998. At the core of this national policy statement is the EU Waste Hierarchy with a preference for the prevention, reuse and recycling (including biological treatment) of waste ahead of energy recovery and landfill disposal. The waste sector is estimated to account for an estimated 3% of total green house gas emissions in 2005.\textsuperscript{15}


In 2007, the quantity of household waste generated in the region was 470,220 tonnes, 800,641 tonnes of commercial & industrial waste was reported and for C&D waste 7,052,034 tonnes was reported to the local authorities.

In the Dublin region, progress towards achieving the adopted waste targets has been steady. The municipal waste recycling rate is the headline indicator for municipal waste and a target of 45% by 2010 was
set in the Regional waste plan 2005 - 2010. A municipal waste recycling rate of 41% was reached in 2007 and represents a 1% increase on the 2006 figure. The commercial sector continues to perform well with high levels of segregation of dry recyclable and packaging waste types driving recovery in this sector.

The household recovery rate continues to progress with the roll out of the brown bin. The household waste recycling rate is a secondary indicator for municipal waste and increased to 28% in 2007. The long term household waste recycling target of 59% by 2013 remains a challenge.

### Table 7: Dublin Region – Waste Arising, Generated and Managed in the Dublin Region for 2007

<table>
<thead>
<tr>
<th>Waste Type</th>
<th>Total (tonnes) 2007</th>
<th>Percentage + or – since 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Household Waste</td>
<td>470,220</td>
<td>+ 1.3%</td>
</tr>
<tr>
<td>Commercial /Industrial Waste</td>
<td>800,641</td>
<td>- 2.3%</td>
</tr>
<tr>
<td>Construction and Demolition</td>
<td>7,052,034</td>
<td>- 7.9%</td>
</tr>
<tr>
<td>Contaminated soils</td>
<td>9,542</td>
<td>- 12.2%</td>
</tr>
<tr>
<td>Litter and Street Cleaning</td>
<td>35,580</td>
<td>- 2.8%</td>
</tr>
<tr>
<td>Packaging Waste</td>
<td>288,081</td>
<td>+ 3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8,656,098</strong></td>
<td><strong>- 20.9%</strong></td>
</tr>
</tbody>
</table>

### Priority Waste Streams

<table>
<thead>
<tr>
<th>Waste Type</th>
<th>Total (tonnes) 2007</th>
<th>Percentage + or – since 2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waste Tyres</td>
<td>9,542</td>
<td>+ 88.7%</td>
</tr>
<tr>
<td>End of Life Vehicles</td>
<td>14,187</td>
<td>+ 89.2%</td>
</tr>
<tr>
<td>Household Hazardous Waste</td>
<td>2,054</td>
<td>- 2%</td>
</tr>
<tr>
<td>Waste Electrical/ Electronic</td>
<td>24,088</td>
<td>+ 7.1%</td>
</tr>
<tr>
<td>Water Treatment Sludge</td>
<td>7,061</td>
<td>+ 3.5%</td>
</tr>
<tr>
<td>Sewerage Sludge</td>
<td>7,466</td>
<td>+ 61.5%</td>
</tr>
</tbody>
</table>

The aim is for the region to become, as far as possible, self-reliant in terms of waste management and to this end the development of centralised biological treatment, materials sorting, waste-to-energy and landfill facilities are underway.

Prevention and minimization, which aim to reduce waste at source, are at the top of the waste hierarchy and remain a priority with resources dedicated to awareness campaigns.

As of October 2009, approximately 110,000 householders across the city have received a 140L Brown Bin for the separate collection of organic waste (food waste and light garden waste). The organic waste collected is treated biologically by a third party contractor and a nutrient based compost is produced which is used by landscapers and tillage farmers.

Recycling remains central to the waste plan with a new Regional Materials Recovery Facility at Ballymount in South Dublin for the processing of all green bin recyclables. Regional Materials Recovery facility at Ballymount, Dublin 12 became operational in 2009. The regional MRF is designed to cater for the processing of green materials.
in the Dublin Region for the next 20 years. The facility has an annual capacity of 100,000 tonnes per annum.

An issue for recycling is developing recyclable markets as most materials are exported to foreign markets for reprocessing and recycling, as the quantities generated in Ireland do not provide the necessary economies of scale for indigenous reprocessing. In 2007, the DOEHLG Market Development Group published a 5-year programme for the stimulation of recycling markets.

Energy recovery is part of the management plan and the region will thermally treat residual waste with a new Waste to Energy Plant (5.5 hectares) in Poolbeg which is due to become operational in 2012. The facility will be able to handle 600,000 tonnes of municipal waste annually. The facility will produce energy to meet the needs of approximately 50,000 houses in the form of energy supplied to the National Grid. The facility will also have the capacity to provide district heating for up to 60,000 homes. Planning permission, an EPA Licence and a licence from the Commissioner for Energy Regulation has been granted. A grid connection application was lodged with the ESB in June 2008. An application for foreshore lease or licence was completed and submitted to the Minister for Agriculture Fisheries and Food in July 2008; a decision is awaited.\(^\text{16}\)

A new regional landfill facility in north County Dublin is planned. Delivery of the proposed landfill is required to provide adequate, safe disposal capacity for the Region’s regional waste in the short-term. At the time of writing the facility is due to be operational by end of 2010 based on the

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\(^{16}\) Planning and Development Act 2000, Strategic Infrastructure Act 2006 and the Foreshore Acts 1933-2003
current programme. Decisions by both An Bord Pleanála on the planning application and the EPA waste licence are awaited.

In 2008, a Litter Management Plan was prepared and adopted by the City Council. The plan deals with litter in five main headings, prevention and awareness, responsibility and partnership, litter management and cleaning, graffiti, and enforcement.

3.9.3 Existing Environmental Issues Relating to Material Assets in Dublin City

The following broad range of issues has been identified for transport. These include localised as well as more strategic issues:

- Traffic congestion
- The critical need to further integrate transport and land use in a timely manner
- Long lead in time until delivery of Transport 21 projects
- Sustainable travel patterns i.e. need to motivate greater numbers of people to cycle, walk or use public transport including regional initiatives such as the Sutton to Sandycove (S to S cycle route)
- Need to accommodate the needs of public transport, pedestrians, cyclists and the private vehicles given the city’s limited road space
- Importance of the National Road Network and other road infrastructure to the economy and connectivity within the Dublin region
- Safe, good quality and attractive streets are key
- Requirement for ease of movement of people, goods and services in the city

The following broad range of issues has been identified for waste management. These include localised as well as more strategic issues:

- As the construction industry accounts for a large quantity of waste generation, should the development plan promote sustainable material use in development by developing relevant policies and standards
- Reuse of materials rather than the use of new materials in development; whether in any development, the planning authority should insist on a proportion of building materials being recycled materials, such as, concrete, brick, stone
- Use of renewable materials and those low embodied energy materials and low toxic materials: whether in any development, the planning authority should insist on a proportion of materials being from renewable sources
- Assessment of whole life environmental impacts
- Whether residential and commercial developments are providing sufficient quantity and high quality recycling facilities for waste sorting located conveniently for collection
- What is the role of local plans in addressing local waste recycling facilities as part of the social and capital infrastructure audits?

3.10 CULTURAL HERITAGE (INCLUDING ARCHAEOLOGICAL AND ARCHITECTURAL HERITAGE)

Dublin is an ancient city with many sites of archaeological, architectural and cultural heritage importance. As a vibrant and expanding city, there is a continuing need
to balance day to day operations with protection of the cultural resource that is so much a part of the fabric of Dublin and one of the key draws for our tourism industry. See Map 14.

Within Dublin City, there are a number of methods to protect the integrity of cultural assets including appropriate zonings (Z2 and Z8), Architectural Conservation Areas (ACAs), Record of Protected Structures (RPS) and Record of Monuments and Places (RMPs), Zones of Archaeological Interest and Conservation Areas (for example along the Liffey quays). See Map 15.

Conservation grants are also available to owners of protected structures and particularly to owners of protected structures which are on the Buildings at Risk Register. Dublin City Council works with outside agencies e.g. DoEHLG and the Heritage Council, to protect the cultural heritage resource of Dublin city.

3.10.1 Record of Protected Structures

There are currently just over 9000 structures listed for protection in the Record of Protected Structures. These structures include individual houses, warehouses, shopfronts, churches, boundary walls, bridges, building exteriors etc. A considerable number of these buildings are considered to be of Local Importance under the National Inventory of Architectural Heritage (NIAH) guidelines.

In addition to the Record of Protected Structures, structures of architectural heritage merit, although not put forward for inclusion in the Record of Protected Structures (RPS) may be of local value and may continue to contribute to the identity of a particular area of the city. The development plan seeks to actively protect buildings/structures of heritage value, which may not be protected, but which make a positive contribution to the area and identity of the city. Dublin city is unique in form and character. The contribution of any features, which give identity to and enhance that uniqueness, have been given recognition in the preparation of the development plan.

3.10.2 Architectural Conservation Areas

An Architectural Conservation Area (ACA) is a place, area, group of structures or townscape, taking account of building lines and heights, that is of special architectural, historical, archaeological, artistic, cultural scientific, social or technical interest or that contributes to the appreciation of a Protected Structure, and whose character is an objective of a development plan to preserve.

There are currently 7 ACAs in Dublin city. These include Grafton Street and environs, O’Connell Street and Dartmouth Square, Marino, South City Retail Quarter, Capel Street and Prospect Square – De Courcy Square.

3.10.3 Residential Conservation Areas – Z2

Lands zoned Z2 in the Dublin City Council Development Plan 2011 – 2017 consist mainly of housing areas, but also in limited cases can include a limited range of other secondary and established uses. These residential conservation areas have extensive groupings of buildings and associated open spaces with an attractive quality of architectural design and scale. The general objective for such areas is to protect them from unsuitable new developments or works that would have a negative impact on the amenity of architectural quality of the area. Z2 areas make up approximately 7% of the city’s land area.
Map 14: Main Features of Heritage in Dublin City
3.10.4 Conservation Area - Z8
Lands zoned Objective Z8 in Dublin city’s development plan incorporate the main conservation areas in the city, primarily the Georgian squares. The aim of this zoning objective is to protect the architectural design and overall setting of such areas. Z8 areas make up approximately 0.8% of the city’s land area.

3.10.5 Conservation Areas
In addition to the Z2 and Z8 zoned areas of the city, conservation areas are also denoted by red hatching delineated on the accompanying zoning objective maps for the development plan. The river Liffey and its quays is a designated conservation area.

3.10.6 Archaeology
Dublin City Council is rich in archaeology and has a diverse range of monuments covering a number of historic eras. It is deemed that the plan area is of high archaeological potential due to the potential for the presence of hitherto unknown sub-surface archaeological remains. This determination is based on the presence of substantial archaeological remains from many periods of the past within the City area. Dublin originated first as two separate monastic enclosures (Átha Cliath and Linn Dubh), and then as a Viking ship fortress the Liffey. After the Anglo Norman invasion of 1170 the walled city expanded. Land was reclaimed at wood quay and large suburbs developed to the north (Oxmantown), to the south and west around Ship Street,
St Patrick’s Cathedral and the Liberties. Outlying were villages such as Chapelizod, Finglas, Donnybrook etc. Much of the medieval city was still intact in 1610 when John Speed mapped it for the first time. During the 18th century however the Wide Streets Commission reshaped the old medieval city, and created a network of main thoroughfares by wholesale demolition or widening of old streets or the creation of entirely new ones. The result is that it is difficult to grasp the form of the old city or to understand the context of surviving medieval fabric/street patterns at ground level. Nevertheless, much remains that is of value and which can be reinforced or stitched back together and presented in the city’s renewal. A clear strategic vision is required for the oldest part of the city. The City Walls Conservation Plan goes some way to addressing this but should be extended to address the suburbs as a second phase.

Attempts have been made to tackle some of the issues faced by renewal of the medieval city. Framework plans have been commissioned for Ship Street and the Markets Area. The City Walls Conservation Plan has proved an important tool in unlocking funding for signage, virtual reconstruction and the presentation of the city wall, which is Dublin’s largest civic monument.

Archaeological sites and archaeological zones of interest are identified by a recorded monument reference number on the land use zoning maps.

3.10.7 Industrial Heritage

Ireland’s industrial heritage is being changed and destroyed at an unknown rate. Over the past decade there has been a growing public awareness of Ireland’s industrial heritage, as seen in a number of sites which have been restored by enthusiasts and are now open to the public as tourist and educational attractions. The canal in Dublin city is an example of tourist and educational attraction based on industrial heritage in Ireland.

From around 1750 onwards numerous large-scale industries developed in Dublin, which had a profound effect on the city’s economy and society, and which contributed greatly to the physical character of today’s city. The term industrial heritage covers everything from the extraction of raw materials, manufacturing and processing into usable forms or finished products, public utilities, transport, communications and energy production. In some contexts it also includes military maritime and institutional functions.

The importance of Industrial Heritage in the shaping of Dublin City cannot be underestimated. The Guinness brewery is one of Dublin’s most important industrial heritage sites and Guinness is identified as a significant brand internationally and is inextricably linked with the capital. With the exception of Guinness however, industry is currently a critically underutilised and undervalued aspect of Dublin’s built heritage.

A key issue in the conservation of the city’s built heritage is recording and conserving Dublin’s unique industrial heritage, a substantial portion of which has already disappeared without record. Industrial buildings are not always of high architectural significance and so are poorly represented on the Record of Protected Structures for this reason. The National Monuments Act (amended) protects sites and monuments down to, but not after, 1700 AD. In this way, Industrial Heritage has continually fallen between the two
primary statutory instruments for protection of built heritage. Dublin City Council has undertaken an inventory of industrial heritage. The Dublin City Industrial Heritage Record (DCIHR) and the development plan have regard to this record.

3.10.8 Protection of the City’s Cultural Heritage

The Dublin City Development Plan 2005 - 2011 development plan contains a policy to protect the buildings and features of industrial heritage in situ, and their related artefacts and plant where appropriate. However, until 2005, there has been no accurate public record of these sites and many have been demolished without being recognised as worthy of record. Such loss cannot be sustained going forward. It has resulted in a cultural deficit and a loss or degradation of character.

There is a continuing need to balance the needs of a consolidating city with the need to protect its cultural character. The retention and adaption of historic buildings must proceed, while protecting their intrinsic character. Dublin’s tourism industry relies heavily on its built heritage.

In the northern part of the city, some of buildings in the Georgian squares and nearby historic streets are suffering from vacancy and underuse. Parts of the Liberties are similarly affected. Such areas would benefit from greater investment and enhancement. In addition, the upper floors of protected structures are vacant or underutilised in successful commercial streets. These problems are likely to worsen if investment and initiatives are not forthcoming.

A key issue for the city’s built heritage is recording and conserving Dublin’s unique industrial heritage. The network of the city’s churches and graveyards represents an important aspect of its character. While some of the deconsecrated churches and graveyards have been maintained and managed as public parks, some are used as pocket parks resulting in the removal of monuments from their contexts, while many have suffered from vandalism or have been landscape inappropriately, resulting in further heritage loss.

3.10.9 Key Projects Likely to Influence Cultural Heritage in the City

- Recording and conserving of Dublin’s unique industrial heritage
- Additional Architectural Conservations Areas designated in the city
- Review of the RPS with a view to reducing the number of former List 2 buildings (prior to 2000 Planning and Development Act) and replacing them with ACAs
- Addition of significant late 20th century buildings to the RPS
- Introduction of a policy on significant views and prospects
- Heritage Projects, in conjunction with the Heritage Council – including final phase of Dublin city Industrial Record Heritage, and Urban Tree Survey

3.10.10 Evolution of Problems in the Absence of the Development Plan

The Dublin City Development Plan 2011 - 2017 will continue and build on the policies of the 2005 – 2011 plan in relation to built heritage. More ACAs will be initiated in tandem with reducing the numbers on the RPS and policies in relation to archaeology and industrial heritage will be given priority.

The absence of the plan and its policies would result in a potential loss of historic fabric and character to the condition of protected structures and bring about a lack
of standards for redevelopment of sites in the Zone of Archaeological Interest. This in turn would lead to a loss of irreplaceable fabric, to the detriment of existing and future generations and also to visitors to Dublin.

3.10.11 Environmental Issues Affecting Cultural Heritage

The following broad range of issues has been identified for cultural heritage in the city. These include localised as well as more strategic issues:

- Impact of major infrastructural projects on protected structures
- Difficulty / expense in providing thermal protection to protected structures
- Excavation of rear garden areas of protected structures, to provide underground accommodation
- Excessive parking in the front gardens of protected structures

3.11 DATA GAPS AND DIFFICULTIES ENCOUNTERED

Some data gaps and difficulties have been identified by the SEA inter-departmental team for various environmental receptors as follows:

**Landscape and Soils:** The National Soil Database project (2001-CD/S2-M2) has generated an archive of soils data based on a sampling campaign in Ireland from 2002 to 2005. However the EPA confirmed to Dublin City Council in July 2010 that none of the sites surveyed are within the administrative area of Dublin City Council. Furthermore, there is no baseline geochemical information of any significance exists for Irish urban environments. The Geological Surveys of Europe (EuroGeoSurveys) have initiated a 3.2n urban soils project in order to highlight the importance of urban soils to environmental health in European cities. Under this initiative, the Geological Survey of Ireland, in partnership with the Geological Survey of Norway, is to undertake systematic geochemical mapping of soils in the Greater Dublin Area.

**Climatic Conditions:** The Baseline Emission Inventory for Dublin City Sustainable Energy for Action Plan 2010 -2020 is the first attempt to quantify the energy and CO₂ emissions for the Dublin city area and as such will inherently highlight data gaps. The methodology and assumptions made in the document are satisfactory, but for future baselines there are a number of desired outcomes, namely:

- More accurate data on business types, employee numbers and floor areas
- Complete Building Energy Rating (BER) database for Dublin city
- Modal splits for the city (not estimated)

This would lead to a more accurate database. In addition the database needs to be updated for future use as all figures relate to 2006, as do predictions. There has been a huge shift in economy and activity since its conception. The database highlights other areas that need to be addressed, such as other greenhouse gas emissions.

The above desired information depends on a number of agencies conducting research and compiling data for dissemination, such as Sustainable Energy Authority of Ireland (SEAI), Department of Transport (plus other transport authorities) and the Department of Finance (plus other authorities). At present nearly all information is at the state level and at best provincial or regional level.
This needs to be addressed so that there is accurate local information to aid processes such as SEA and policy documents.

Furthermore, the ecological footprint of Dublin city is unknown. Currently, the city council is considering a proposal to calculate same. This will assist in establishing baseline data and measuring progress over the lifespan of the development plan.

**Biodiversity Flora and Fauna:** The Dublin City Biodiversity Action Steering Group identified the main issues for biodiversity as (i) a knowledge gap and (ii) an awareness deficit. They determined that biodiversity is undervalued and suffers due to competing demands. The group also identified that direction and good examples are needed. The proximity of human dwellings and wildlife is a great opportunity to help inform and enthuse people about natural heritage. It also creates some major challenges in trying to protect and enhance space for wildlife. Fortunately, Dublin has close cultural connections with much of its wildlife such as Bull Island, The Phoenix Park, its street trees, and its waterways in particular. The challenge is to make sure that there is an appreciation and awareness of the wider natural heritage. This will facilitate understanding and protection (e.g. of birds and bats) and ensure that what is locally and nationally available is not eroded but actively protected and enhanced. Raising awareness of what Dublin city has, and taking actions to protect it, is key to retaining healthy populations of species and enhancing our appreciation of natural heritage and quality of life. It is acknowledged that progress has been made on natural heritage in Dublin city. However, as the Biodiversity Action Plan identifies, there is need to collate existing information so that the gaps in knowledge can be identified, to target resources and to inform decision-making.

Four strategic actions / visions have been identified:

- **Spreading the Word** – to inform and engage people in biodiversity; to help people understand biodiversity in the city across all sectors
- **Planning Together** – developing policies and mechanisms to incorporate biodiversity and weighting of biodiversity interests appropriately, and providing a framework for creating and enhancing natural heritage in the city
- **Making Space for Nature** – integrating biodiversity into day-to-day and innovative operations, demonstrating how this can be done, and integration into site specific and strategic work programmes
- **Making it Work** – Key partnerships created with other local authorities and with steering group members.

The Biodiversity Plan has set the following action: ‘Use of GIS to fill information gaps on the following species and habitats in the city: (i) Bats, (ii) Birds, (iii) Otters, (iv) Red Squirrels, (v) Salmonids, (vi) selected invertebrate groups, (vii) Hedgerows and Urban Trees, (viii) Protected Rare, Scarce of Threatened plants, (ix) Semi-natural grasslands and (x) wetlands. It is also an action to use GIS to interpret data for practical use and to use GIS to update existing data.

**Material Assets (Transport):**

The following data gaps have been identified for Material Assets (transport):

- There is only limited information available regarding traffic patterns for the Dublin City Council area. Annual
cordon counts are undertaken for different transport modes at the canal cordons. This process provides very useful information regarding modal splits for the city centre. However, this information is not available for the area outside of the canals.

- The main general source of travel information comes from the Census. This provides information on how people travel to work. However, the smallest level at which it is available is by Electoral Division. This may be too large a scale to be useful. The Census 2006 data is also now out of date and may no longer reflect currently reality.

- The former DTO (now NTA) model could be interrogated for more detailed travel information. However, this is not readily accessible to the City Council.

- While traffic counts are carried out for some junctions and streets within Dublin city, they are generally carried out on project-needs basis. They do not exist for all streets, are not carried out regularly and if they do exist may be well out of date.

- Pedestrian counts are generally not undertaken unless for specific purposes. As a result there is a dearth of information regarding pedestrian movements within the City Council area.

**General Gaps / Difficulties Encountered:**

- The lack of a centralised mapping database also posed some difficulties, particularly for GIS based maps, and those maps showing spatial data not normally held in the Planning and Economic Development Department.

- The lack of a centralised data source of environmental baseline information posed some difficulty for the process. This was overcome in most instances however by Dublin City Council setting up an interdepartmental team at the beginning of the process for the duration of the plan. This interdepartmental group will also assist in monitoring.

**3.12 KEY INTERRELATIONSHIPS IDENTIFIED BETWEEN ENVIRONMENTAL RECEIVERS**

The majority of environmental receptors interact with one another to some degree however only those interrelationships of significance were considered. Table 4A below identifies the main interrelationships arising in this SEA. In carrying out the environmental assessment these interrelationships have been taken into account during the assessment of the various alternatives and also formed a central consideration during the assessment of the potential impacts that may result from the development plan. The interrelationships between environmental topics have been addressed in the Environmental Report as they arise between each environmental receptor. A synopsis of some of the key interrelationships identified is set out below.
Table 7A: Key Interrelationships Identified between Environmental Receptors

<table>
<thead>
<tr>
<th>Environmental Receptor</th>
<th>PHH</th>
<th>BFF</th>
<th>W</th>
<th>A</th>
<th>CF</th>
<th>MA</th>
<th>CH</th>
<th>LS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population and Human Health (PHH)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Biodiversity, flora and fauna (BFF)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>/</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Water (W)</td>
<td>X</td>
<td>X</td>
<td>/</td>
<td>/</td>
<td>X</td>
<td>X</td>
<td>/</td>
<td>X</td>
</tr>
<tr>
<td>Air (A)</td>
<td>X</td>
<td>X</td>
<td>/</td>
<td>X</td>
<td>X</td>
<td>/</td>
<td>/</td>
<td>/</td>
</tr>
<tr>
<td>Climatic Factors (CF)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>/</td>
<td>X</td>
</tr>
<tr>
<td>Material Assets (MA)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Cultural Heritage (CH)</td>
<td>X</td>
<td>/</td>
<td>/</td>
<td>/</td>
<td>/</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Landscape &amp; Soil (LS)</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>/</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>

X Significant Interrelationship / Insignificant Interrelationship

Population & Human Health has some form of interrelationship between all of the other seven environmental receptors e.g. people rely on water (potable) for drinking, for provision of food (e.g. fish and shellfish). Clean water is required for recreation and leisure. Environmental sound levels can contribute significantly to the health and quality of life for the population in Dublin city. Globally, humans are having dramatic effects on climate. On average a Dubliner releases 9.7 tonnes of CO₂ per year. Dublin city currently (2006) consumes 22.3 TWh of primary energy per year, the equivalent to 1.9 million tonnes of oil in the form of electricity, oil, natural gas and renewable energy.

Material Assets and Population & Human Health also display key interrelationships. The transport sector is a major contributor to the emissions of air pollutants. The pollutant emissions emanating from vehicular sources are also those to which the public may be most readily exposed, and they present a considerable risk in terms of their potential to contribute to breaches in air quality standards in areas subject to heavy traffic.

Biodiversity Flora & Fauna is another environmental receptor with a number of interrelationships between other environmental receptors as identified in the Dublin City Biodiversity Action Plan 2008 – 2012. Biodiversity/wildlife, the city and its people have always been interacting and continue to interact and respond to each other. Development patterns, traditional land uses and population changes can dictate the type of city spread which can also dictate the natural heritage resource remaining. Dublin’s geographical and topographical spread has also shaped the city. While the development of the city continues it is necessary to improve
the management of nature to protect our natural heritage, habitats, plants and wildlife.

**Biodiversity Flora and Fauna** and **Climatic Conditions** display significant interrelationships. Vegetation acts as a carbon sink and plants and animals are used as indicators of climate change. Biodiversity can also provide other environmental services such as pollution control, flood attenuation and erosion prevention. Biodiversity can help reverse the negative impacts of climate change. Vegetation absorbs carbon dioxide. Good coastal wetlands can improve protection against rising sea levels and healthy floodplain and other wetland ecosystems can limit the effects of river flooding. Rising sea levels combined with weather extremes are serious concerns for all coastal cities, including Dublin city. Soft areas of coast, such as Bull Island, can provide a buffer to such weather extremes. Retaining green spaces to absorb water, creating wetlands in coastal areas, allowing the build-up of sand dunes and minimising development along the coast are all actions of Dublin City Council's Climate Change Strategy 2008-2012. Furthermore, this issue is listed as a specific project in the Biodiversity Action Plan i.e. to actively link biodiversity to wider sustainability issues such as flooding, climate change and waste.

**Water and Biodiversity Flora and Fauna** also display critical interrelationships in the city. The designated sites of North Bull Island and North and South Dublin Bay constitute part of the Irish and European network of protected areas for biodiversity as the Bay supports habitats and wildbird populations of international importance. The waterways of Dublin city, including the Liffey, Tolka and Dodder, support a significant wildlife resource including otters, bats, Atlantic Salmon, Brown Trout, Sea Trout, King Fisher (many of European importance and for which strict protection is required). All of these waterways and their associated riparian/edge vegetation provide important feeding and commuting corridors for a range of species. Furthermore the ecological value of these habitats is a resource for Dublin's citizens and also remarkable for such an urbanised city.

**Landscape** consists of the public and private landscape of the city. It fulfils an array of environmental, ecological, social, recreational and aesthetic functions of the developing city. Dublin city has significant green spaces through the provision of parks such as the Phoenix Park in particular, St. Anne’s Park and a number of institutional lands, including Trinity College Dublin. The city’s parks, institutional lands, private gardens and graveyards all contribute significantly to the biodiversity resource in the city. Remaining hedgerows, semi-natural grasslands and trees are of particular importance. The city’s landscape and parks contain significant wildlife resources including woodland, semi-natural grasslands and remnant hedgerows. In this way, Dublin’s city’s parks support species of local and national importance including otters, bats, hedgehogs and kingfishers. The city's parks also play a significant amenity and educational role in the city.

**Soils** perform a number of key environmental, social and economic functions that are vital for life. It has a socio-economic and environmental role as a habitat and gene pool, a platform for human activities (including food production), landscape and heritage and as a provider of raw materials. The function of soils in abating climate change is
particularly important in a regional context for cities such experiencing rapid growth beyond city boundaries as is the case in Dublin city. The conversion of greenfield sites and sealing of soils can release CO$_2$ into the atmosphere and further reduce areas of ‘carbon sinks’. Soils contain about three times the amount of carbon globally as vegetation, and about twice that in the atmosphere.

3.13 OVERARCHING STRATEGIC ISSUES AFFECTING DUBLIN CITY’S ENVIRONMENT

Following the scoping exercise, and the carrying out of the above baseline study it has been determined that there are a number of overarching environmental challenges which must be addressed. These are as follows:

1. The housing of Dublin city’s growing population in balanced, sustainable and attractive neighbourhoods on the limited amount of suitable land available within Dublin City Council’s administrative boundary to allow for a compact city and region.

2. The treatment of drinking water is a major issue for the city and region. The current water treatment plants are working to full capacity. While Ballymore Eustace is currently being expanded this will deal only the demand growth that will have taken place in the meantime.

3. In order to meet projected demands up to 2031 and beyond for drinking water a new water source must be determined. Currently the River Liffey is at its limit for safe abstraction.

4. The European Union Water Framework Directive (WFD) requires that all governments aim to achieve “good ecological status” in all their natural waters by 2015. The rivers in Dublin City Council are currently either ‘at risk’ or ‘probably at risk’ of not being able to achieve good status by 2015 unless improvement measures are taken.

5. Existing wastewater treatment infrastructure required by an increasing population in the Dublin Region is inadequate. Maximum capacity will be reached by 2014. Additional wastewater treatment infrastructure must be constructed in order to avoid significant adverse impacts upon water quality, biodiversity, flora and fauna and human health.

6. There is a need to secure the necessary land, plant and underground corridors for major utility infrastructure, including water supply, delivery and drainage in a compact city to facilitate its growth and well-being while also integrating utility infrastructure into lands so that other uses are not compromised (e.g. rights of way limiting recreational provision).

7. There is a need to ensure, through the implementation of measures such as Sustainable Urban Drainage Systems (SUDS), that changes in land use do not lead to increased flood risk. Increased flood risks arising from climate change and sea level rise need to be addressed through proper planning and risk management measures in accordance with national guidelines.

8. There is a continuing need to ensure better integration of land-use and transport which promotes more sustainable forms of transport, greater use of public transport as well as significant improvements in public transport.
9. A balance must be struck between accommodating the future development, recreational, heritage and biodiversity needs of Dublin city.

10. Under the Kyoto Protocol Ireland has agreed to limit the net growth of Green House Gases (GHGs) to 13% above its 1990 levels (current figure is 25% above 1990 levels). There is a pressing need for Dublin city to reduce its GHG emissions.

11. Emissions, mainly from the transport sector, are the main threat to air quality in the Dublin Region (oxides of nitrogen NOₓ and PM₁₀ and PM₂.₅). These emissions must be reduced by switching to more sustainable modes of movement and transport.
ENVIRONMENTAL PROTECTION OBJECTIVES, TARGETS AND INDICATORS
4.0 ENVIRONMENTAL PROTECTION OBJECTIVES, TARGETS AND INDICATORS

4.1 OVERARCHING ENVIRONMENTAL CHALLENGES

Following the scoping exercise, which included consultation and feedback from the environmental bodies, and the carrying out of the baseline study a number of overarching environmental challenges have been identified which must be addressed. These are set out in Section 3.12.12 previous and are repeated here for ease of reference. These are as follows:

1. The housing of Dublin city’s growing population in balanced, sustainable and attractive neighbourhoods on the limited amount of suitable land available within Dublin City Council’s administrative boundary to allow for a compact city and region.

2. The treatment of drinking water is a major issue for the city and region. The current water treatment plants are working to full capacity. While Ballymore Eustace is currently being expanded this will deal only the demand growth that will have taken place in the meantime.

3. In order to meet projected demands up to 2031 and beyond for drinking water a new water source must be determined. Currently the river Liffey is at its limit for safe abstraction.

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7. There is a need to ensure, through the implementation of measures such as sustainable urban drainage systems, that changes in land use do not lead to increased flood risk. Increased flood risks arising from climate change and sea level rise need to be addressed through proper planning and risk management measures in accordance with National guidelines.

8. There is a continuing need to ensure better integration of land-use and transport which promotes more sustainable forms of transport, greater use of public transport as well as significant improvements in public transport.

9. A balance must be struck between accommodating the future development, recreational, heritage and biodiversity needs of Dublin city.

10. Under the Kyoto Protocol Ireland has agreed to limit the net growth of Green House Gases (GHGs) to 13% above its 1990 levels (current figure is 25%
above 1990 levels). There is a pressing need for Dublin city to reduce its GHG emissions.

11. Emissions, mainly from the transport sector, are the main threat to air quality in the Dublin region (oxides of nitrogen NOx and PM_{10} and PM_{2.5}). These emissions must be reduced by switching to more sustainable modes of movement and transport.

Identifying environmental problems is an opportunity to define key issues and Environmental Protection Objectives for each of the environmental receptors. Based on an understanding of existing and emerging environmental issues in an area a series of Environmental Protection Objectives have been developed.

4.2 ENVIRONMENTAL PROTECTION OBJECTIVES

SEA Environmental Protection Objectives are measures used to show whether the objectives of a development plan are beneficial to the environment, to compare the environmental effects of alternatives, or to suggest improvements. If complied with in full, the environmental objectives set should result in an environmentally neutral impact from implementation of the plan. The environmental protection objectives, which usually express a desired direction of change, are established for each of the environmental receptors and are often aspirational in nature. They serve a different purpose from the objectives of the development plan, though they may overlap with them in some cases.

The SEA Directive requires the identification of objectives relevant to the plan only, so a process of selection was necessary. Objectives set have been adapted to the local circumstances and environmental issues of Dublin city. The environmental protection objectives set for the SEA have been derived from environmental protection objectives which have been established in law at international, European Union, national and local level and from a review of baseline information and the environmental problems identified by the SEA team.

It is necessary to devise accompanying targets for the objectives set. Targets set aims and thresholds which should be taken into consideration to effectively assess the impact of the development plan on the environment. These targets once breached would require remedial action.

Along with the targets, indicators have also been devised. Indicators are those measures used to track the achievements of the Environmental Protection Objectives towards the particular targets set and to monitor the impact of the development plan on the environment.

Table 8 below details the Environmental Protection Objectives set for the protection of each of the environmental receptors. Associated targets and indicators have also been set and are included in the table below. It should be noted that all environmental protection objectives set impact on population and human health.
### Table 8: Environmental Protection Objectives, Targets and Indicators

<table>
<thead>
<tr>
<th>ENVIRONMENTAL RECEPTOR</th>
<th>ENVIRONMENTAL PROTECTION OBJECTIVE</th>
<th>TARGET</th>
<th>INDICATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population and Human Health</td>
<td>Promote the creation of a sustainable, compact and healthy city in which to live, recreate and work</td>
<td>All Drinking Water and Drinking Water Sources to comply with the European Communities (Drinking Water) (No.2) Regulations, 2007 and European Communities (Quality of Surface Water Intended for the Abstraction of Drinking Water) Regulations, 1989</td>
<td>Status of drinking water and drinking water sources</td>
</tr>
<tr>
<td></td>
<td></td>
<td>All designated bathing waters to comply with the requirements of the Bathing Water Quality Regulations 2008 (S.I. 79 of 2008)</td>
<td>Status of bathing waters</td>
</tr>
<tr>
<td></td>
<td></td>
<td>All water bodies to meet targets set in ERDB plan as adopted by Elected Public Representatives and by Minister for Environment by Notice in July 2010 in accordance with S.I. 722 of 2003</td>
<td>Ecological status of water bodies</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sustainable densities achieved in new residential / mixed-use schemes</td>
<td>Average density of new residential development</td>
</tr>
<tr>
<td>ENVIRONMENTAL RECEPTOR</td>
<td>ENVIRONMENTAL PROTECTION OBJECTIVE</td>
<td>TARGET</td>
<td>INDICATOR</td>
</tr>
<tr>
<td>------------------------</td>
<td>----------------------------------</td>
<td>--------</td>
<td>-----------</td>
</tr>
</tbody>
</table>
| Biodiversity / flora & fauna | Protect and enhance the diversity of habitats and species in the city | No adverse impacts on designated nature areas / species / habitats | Total area of designated sites (Natura 2000 and pNHA’s)  
Total area of Conservation Areas  
Survey and monitor extent and distribution of invasive species  
Survey and monitor distribution of butterfly populations  
Survey and monitor distribution of bat populations  
Survey and monitor street trees of Dublin City |
| Identify opportunities for new habitats, buffer zones and wildlife / green corridors | Provision of new wetlands (artificial and integrated) | Increased area of wetlands/ Swales/SUDS/ in square metres on new developments  
Length of channel converted from culvert to natural channel |
<p>| Identification of other undesigned areas of natural heritage throughout the city | Survey and mapping of migratory routes of protected species |
| Implementation of new setback / buffer zones for developments along watercourses or adjoining habitats | Length of linked green corridor |
| Increased provision for soft landscape in existing and new developments | Permeability index for new sites for development |
| Air | Protect good air quality status and minimise the output of Nitrogen Oxides (NO\textsubscript{x}) and Particulate matter (PM\textsubscript{10}) | Meet value targets for named pollutants in line with Air Quality Framework directives | Values of monitored pollutants in the air, including the levels of Nitrogen Oxides (NO\textsubscript{x}) and Particulate matter (PM\textsubscript{10}) |
| Reduce noise where necessary and maintain the environmental acoustic quality where it is good | Minimisation of noise pollution for city’s residents | % of residential properties exposed to high sound levels |</p>
<table>
<thead>
<tr>
<th>ENVIRONMENTAL RECEPTOR</th>
<th>ENVIRONMENTAL PROTECTION OBJECTIVE</th>
<th>TARGET</th>
<th>INDICATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Climatic Factors</td>
<td>Reduce waste of energy and maximise use of renewable energy source/ generation</td>
<td>Increase energy efficiency (reduce energy waste) by 3% a year to 2020</td>
<td>Total share of renewable energy for heat</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total share of renewable energy for public buildings and installations, including traffic</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Number of (social) housing units, public buildings and community centres connected to district and group heating systems</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Number of CHP units within the private housing and commercial sectors</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Number of A and B rated buildings within the social and private residential sector and as a percentage of the total stock</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Number of A and B rated buildings within the commercial and public buildings sector and as a percentage of the total stock</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Average energy consumption of new residential housing stock</td>
</tr>
<tr>
<td>Minimise emissions of greenhouse gases</td>
<td>Decrease in GHG emissions</td>
<td>Tonnes of CO₂ /capita/year</td>
<td>Tree canopy cover within the city area to contribute to carbon sequestration (no. of trees)</td>
</tr>
<tr>
<td>Reduce and manage the risk of flooding</td>
<td>Compliance with the Floods Directive and with OPW / DoEHLG ‘Flood Risk Management in the Planning Process’ standards</td>
<td>Number of planning permissions compliant with the Floods Directive and OPW / DoEHLG’s ‘Flood Risk Management in the Planning Process’ standards</td>
<td>Flood Risk Assessment be carried out for all new developments</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Number of planning permissions incorporating flood risk assessment and conditions requiring appropriate flood resilient measures for new developments</td>
</tr>
<tr>
<td></td>
<td>Avoid the development risk of destruction of flood defences, flood defence structures and features</td>
<td>Number of flood defences, flood defence structures and features identified in the development plan</td>
<td>Identify Sustainable Urban Drainage Systems (and features which are identified as having a flood defence function) in all new developments</td>
</tr>
<tr>
<td></td>
<td>Identify Sustainable Urban Drainage Systems (and features which are identified as having a flood defence function) in all new developments</td>
<td>Number of Sustainable Urban Drainage Systems and flood defence features required in new planning applications</td>
<td></td>
</tr>
<tr>
<td>ENVIRONMENTAL RECEPTOR</td>
<td>ENVIRONMENTAL PROTECTION OBJECTIVE</td>
<td>TARGET</td>
<td>INDICATOR</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------------------</td>
<td>--------</td>
<td>-----------</td>
</tr>
<tr>
<td>Water</td>
<td>Comply with EU Water Framework Directive 2000/60/EC i.e. to ensure and maintain good ecological status of all receiving waters in the Dublin region into the future</td>
<td>All water bodies to meet targets set in ERDB plan as adopted by Public Representatives and by Minister for Environment by Notice in July 2010 in accordance with S.I. 722 of 2003</td>
<td>Ecological Status of Water Bodies</td>
</tr>
<tr>
<td></td>
<td>Provide adequate wastewater treatment, water distribution networks and drainage networks</td>
<td>Provision of adequate water, wastewater treatment and drainage infrastructure / flood prevention works in accordance with Dublin City Council’s Strategic Water Plan for Water Services 2009</td>
<td>Capacity of water supply and wastewater infrastructure versus demand</td>
</tr>
<tr>
<td>Material Assets (transport and waste management)</td>
<td>Reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development</td>
<td>Extension and improvement of the cycling and walking network</td>
<td>% change in modal split Number of pedestrians and cyclists crossing the canals as measured by the annual cordon survey</td>
</tr>
<tr>
<td></td>
<td>Reduce the generation of waste and adopt a sustainable approach to waste management</td>
<td>59% recycling target by 2013 Ensure that landfill gas capture rates of 85% - 90% are achieved at existing and proposed landfill facilities in the interest of minimising emissions</td>
<td>% of waste recycled Tonne of waste per capita per year Tonnes of (methane producing) organic waste diverted from landfill Landfill gas capture rates</td>
</tr>
<tr>
<td>ENVIRONMENTAL RECEPTOR</td>
<td>ENVIRONMENTAL PROTECTION OBJECTIVE</td>
<td>TARGET</td>
<td>INDICATOR</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------------------------------</td>
<td>--------</td>
<td>-----------</td>
</tr>
</tbody>
</table>
| **Cultural Heritage**  | Protect and enhance the city’s cultural, including architectural and archaeological, heritage | Ensure that the cultural heritage of the city is maintained and protected from damage and deterioration | Percentage of Protected Structures ‘at risk’  
Number of Architectural Conservation Areas (ACAs)  
Number of archaeological sites investigated  
Number of formal advice statements issued (Section 57s and Section 5s)  
Review and updating of the Record of Protected Structures on an ongoing basis including the review of the RPS in relation to the DCIHR  
Retention of Conservation Officers, City Archaeologist and teams  
Number of planning applications/ Part VIII applications/strategic plans (development plan, LAPs/framework plans/Urban framework plans etc.) with input from or screened by the City Archaeologist |
| **Landscape and Soils** | Conserve and enhance areas and elements of the city landscape | Develop new areas of open space and increase number of trees | Change in area parks and number of trees planted  
Preserve and enhance the city landscape vegetation carbon sink through photosynthesis | To balance the carbon generation of the city with natural carbon sink i.e. a carbon neutral target | % Area of vegetation as carbon sink  
Preserve or enhance area of natural rainfall infiltration to water table within the city landscape to minimise storm water flooding | No storm water flooding and associated risks (e.g. water contamination) | % Area of city landscape as pervious area  
Preserve or enhance linkage in city landscape to support wildlife corridors and protect riverine zones | Creation of a well-connected city landscape consisting of linear elements (e.g. river corridors) and networks | Length of linked landscape corridor  
Give preference to the use re-use of brownfield lands, rather than developing greenfield lands | Brownfield lands to be developed | Total area of brownfield development |
IDENTIFICATION OF DEVELOPMENT PLAN ALTERNATIVES
IDENTIFICATION OF DEVELOPMENT PLAN ALTERNATIVES

INTRODUCTION

Article 5 of the SEA Directive requires the plan-making authority to identify, describe and evaluate alternative ways of realising the objectives of the plan. As stated in the Directive “an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.”

POLICY GUIDANCE

In making a new development plan for the city, the city council is directed by national and regional policies such as the National Spatial Strategy (NSS) 2002 - 2020, the National Development Plan, (NDP) and the Regional Planning guidelines (RPGs) for the Greater Dublin Area 2010 - 2022. The development plan has also taken on board other policy documents such as the Retail Strategy for the Greater Dublin Area, recent government policy for transport set out in ‘Smarter Travel – A Sustainable Transport Future, 2009 – 2020’ and recent Ministerial guidelines for Planning authorities, ‘Sustainable Residential Development in Urban Areas’ 2009. The full list of plans and programmes with which the development plan has a relationship with is set out in Table A of this report (see Section 1.3 and Table A).

Dublin city, lying at the heart of the metropolitan area in order to achieve the optimum use of urban land, support investment in public transport infrastructure and allow people to live and work in sustainable, mixed-use communities.

The NDP prioritises significant investment in public transport and social infrastructure, requiring that land use policies support this investment by making efficient use of land in close proximity to transport routes and hubs.

The Retail Strategy for the Greater Dublin Area 2008-2016 also sets out the hierarchy of retail centres with Dublin Centre reconfirmed as the primary retail centre for the greater Dublin Area supported by centres at district level, including Ballymun, Finglas, Northside, Rathmines, Crumlin, Point Village and Poolbeg.

The government’s Smarter Travel Policy emphasises the need to reduce overall travel demand, to maximise the efficiency of the transport network, to reduce reliance on fossil fuels, to reduce transport emissions, and to improve accessibility to transport.

The Sustainable Residential Development guidelines (2009) require planning authorities to plan for the sustainable development of their areas with guidance that densities in cities should be set at a minimum of 35 - 50 dwellings per hectare, with the higher end of the density spectrum to be applied to those developments closest to rail stations / bus stops / public transport nodes.
obliged therefore to consider alternative ways of achieving the objectives of the development plan for Dublin city. SEA involves a systematic and explicit appraisal of alternatives. The alternatives considered must be reasonable, realistic, capable of implementation and also set at the appropriate level at which the plan will be implemented, operating within the planning hierarchy i.e. the higher the level of the plan the more strategic the options which are likely to be available.

A facilitated workshop was held with the SEA and development plan teams to consider alternative ways of delivering on objectives of the development plan.

For the purposes of Dublin City Council’s development plan review, three possible realistic alternatives have been identified and described, reflecting the need to achieve the following objectives:

- To protect and strengthen the role of Dublin city as the premier gateway
- To develop the city region as the engine of Ireland’s economy
- To consolidate the city and make the most efficient use of land
- To ensure the provision of an integrated transport network supporting a compact, consolidated city
- To protect and strengthen the role of Dublin city centre as the prime retail centre for the region and ensure a retail environment which offers consumers more choice, affordability
- To integrate the inner city and regeneration areas into a more coherent urban structure
- To ensure an appropriate balance between accommodating development, recreation use, heritage, biodiversity, needs of the city and identify mechanisms for the greening of the city landscape
- To value the city’s built and natural heritage as a unique resource
- To recognise culture as integral to Dublin city’s identity and quality of life

### 5.3.1 Do-Nothing Scenario

The existing policies and objectives of the current development plan, i.e. 2005 – 2011 Dublin City Development Plan, would prevail. Policies of the current plan would become out of date, would not reflect the changes in national and regional polices and would be likely to drift with ad-hoc development management. Furthermore, the current development plan has not been subjected to a statutory environmental assessment, as the requirement for SEA was transposed into Irish law subsequent to the preparation of the current development plan.

However the do-nothing scenario is not considered to be a reasonable alternative as the review of the existing, and the making of a new, development plan is statutorily required under planning legislation.

### 5.3.2 Alternative I - Low Intensity Approach

This scenario plans a more consolidated and compact city with relatively low-intensity development on infill and key development sites across the city. In line with national and regional policy, densities of new developments would be in accordance with the minimum net densities advised in recent Ministerial guidelines, Sustainable Residential Development in Urban Areas, issued to planning authorities, i.e. 35 dwellings per hectare. Along the routes of existing / proposed transport lines new developments would be planned for at
the higher end of the scale, with densities of 50 dwellings per hectare delivered at, or close to, transport stations and hubs.

The height of new development city-wide would be at the lower end, most likely rising to between two and four storeys.

Clustering of economic and cultural activities and the designation of key areas for redevelopment would be less likely to occur due to the sprawling of physical development across the city. In order to cater adequately for housing demand, urban sprawl would occur with future potential development seeping into the administrative areas of the adjoining Dublin authorities and beyond.

All lands zoned for employment i.e. Zoning Objective Z6, would continue to accommodate low-density, warehouse employment and enterprise related uses in buildings of one to two storeys in height with a low plot ratio and surrounded by extensive amounts of car parking. Some of these lands may witness an increase in employment-generating uses but at a very low level of intensity and overall increase in employee numbers would be low.

Retail development would be spread across the city with less emphasis on building up the primacy of the city centre and key district centres (Level 3). The city centre would be less competitive and would lose out economically to the regional centres.

Existing buildings, including structures of architectural merit, would remain underused or suffer from lack of use and underinvestment due to lower levels of intensification and consequent lack of demand for space in the city’s existing building stock.

Due to the relatively low intensity of development and low concentrations of employees and residents investment in social and public transport would be minimal as significant investment in public transport would not be justified.

Key Elements of Alternative I are:

- Densities of between 35 – 50 residential units per hectare delivered in the city
- Height of new development no greater than four storeys with one to two storeys delivered on lands zoned for employment i.e. Zoning Objective Z6
- Lower levels of investment in public transport and supporting community / social infrastructure as densities would be too low to justify the increased investment
- Non-clustering of economic activities
- Existing buildings that are currently under-used or vacant remain

5.3.3 Alternative II – Mid Intensity Approach

This scenario plans a more compact, consolidated city on a medium-intensity basis with the development of the city focused on ensuring that Dublin city functions as the primary economic engine of the state.

Density and intensity of development would increase across the entire city but would vary depending on location and connections of areas to supporting infrastructure. Relatively higher densities and intensity of development would be realised on underutilised and vacant sites in the city-centre, inner-city and designated areas such as key developing areas, key district centres, areas in need of regeneration, etc. and along existing and planned-for public transport routes and at hubs. Spatial and sectoral clusters
of economic, cultural and educational activities would occur in the city centre, along designated corridors in well connected areas of the city and along good public transport routes radiating from the city centre.

In line with achieving a more compact and consolidated city throughout the entire city area, the outer city and suburban areas of the city would also witness increases in intensity levels, albeit at a more moderate scale, achieved through subdivision of existing building stock and sites and through smaller-scale, infill developments. Densities, however, would not be as high as those in the city centre and key designated areas.

The city would remain a predominantly low-rise city with the height of new developments largely in the range of six to eight storeys in the city centre, district centres and developing areas and would be lower in outer city and the suburbs. Higher buildings would be possible in some limited locations.

Under-used lands served by existing and/or planned public transport initiatives such as those lands, including brownfield, currently zoned for employment, i.e. Z6-zoned lands, would be redeveloped at higher densities accommodating mixed-use formats.

Residential densities of approximately 120 units per ha could be delivered with plot ratios of 1:2 to 1:3 for employment-generating uses.

The designation of areas for more intense development in a targeted manner would allow for mechanisms for the greening of the city landscape to come into play such as allowing for an integrated network of quality green spaces and corridors and for

the realisation of the full potential of public areas such as the City Quays, College Green etc.

**Key Elements of Alternative II are:**

- A targeted approach to the future development with the city centre, (including all the underutilised and vacant sites), areas in need of significant regeneration, and other areas of the city identified and designated for greater intensities of development served by existing and planned quality public transport infrastructure
- The city region developed as the engine of the national economy with a network of spatial and sectoral clusters
- Densities of approximately 120 units per hectare realised in city centre, inner city, key district centres, key developing areas, and on those under-utilised lands well served by existing and planned public transport infrastructure
- The outer city and suburbs would also witness increases in densities, although at a more modest scale
- Height of new developments would generally be in the 6 to 8 storey range in central and designated areas, 2 to 4 storeys in suburban and outer city areas, with some scope for higher buildings in limited locations for reasons of investment, identity and vitality
- Lands currently zoned for employment and in close proximity to existing or future public transport corridors redeveloped to higher densities accommodating primarily more intense employment-generating uses in the knowledge and green economies
Section 5 | IDENTIFICATION OF DEVELOPMENT PLAN ALTERNATIVES

- Identification of mechanisms for the greening of the city landscape to allow for an appropriate balance between accommodating future development with the recreational, heritage and biodiversity needs of the city
- Development planned to ensure that the economic role and competitiveness of the city centre are strengthened to allow it to continue to develop as the prime retail centre for the region
- Smaller-scale neighbourhood retail centres retained and developed in the outer city and suburban areas to complement and underpin the city centre

5.3.4 Alternative III – High Intensity Approach

This scenario plans a more compact, consolidated city on a high-intensity basis. All areas of the city would be potentially available for increases in density, including the suburbs, outer city, open spaces, environmentally more vulnerable areas etc. A more flexible, market-driven approach to developing the city would prevail with the majority of the city area available for higher-intensity development.

There would be no upper limit on amount of potential development permitted or on the height of buildings proposed. Densities of up to 250 units per hectare could be achieved across the city. Less emphasis would be placed on the achievement of sustainable densities where quality of life issues are to the fore.

Enterprise and employment-zoned lands would be permitted to develop to maximum intensities with high plot ratios of 1:5 facilitated, along with intense levels of development in key district centres.

Existing building stock, including that of architectural importance, would be considered as having potential for redevelopment and / or intensification of use.

There would be no need to designate certain areas for more concentrated forms of development potential as all city lands would be available for concentrated development and increased intensities of retail, commercial and residential uses. Significant amounts of development would be possible in areas where currently only small-scale development is permitted i.e. informal and formal open spaces and environmentally sensitive areas.

Key Elements of Alternative III are:

- Higher density and intensity of development possible across the city
- Maximum height and plot ratios possible in developments throughout the city, city centre and suburbs alike with less regard given to the existing conservation, environmental or character of areas
- No particular areas designated or targeted for redevelopment as all areas of the city would be available for intense redevelopment
6

EVALUATION OF DEVELOPMENT PLAN ALTERNATIVES
6.0 INTRODUCTION

Article 5 of the SEA Directive requires the Environmental Report to evaluate the alternatives identified i.e. “…..reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.”

6.1 TESTING THE DEVELOPMENT PLAN ALTERNATIVES

The three identified alternatives have been identified as per Section 5. These three alternative scenarios have been assessed against the set Environmental Protection Objectives.

The environmental objectives have each been given a unique code e.g. BFF1 equates to the objective ‘To protect and enhance the diversity of habitats and species in the city’, CF2 equates to the objective ‘Minimise emissions of greenhouse gases’ and so forth. This allows for ease of legibility and reference in the assessments matrices as set out in Appendix 1.

Box 2 below sets out the Environmental Protection Objectives alongside their unique shorthand code.

Box 2: Environmental Protection Objectives and Corresponding Codes

<table>
<thead>
<tr>
<th>POPULATION AND HUMAN HEALTH</th>
<th>PPH1</th>
<th>Promote the creation of a healthy and sustainable city in which to live, recreate and work</th>
</tr>
</thead>
<tbody>
<tr>
<td>BIODIVERSITY, FLORA AND FAUNA</td>
<td>BFF1</td>
<td>Protect and enhance the diversity of habitats and species in the city</td>
</tr>
<tr>
<td></td>
<td>BFF2</td>
<td>Identify opportunities for new habitats, buffer zones and wildlife / green corridors</td>
</tr>
<tr>
<td>AIR</td>
<td>A1</td>
<td>Protect good air quality status and minimise the output of Nitrogen Oxides (NOx) and Particulate matter (PM_{10}), the main threats to air quality</td>
</tr>
<tr>
<td>AIR</td>
<td>A2</td>
<td>Reduce noise where necessary and maintain the environmental acoustic quality where it is good</td>
</tr>
<tr>
<td>CLIMATIC FACTORS</td>
<td>CF1</td>
<td>Reduce waste of energy and maximise use of renewable energy source / generation</td>
</tr>
<tr>
<td></td>
<td>CF2</td>
<td>Minimise emissions of greenhouse gases</td>
</tr>
<tr>
<td></td>
<td>CF3</td>
<td>Reduce and manage the risk of flooding</td>
</tr>
<tr>
<td>WATER</td>
<td>W1</td>
<td>To comply with EU Water Framework Directive (WFD) 2000/60/EC i.e. to ensure and maintain good ecological status of all receiving waters in the Dublin region into the future</td>
</tr>
<tr>
<td></td>
<td>W2</td>
<td>Provide adequate wastewater treatment, water distribution and drainage networks</td>
</tr>
<tr>
<td>MATERIAL ASSETS</td>
<td>MA1</td>
<td>To reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development</td>
</tr>
<tr>
<td></td>
<td>MA2</td>
<td>Reduce the generation of waste and adopt a sustainable approach to waste management</td>
</tr>
<tr>
<td>CULTURAL HERITAGE</td>
<td>CH1</td>
<td>Protect and enhance the city’s cultural, including architectural and archaeological, heritage</td>
</tr>
<tr>
<td>LANDSCAPE AND SOILS</td>
<td>LS1</td>
<td>Conserve and enhance areas and elements of the city landscape</td>
</tr>
<tr>
<td></td>
<td>LS2</td>
<td>Preserve and enhance the city landscape vegetation carbon sink through photosynthesis</td>
</tr>
<tr>
<td></td>
<td>LS3</td>
<td>Preserve or enhance linkage in the city landscape to support wildlife corridors and protect riverine zones</td>
</tr>
<tr>
<td></td>
<td>LS4</td>
<td>Give preference to the re-use of brownfield lands, rather than developing greenfield lands</td>
</tr>
</tbody>
</table>
Table 9 and Section 6.2 below contain the detail of the evaluation of the three alternative development plan alternatives as tested against each of the environmental protection objectives using the following key:

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>IMPACT ON ENVIRONMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>+ / + +</td>
<td>Potentially Significant Beneficial Impact on the status of the Environmental Protection Objective</td>
</tr>
<tr>
<td>- / - -</td>
<td>Potentially Significant Adverse Impact on the status of the Environmental Protection Objective</td>
</tr>
<tr>
<td>0</td>
<td>No Relationship with, or an Insignificant Impact on, the status of the Environmental Protection Objective</td>
</tr>
</tbody>
</table>

It should be noted that where impacts are increased, this increased level of impact has been recorded with double symbols e.g. + + or - -
### Table 9: Assessment of the Development Plan Alternatives

<table>
<thead>
<tr>
<th>Environmental Receptor</th>
<th>Environmental Protection Objectives</th>
<th>Alternative I – Low Intensity</th>
<th>Alternative II – Mid Intensity</th>
<th>Alternative III – High Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population / Health</td>
<td>Promote the creation of a sustainable, compact and healthy city in which to live, recreate and work</td>
<td>- - Low density development spread across the city resulting in dispersion and seepage of development into adjoining planning authority areas; Places of work / education and residences less likely to be within sustainable travel distances of one another Would not allow for the critical mass of population levels required to support the development and growth of Key Development Areas, key district centres etc Unco-ordinated dispersed pattern of urban development</td>
<td>+ + Sequential approach to future development of the city with designation of best connected areas for higher densities and concentrated levels of mixed-use development; Possible to provide for mixed-use developments in a medium density format, with higher densities along public transport corridors, ensuring that people have the choice to live in close proximity to their work / places of education etc. Increased levels and density of development in a co-ordinated, sequential manner would allow for potential to increase community infrastructure through planning gain Critical mass of population and commercial development could be built up to such a level to support the primacy of the city centre underpinned by key development areas, designated district centres and areas in need of regeneration Greater investment in public transport justified due to demand generated allowing for integration of public transport and land uses</td>
<td>- - + Less co-ordinated, more flexible approach to building up the city with no particular areas designated for greater intensity of development or regeneration Greater development pressures placed on open spaces, environmentally sensitive areas and institutional lands for maximum density development Very high density developments more likely to be provided in a mono-use format resulting in longer commuting times between place of work and home and supporting services Less opportunities to provide for network of green open spaces in a high intensity, unco-ordinated urban environment Ultra-compact developments less conducive to good place making due to the limits on mixed uses, mixed tenures, few open spaces etc Disadvantaged or less desirable areas less likely to benefit from much needed redevelopment due to their unattractiveness to potential investors Community infrastructure through planning gain in the areas of higher density</td>
</tr>
<tr>
<td>Environmental Receptor</td>
<td>Environmental Protection Objectives</td>
<td>Alternative I – Low Intensity</td>
<td>Alternative II – Mid Intensity</td>
<td>Alternative III – High Intensity</td>
</tr>
<tr>
<td>------------------------</td>
<td>-----------------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Biodiversity / Flora and Fauna</td>
<td><strong>Protect and enhance the diversity of habitats and species in the city</strong></td>
<td><strong>- -</strong> Low density of development spread across the city resulting in increased potential for development to encroach into greenfield, designated and undesignated habitats resulting in possible disturbance, habitat loss and / or habitat fragmentation</td>
<td><strong>+ -</strong> Opportunities presented in moderate density developments to provide new open spaces and green corridors; Promotion of a more compact consolidated city, and plans for increased population numbers will place increased pressures on the waste water infrastructure, which in turn could potentially lead to deterioration in water quality and impact negatively upon biodiversity in the city if not mitigated against. With increase in construction in the city there would be a likelihood that some permeable landscapes are converted to hard surfaces leading to flooding erosion, alteration and direct loss of habitat but opportunities will exist to increase areas of green spaces, green linkages, etc as part of mid-density schemes</td>
<td><strong>- -</strong> Increased pressures on biodiversity in environmentally sensitive and important areas from high density development and recreational needs; With increase in construction in the city there is an increased likelihood that permeable landscapes are converted to hard surfaces leading to flooding erosion, alteration and direct loss of habitat; Promotion of a more compact consolidated city, and plans for increased population numbers will place increased pressures on the waste water infrastructure, which in turn could potentially lead to a deterioration in water quality and impact negatively upon biodiversity in the city if not mitigated against.</td>
</tr>
</tbody>
</table>

**Identify opportunities for new habitats, buffer zones and wildlife / green corridors** | **-** Few opportunities to identify new habitats due to dispersed footprint of low intensity, low density development | **+** Opportunities to develop green corridors and networks as part of co-ordinated, moderate density proposals | **-** Due to potential high levels of development with high plot ratios in all locations across the city there will be extremely limited opportunities for new habitats, buffer zones and wildlife / green corridors |
<table>
<thead>
<tr>
<th>Environmental Receptor</th>
<th>Environmental Protection Objectives</th>
<th>Alternative I – Low Intensity</th>
<th>Alternative II – Mid Intensity</th>
<th>Alternative III – High Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air</strong></td>
<td>Protect good air quality status and minimise the output of Nitrogen Oxides (NO\textsubscript{x}) and Particulate matter (PM\textsubscript{10}), the main threats to air quality</td>
<td>- Development spread across the city at lower densities; greater amount of cross-city and out of city commuting by car resulting in greater air pollutants including NO\textsubscript{x} and PM\textsubscript{10}; Investment in public transport undermined by spread of population across the city</td>
<td>+ Ensuring new mixed-use developments of higher density and occupancy rates are well served by public transport will reduce level of journeys undertaken by private car, having an overall positive impact on air quality. Further improvements and efficiencies in public transport also achievable due to increasing concentrated demands resulting in an even greater modal shift from private car to public transport</td>
<td>+ - Improvements in public transport and modal shift but number of vehicles in the city remains high due to intensity of residential and commercial activity throughout the city</td>
</tr>
<tr>
<td><strong>Reduce noise where necessary and maintain the environmental acoustic quality where it is good</strong></td>
<td>- Development spread across the city resulting in greater amount of commuting by private car across the city; greater number of properties being affected by traffic noise</td>
<td>+ Increased densities across the city allowing for greater investment in public transport (mainly rail based) and less need to travel by private car with less persons affected by noise from cars; There may be some increase in noise levels for residents living along QBCs; Rail-based public transport not a major contributor in terms of noise</td>
<td>+ - Increased densities across the city allowing for greater investment in public transport (mainly rail based) and less need to travel by private car with less persons affected by noise from cars; there may be some increase in noise levels for residents living along QBCs; Rail-based public transport not a major contributor in terms of noise. Very high densities may be problematic in terms of noise pollution within and between residential schemes and also in mixed use schemes with a range of land-uses in close proximity to one another in a high density format.</td>
<td></td>
</tr>
</tbody>
</table>
## Environmental Receptor

<table>
<thead>
<tr>
<th>Environmental Protection Objectives</th>
<th>Alternative I – Low Intensity</th>
<th>Alternative II – Mid Intensity</th>
<th>Alternative III – High Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduce waste of energy and maximise use of renewable energy source / generation</td>
<td>+ -</td>
<td>+ +</td>
<td>+ +</td>
</tr>
<tr>
<td>Reduce and manage the risk of flooding</td>
<td>-</td>
<td>+</td>
<td>-</td>
</tr>
</tbody>
</table>

### Environmental Factors

**Climatic Factors**

- **Alternative I – Low Intensity**
  - Greater densities allowing for people to live in proximity to their places of employment thereby reducing the need to travel.
  - Significant improvements to public transport under Transport 21, cycling networks and implementation of workplace travel plans in new developments will result in a lower carbon city.
  - Some increase in CO\(_2\) emissions as a result of building activity in the residential and commercial sectors; opportunities to offset with the construction of buildings with greater energy efficiency.

- **Alternative II – Mid Intensity**
  - Greater densities allowing for people to live in proximity to their places of employment thereby reducing the need to travel.
  - Significant improvements to public transport under Transport 21, cycling networks and implementation of workplace travel plans in new developments will result in a lower carbon city.
  - Some increase in CO\(_2\) emissions as a result of building activity in the residential and commercial sectors; opportunities to offset with the construction of buildings with greater energy efficiency.

- **Alternative III – High Intensity**
  - Greater densities allowing for people to live in proximity to their places of employment thereby reducing the need to travel.
  - Significant improvements to public transport under Transport 21, cycling networks and implementation of workplace travel plans in new developments will result in a lower carbon city.
  - Some increase in CO\(_2\) emissions as a result of building activity in the residential and commercial sectors; opportunities to offset with the construction of buildings with greater energy efficiency.
<table>
<thead>
<tr>
<th>Environmental Receptor</th>
<th>Environmental Protection Objectives</th>
<th>Alternative I – Low Intensity</th>
<th>Alternative II – Mid Intensity</th>
<th>Alternative III – High Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Climatic Factors</strong></td>
<td><strong>Avoid the development risk of destruction of flood defences, flood defence structures and features</strong></td>
<td>- Possible risk to flood defences, structures and features as pattern of development sprawls across the city</td>
<td>+ Development risk to flood defences, structures and features avoided as development concentrated in designated areas of the city</td>
<td>- Significant development pressures placing the flood defences, structures and features at potential risk of destruction as a more ad-hoc approach is taken regarding locations for development</td>
</tr>
<tr>
<td><strong>Landscape &amp; Soils</strong></td>
<td><strong>Protect and enhance areas and elements of the city landscape</strong></td>
<td>- Spread of development right across the city; potential to encroach on, or have a negative visual impact on, natural landscapes, designated landscapes or result in the loss of natural elements of the landscape e.g. urban trees</td>
<td>- + While increased development could potentially have a negative impact on the city landscape, it would be possible to locate a significant proportion of development in designated, higher density areas to avoid loss or marginalisation of the city’s valued landscapes, protection of future designated landscapes or natural elements of the landscape e.g. urban trees. Significant additional new development would be targeted into designated areas and could be managed to allow the enhancement of the city landscape</td>
<td>- Pressures for development in all areas of the city potentially resulting in a negative visual impact on natural landscapes, designated landscapes or loss of natural elements of the landscape e.g. urban trees</td>
</tr>
<tr>
<td></td>
<td><strong>Preserve and enhance the city landscape vegetation carbon sink through photosynthesis</strong></td>
<td>- Less concentrated form of development utilises greater amount of the natural landscape resulting in less potential for photosynthesis</td>
<td>+ Increased opportunities for greening the city and greater potential for photosynthesis to occur</td>
<td>- Increased likelihood that permeable landscapes are converted to hard surfaces reducing the potential for photosynthesis to occur</td>
</tr>
</tbody>
</table>
### Environmental Receptor Objectives

#### Landscape & Soils (Cont.)

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Objective</th>
<th>Low Intensity</th>
<th>Mid Intensity</th>
<th>High Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserves or enhances linkage to support wildlife corridors and protect riverine zones</td>
<td>+</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Give preference to the reuse of brownfield lands, rather than developing greenfield lands</td>
<td>-</td>
<td>-</td>
<td>+</td>
<td></td>
</tr>
</tbody>
</table>

#### Water

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Objective</th>
<th>Low Intensity</th>
<th>Mid Intensity</th>
<th>High Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td>To comply with EU Water Framework Directive (WFD) i.e. to ensure and maintain good ecological status of all receiving waters in the Dublin region into the future</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

### Strategic Environmental Assessment

#### Evaluation of Development Plan Alternatives

Section 6

**Environmental Receptor Objectives**

**Landscape & Soils (Cont.):**

- **Preserves or enhances linkage to support wildlife corridors and protect riverine zones:**
  - **Low Intensity:**
    - Opportunities to incorporate open space and green linkages as part of medium density schemes which are located in areas with the necessary capacity to absorb further development.
  - **Mid Intensity:**
    - Greater pressure on greenfield sites on the urban fringes by a more sprawling, less dense pattern of development.
  - **High Intensity:**
    - Development permitted to spread out to the urban fringes in a dispersed manner, which would place undue pressures on protected riverine areas and may result in fragmentation of existing or potential green linkages.

- **Give preference to the reuse of brownfield lands, rather than developing greenfield lands:**
  - **Low Intensity:**
    - Greater pressure on greenfield sites on the urban fringes by a more sprawling, less dense pattern of development.
  - **Mid Intensity:**
    - Increased population placing increased pressures on the waste water infrastructure which is already close to capacity. This situation turn could potentially lead to a deterioration in water quality if not mitigated against.
  - **High Intensity:**
    - Increased population placing increased pressures on the waste water infrastructure which is already close to capacity. This situation turn could potentially lead to a deterioration in water quality if not mitigated against.

**Water:**

- **Provide adequate wastewater treatment, water distribution and drainage networks:**
  - **Low Intensity:**
    - Neutral impact on the provision of adequate wastewater treatment, water distribution and drainage networks.
  - **Mid Intensity:**
    - Neutral impact on the provision of adequate wastewater treatment, water distribution and drainage networks.
  - **High Intensity:**
    - Neutral impact on the provision of adequate wastewater treatment, water distribution and drainage networks.
<table>
<thead>
<tr>
<th>Environmental Receptor</th>
<th>Environmental Protection Objectives</th>
<th>Alternative I – Low Intensity</th>
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<th>Alternative III – High Intensity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Material Assets</strong></td>
<td><strong>To reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development</strong></td>
<td>- Urban development spread across the city resulting increased dependence on the private car; Benefits of public transport investments somewhat offset by low levels of population working / living within walking distance of provision of same</td>
<td>++ Significant investments in public transport to support high population levels Increased opportunities to provide for open spaces, networks and cycleways in the city as part of mid-density schemes</td>
<td>+ + Significant investments in public transport to support high population density levels; limited opportunities to create for pedestrian linkages due to high intensity and cover of urban development</td>
</tr>
<tr>
<td><strong>Reduce the generation of waste and adopt a sustainable approach to waste management</strong></td>
<td>- Plans for an increase in population and increase in construction would have the potential to increase waste levels unless mitigated against</td>
<td>- + Plans for an increase in population and increase in construction would have the potential to increase waste levels unless mitigated against This alternative plans for the reuse of buildings</td>
<td>- + Plans for an increase in population and increase in construction would have the potential to increase waste levels unless mitigated against This alternative plans for the reuse of buildings</td>
<td></td>
</tr>
<tr>
<td><strong>Cultural Heritage</strong></td>
<td><strong>Protect and enhance the city’s cultural, including architectural and archaeological, heritage</strong></td>
<td>- - Low density development and urban sprawl of new developments resulting in vacancy and underuse of the city’s built heritage Low density, dispersed development resulting in illegible urban structure Potential encroachment into Zones of Archaeological Interest leading to a loss of irreplaceable fabric</td>
<td>++ Greater investment and initiatives for the enhancement and appropriate reuse of the city’s built heritage balanced with a need to protect its cultural character; Mid-density development in a co-ordinated manner with areas designated for higher levels of development allows for the creation of coherent patterns of development allowing for a legible structure Concentrating development into designated areas for development allows for the steering of development away from the Zones of Archaeological Interest</td>
<td>- - Potential for significant development pressures placed on the city’s heritage resulting in irreversible changes Some important views and prospects in the city possible lost due to unlimited height and scale of new developments Increased pressures to develop sites in Zones of Archaeological Interest leading to a loss of irreplaceable fabric</td>
</tr>
</tbody>
</table>
6.2 ASSESSMENT OF ALTERNATIVES

All three alternatives will place increased pressures on wastewater infrastructure, which in turn could potentially lead to deterioration in water quality and impact negatively upon biodiversity in the city if not mitigated against. However, all three alternatives are all reliant on the wastewater treatment infrastructure being upgraded as well as a new wastewater treatment plan coming on stream at regional level. The deficiency of adequate water supply is also an issue for all three alternatives.

6.2.1 Alternative I - Low Intensity

This alternative would present challenges for all of the environmental receptors. (See Table 9 above) The following section provides a summary:

It is considered that the Low-Intensity Alternative would lead to urban sprawl. The quality of life for the city’s residents, employees, students etc. would be negatively impacted upon as commuting times are increased between places of employment, places of education and people’s homes. Greater commuting by private car would result in greater levels of congestion, increased toxic emissions, more energy wasted with consequent negative impacts on air quality, greater CO₂ emissions which in turn has potential for climate change including flooding.

The critical mass required for the economic functioning and vitality of the city centre, areas identified for regeneration and other designated areas would not be possible as development spreads across the city. This would leave many areas of the city with an absence of, or underperforming, supporting retail and other supporting services, amenities and infrastructure. Increased travelling by the city’s population would be required in order to avail of these facilities leading to greater dependency on the private car, greater greenhouse gas emissions, more energy wasted etc.

The less concentrated the population, the less benefits are reaped from the significant proposed investment in public transport. While some areas would be served by good transport links, many areas of the city and a significant proportion of the population would not be within sustainable distances of good public transport choices. Places of work / education and residences are therefore less likely to be within sustainable travel distances of one another.

With policy that limits intensification of development and populations in established areas in the city, pressure for development would be increased on greenfield sites located in less connected, more remote urban locations. Greenfield development results in greater demands for transport and wastewater infrastructure provision in suburban locations with relatively low population levels etc.

Development at a low level of intensity would be more likely to encroach upon valuable habitats, both designated and undesignated, leading to the disturbance, fragmentation or possible loss of same. Furthermore, with development spreading over the city on a low intensity basis, fewer opportunities would present themselves to allow for the identification of new habitats, buffer zones, wildlife and green corridors. The preservation and enhancement of the city landscape carbon sink through photosynthesis would be less likely to occur due to a more sprawling form of development which utilises a greater amount of the natural landscape than a more focused form of urban development.
Existing buildings, including structures of architectural merit, will be under-used or suffer from lack of use resulting in threats to their continued existence.

6.2.2 **Alternative II – Mid Intensity**

The medium-intensity scenario allows for the optimum use of urban land, supports and underpins the significant levels of investment, both recent and planned, in public transport infrastructure, best supports the primacy of the city centre, allows for the targeted development of designated innovation corridors, key district centres, Key Development Areas and regeneration areas which ultimately leads to greater economic returns and benefits to the city’s population whilst reducing urban sprawl.

Those areas that are best connected with transport, water infrastructure etc, either now or in the near future, could be designated for higher density development, allowing for the creation of mixed-use, co-ordinated development with the critical masses required to support their long-term viability and survival into the future.

Supporting the primacy of the city centre, allows for the build up of the required critical mass of residents, employees and employment generating uses to underpin a strong city region and a city capable of competing on a global basis. This in turn will attract greater numbers of people to live and work in the city as a more compact, green, clean and connected city is developed.

This approach would provide for a predominately low to medium-rise city with some high-rise buildings (50m+) acceptable in principle for reasons of identity, vitality and investment in designated areas of the city.

In time, this alternative will lead to a more compact urban structure, relative to the city’s population size, will reduce the growth in overall demand for long-distance commuting and avoid the development pressures on greenfield sites that are remote from educational and community facilities, public transport, and infrastructure. The consolidation of the city with an effective public transport system is an essential component for a competitive city at the heart of the region. Reduction in levels of commuting by private car would result in less toxic emissions such as nitrogen oxides and particulate matter with consequent positive results for the city’s air quality. With an increase in rail-based transport noise levels will be lower than those generated from comparable private car travel. Rail-based transport is not considered to be a major contributor in terms of noise. With new Quality Bus Corridors (QBCs) and/or extension of QBCs, there may be some consequent increase in noise levels for those residents living along the route of the QBC.

Creating a more compact urban form will thus avoid the problems of underuse or lack of use of structures, including those of architectural interest, while contributing to a sense of identity and establishing a sense of place.

While increased development will lead to increased land cover and the conversion of permeable landscapes to hard surfaces, thereby reducing areas of green spaces for biodiversity, carbon sink purposes etc, in this scenario development can be concentrated in a targeted manner into designated areas. Such areas would have carrying capacity to absorb significant new developments, whilst avoiding those more sensitive areas on the fringes of the urban area.
Targeting certain areas that are capable of absorbing significant amounts of development, allows for the protection of those more environmentally vulnerable and significant areas, such as designated and undesignated habitat areas. Opportunities will also exist in mid-density schemes to include green spaces, green roofs etc. which would allow for the creation of new habitats, wildlife corridors etc.

### 6.2.3 Alternative III - High Intensity

Unco-ordinated, dispersed and ad-hoc high-density proposals spread across the entire city area, including greenfield areas, outer suburban areas and possibly in more environmentally sensitive areas of the city would have an overall negative impact on all of the environmental receptors.

The future development of the city mainly on a market-led and flexible basis with maximum commercial development permitted in principle on all the existing employment lands, greenfield and brownfield sites in the city despite significant distances from quality public transport routes and hubs. Investment in public transport would be more difficult to justify without the joined-up, co-ordinated approach required for effective land-use and transport integration.

Places of work and residences would less likely to be in close proximity to one another as areas where growth occurs may not necessarily be linked to one another, either physically or by good public transport linkages.

An unco-ordinated, more flexible approach to the development of the city would fail to allow the critical mass of investment, residents and employees required for designated development areas, the key district centres and regeneration areas to thrive. The city centre would be unlikely to perform as well as it should to allow it to remain and continue to grow as the primary economic engine of the state.

Opportunities to provide for quality open space (both public and private) as part of schemes would be significantly decreased. Furthermore, pressures for development in more vulnerable and environmentally sensitive areas would have detrimental negative impacts on biodiversity, flora and fauna in the city.

Unsustainable development pressures would be placed on the city’s cultural heritage, with irreversible changes resulting in many instances. The city’s landscape, important views and valuable vistas would be more than likely be under threat from development or else lost.

Allowing the potential for higher buildings in all parts of the city could have significant citywide negative impacts on the city landscape.

Areas in need of significant regeneration and traditionally excluded areas may well be overlooked for investment, redevelopment and uplifting as investors seek to maximise returns in more profitable and desirable areas. This approach would not allow for the critical mass of population levels required to support the development and growth of Key Development Areas, key district centres, regeneration areas, some areas of the inner city etc.

### 6.3 Preferred Plan Alternative

Based on the analysis of the alternative scenarios as detailed in Table 9 and Sections 6.2.1–6.2.3 above, the Mid Intensity approach was selected as the preferred approach. This approach has been found to have the most positive impact on the environment. It serves to
maximise the development potential of Dublin city’s limited land supply; makes most efficient use of land; supports the significant investments that have been made and will be made in the near future in public transport, and represents a co-ordinated approach to the future of the city which allows all areas of the city to reach their full potential.

This Mid Intensity approach, as with the Low Intensity and High Intensity alternatives, is dependent on the upgrading of existing and also the provision of a new regional wastewater treatment plan. Mitigation measures will be required to deal with this issue as well as the issues of water supply.

The city development plan that has emerged from the plan preparation process has a close correlation with Alternative II - the Mid Intensity Approach.
EVALUATION OF DUBLIN CITY DEVELOPMENT PLAN 2011 – 2017
7.0 EVALUATION OF DUBLIN CITY DEVELOPMENT PLAN 2011 – 2017

7.1 INTRODUCTION

This section of the Environmental Report evaluates the policies of the development plan and should be read in conjunction with the Evaluation Matrix set out in Appendix A. Evaluation of objectives was also undertaken as a precautionary approach. The evaluation of the objectives is set out in the Evaluation Matrix in Appendix C. This evaluation assesses the likely or potential significant effects on the environment, i.e. on biodiversity, human health, fauna, flora, soil, water air, climatic factors, material assets, cultural heritage (including architectural heritage) and soils & landscape of implementing the Dublin City Development Plan 2011 – 2017.

7.2 EVALUATION METHODOLOGY

The assessment of the likely significant effects on the environment of implementing the development plan was carried out, in accordance with best practice methodology. The methodology employed was the accepted and commonly used methodology of creating a matrix, whereby the policies of the plan area listed on one axis and the environmental protection objectives on the other. The policies of the development plan were tested against the Environmental Protection Objectives developed earlier in the SEA process.

To avoid the Environmental Report being dominated by a series of complex matrices these detailed matrices have been included as appendices in this report (see Appendix A and Appendix C) while a summary of the significant environmental impacts are provided in Tables 10 – 17 below. Potential beneficial and adverse impacts have been identified in line with the requirements of the SEA Directive. Potential effects of plan policies have been categorised as:

- A ‘Significant Beneficial Impact’
- An ‘Uncertain Impact’ on Environmental Receptor
- A ‘Significant Adverse Impact’ on Environmental Receptor
- An ‘Insignificant Impact’ or ‘No Relationship’

7.2.1 Population and Human Health

The policies of the development plan have been found to have overall significant beneficial impacts on population and human health. The plan promotes the development of a compact, quality, green, clean and connected city with plan policies all reflecting the desire to achieve this. The plan emphasises the need to integrate land-use and transportation and sets out a strategy for mixed-use, thriving economic and residential environment underpinned by recreational and community infrastructure provided in a timely fashion, in accessible locations and connected to, or within easy reach of, good public transport networks. Initiatives such as the creation of a green network and the promotion of a City Play Plan, have potential for significant beneficial impacts on the city’s recreational needs. Furthermore, plan policy facilitates and encourages economic growth and renewal to strengthen the city as the state’s main economic engine with an emphasis on innovation and clustering of economic activity while also encouraging energy efficiency, reduction of toxic emissions and greenhouse gases. Economic policies promote the promotion of sustainable development by balancing complex sets of environmental, social or economic goals in planning decisions which can only prove to be positive for population and human health. The plan policies are all geared towards facilitating a city to be...
more enterprising, connected, sustainable, inclusive and attractive. Overall the plan will ensure the future development of a city of communities and neighbourhoods where people choose to live and work for long periods of their lives and raise a family if they so wish.

See Table 10 for a summary of potential impacts of the development plan on Population and Human Health.

Table 10: Summary of Impacts of the Dublin City Development Plan 2011 - 2017 on Population and Human Health

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Population and Human Health</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaping the City</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Making Dublin the Heart of the City Region</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Connecting and Sustaining the City’s Infrastructure</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Greening the City</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Fostering Dublin’s Character and Culture</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Revitalising the City’s Economy</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Strengthening the City as The National Retail Destination</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Providing Quality Homes in a Compact City</td>
<td>Significant Beneficial Impacts</td>
</tr>
<tr>
<td>Creating Good Neighbourhoods and Successful Communities</td>
<td>Significant Beneficial Impacts</td>
</tr>
</tbody>
</table>

7.2.2 Biodiversity, Flora and Fauna

The development plan was found largely to have potential for significant beneficial effects on the biodiversity, flora and fauna of the city. Overall the plan promotes a more compact city in a consolidated format with certain areas designated for intensification of development, avoiding the sprawl of development out to the urban fringes and onto greenfield sites. Such an approach concentrates new development largely into built-up, well-connected urban areas whilst avoiding more environmentally sensitive and vulnerable sites. The plan also encourages opportunities to protect existing, and create new, habitats through the inclusion of such initiatives as the creation of a multi-functional green network which includes areas of high biodiversity value. Emphasis is also placed on the protection of designated, as well as undesignated sites, of high biodiversity value.

The plan places emphasis on intensification, higher density, population and economic growth and development over the lifetime of the plan and beyond. A potentially significant adverse impact of the plan on biodiversity is the potential deterioration of waterbodies. Dublin region’s wastewater treatment plant at Ringsend is currently operating at capacity. Without the provision of upgraded and new wastewater infrastructure, the city’s ability to absorb additional population, economic growth and development is seriously restricted. Mitigation is necessary.

Policy contained within the plan to increase accessibility generally, including pedestrian and cyclist access, to rivers, canals, areas of natural recreation, private recreational lands etc could also have potential significant adverse impacts in terms of disturbance, fragmentation or loss of habitats unless mitigated against. Plan policies to support major infrastructural projects such as waste to energy, Eastern By-Pass Route etc. could also have potential
significant adverse impacts in terms of disturbance, fragmentation or loss of habitats. Mitigation is necessary. See Table 11 for a summary of potential impacts of the development plan on Biodiversity, Flora and Fauna.

Table 11: Summary of Impacts of the Dublin City Development Plan 2011 - 2017 on Biodiversity, Flora and Fauna

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Biodiversity, Flora and Fauna</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shaping the City</strong></td>
<td>Many <strong>Significant Beneficial Impacts</strong> as intensification of the city allows for the avoidance of building on or near natural areas and areas / sensitive and valuable habitats Policies to consolidate the city could have potential <strong>Significant Adverse Impacts</strong> on water quality a result of limitations on the wastewater treatment capacity which could in turn potentially have <strong>Significant Adverse Impacts</strong> on water-based habitats in the city</td>
</tr>
<tr>
<td><strong>Connecting and Sustaining the City’s Infrastructure</strong></td>
<td>Largely <strong>Insignificant Impacts</strong> with some <strong>Significant Beneficial Impacts</strong>; A small minority of policies could result in potential <strong>Significant Adverse Impacts</strong> on the existing habitats in the city as a result of policies to provide a strategic cycle network across the city and to support the provisions of projects such as the Eastern By-Pass Route. These initiatives may be constructed in, or close to, more environmentally sensitive areas</td>
</tr>
<tr>
<td><strong>Greening the City</strong></td>
<td>Largely <strong>Significant Beneficial Impacts</strong> with some <strong>Insignificant Impacts</strong>. Some policies having a potential <strong>Significant Adverse Impacts</strong> i.e. those which promote improving pedestrian and cycling routes to strategic level amenities which could include environmentally sensitive or vulnerable habitat areas or which promote opening up private recreational lands for recreational proposes could potentially impact upon sensitive / significant habitats - potential for impact on habitats in the bay and other water bodies as a result of increased recreational pursuits on the water</td>
</tr>
<tr>
<td><strong>Fostering Dublin’s Character and Culture</strong></td>
<td>Largely <strong>Insignificant Impacts</strong> with one policy i.e. promoting access to historic water bodies, having a potential <strong>Negative Impact</strong> on sensitive habitats in rivers and water ways</td>
</tr>
<tr>
<td><strong>Making Dublin the Heart of the City Region</strong></td>
<td>Largely <strong>Insignificant Impacts</strong> with some <strong>Significant Beneficial Impacts</strong> as intensification of the city allows for the avoidance of building on or near natural areas and areas / sensitive and valuable habitats. Policies to consolidate the city in the region could have potential significant adverse impact on water quality a result of limitations on the wastewater treatment capacity which could potentially have a <strong>Significant Adverse Impact</strong> on water-based habitats in the city</td>
</tr>
<tr>
<td><strong>Revitalising the City’s Economy</strong></td>
<td>Majority of policies found to have <strong>Insignificant Impacts</strong> on, or no relationship with, Biodiversity, Flora and Fauna. Potential <strong>Significant Adverse Impacts</strong> from policy advocating a pro-active and positive approach to the consideration of economic impact of proposed developments in terms of potential for deterioration in water quality as a result of limitations on the wastewater treatment capacity and as a result of increased emissions and increased output of greenhouse gases <strong>Significant Beneficial Impacts</strong> from promotion of sustainable development while balancing economic, environmental or social goals in planning decisions.</td>
</tr>
</tbody>
</table>
### Development Plan Policies

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Biodiversity, Flora and Fauna</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Strengthening the City as The National Retail Destination</strong></td>
<td>Largely <strong>Insignificant Impacts</strong> although some potential <strong>Significant Adverse Impacts</strong> of a result of significant increase in the amount of retail development in a city where wastewater treatment capacity is reached. This could potentially result in deterioration in water quality which could potentially have a negative impacts on water-based habitats in the city</td>
</tr>
<tr>
<td><strong>Providing Quality Homes in a Compact City</strong></td>
<td>Overall <strong>Insignificant Impacts</strong></td>
</tr>
<tr>
<td><strong>Creating Good Neighbourhoods and Successful Communities</strong></td>
<td>Largely <strong>Insignificant Impacts</strong> Potential for <strong>Significant Adverse Impacts</strong> on biodiversity as a result of some policies to ensure that outdoor shared spaces are accessible to all, to increase access to, and active uses in, recreational areas, the possible provision of playgrounds in more environmentally sensitive areas, the improvement of pedestrian and cycle routes on a city-wide basis including in more environmentally sensitive areas</td>
</tr>
</tbody>
</table>

### 7.2.3 AIR (Air Quality and Noise)

Overall the development plan will have significant beneficial impacts on air.

Dublin city’s air quality is currently good. Emissions from the transport sector are the main threat to air quality in the city. The plan is based on a compact, consolidated, more intense mixed-use city and reducing urban sprawl with a good integrated public transport network. While additional residential and economic activity will be facilitated and take place in the city over the lifetime of the 2011 – 2017 Development Plan, which could result in increased greenhouse gases, this development will take place in a higher density and a clustering format, in areas that are well connected by existing and future integrated public transport networks. The emphasis throughout the plan is on reducing the need to travel by private car whilst encouraging and facilitating modal change to more sustainable forms of transport e.g. travel by foot, bicycle and public transport. Reducing the need to travel by unsustainable forms of transport, as the plan policies facilitate, will serve to have significant beneficial impacts on the air quality of the city.

In relation to noise, again transport is the main issue. Traffic noise is the dominant noise source in the city. The emphasis throughout the plan is on reducing the need to travel by private car whilst encouraging and facilitating modal change to more sustainable forms of transport e.g. travel by foot, bicycle and public transport. Reducing the need to travel, as the plan policies facilitate, will serve to have significant beneficial impacts in terms of noise in the city.

See Table 12 for a summary of potential impacts of the development plan on Air.
### Table 12: Summary of Impacts of the Dublin City Development Plan 2011 - 2017 on Air

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Air</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shaping the City</strong></td>
<td>Policies largely found to have <strong>Significant Beneficial Impacts</strong> with many policies also found to Insignificant Impacts on air quality. <strong>Largely Insignificant Impacts</strong> on Noise with a small minority having a <strong>Beneficial Impact</strong>.</td>
</tr>
<tr>
<td><strong>Connecting and Sustaining the City’s Infrastructure</strong></td>
<td>Movement and Transport Policies found to have <strong>Largely Significant Beneficial Impacts</strong> with a small minority of policies having <strong>Insignificant Impacts</strong> on Air Quality. Movement and Transport Policies found to have <strong>Largely Significant Beneficial Impacts</strong> with small minority of policies having Significant Impacts on Noise. Infrastructure Policies found to have largely <strong>Insignificant Impacts</strong> with one policy having a <strong>Significant Beneficial Impact</strong> on Air. Infrastructure Policies found to have largely <strong>Insignificant Impacts</strong> with one policy having a <strong>Significant Beneficial Impact</strong> on Noise.</td>
</tr>
<tr>
<td><strong>Greening the City</strong></td>
<td>Mainly <strong>Insignificant Impacts</strong> with a large number of policies having <strong>Significant Beneficial Impacts</strong> on Air Quality. Mainly <strong>Insignificant Impacts</strong> with a Significant number of policies having <strong>Significant Beneficial Impacts</strong> on Air Quality. <strong>Largely Insignificant Impacts</strong> with some <strong>Significant Beneficial Impacts</strong> on Noise.</td>
</tr>
<tr>
<td><strong>Fostering Dublin’s Character and Culture</strong></td>
<td>Mostly <strong>Insignificant Impacts</strong> on Air Quality coupled with a many polices having <strong>Significant Beneficial Impacts</strong>. Mostly <strong>Insignificant Impacts</strong> coupled with a many polices having a <strong>Significant Beneficial Impact</strong> on noise.</td>
</tr>
<tr>
<td><strong>Making Dublin the Heart of the City Region</strong></td>
<td>Majority of policies Found to have <strong>Significant Beneficial Impacts</strong> with some having <strong>Insignificant Impacts</strong> on air quality. Overall <strong>Insignificant Impacts</strong> on noise.</td>
</tr>
<tr>
<td><strong>Revitalising the City’s Economy</strong></td>
<td>Mainly found to have <strong>Significant Beneficial Impacts</strong> on air quality. Some policies found to have <strong>Insignificant Impact</strong> on, or no relationship with Air.</td>
</tr>
<tr>
<td><strong>Strengthening the City as The National Retail Destination</strong></td>
<td>Largely <strong>Significant Beneficial Impacts</strong> coupled with some <strong>Insignificant Impacts</strong> on Air Quality. Largely <strong>Significant Beneficial Impacts</strong> coupled with some <strong>Insignificant Impacts</strong> on Air Quality.</td>
</tr>
<tr>
<td><strong>Providing Quality Homes in a Compact City</strong></td>
<td>Majority of policies found to have <strong>Significant Beneficial Impacts</strong> on Air Quality. Many policies having a <strong>Significant Beneficial Impact</strong> with remaining policies having <strong>Largely Insignificant Impacts</strong> on Noise.</td>
</tr>
<tr>
<td><strong>Creating Good Neighbourhoods and Successful Communities</strong></td>
<td><strong>Significant Beneficial Impacts</strong> with some <strong>Insignificant Impacts</strong> on Air Quality. Overall <strong>Insignificant Impact</strong> on Noise. No <strong>Significant Adverse Impacts</strong> found on either air quality or noise.</td>
</tr>
</tbody>
</table>
7.2.4 Climatic Factors

While policies to increase commercial and residential development and economic activity will result in increased energy use and production of greenhouse gases, these negative impacts will be offset by the fact that planning approach taken in the plan is inherently sustainable in terms of energy use. The plan approach is based on the development of a compact city that makes efficient use of land located in close proximity to good public transport links, both existing and those planned for in the near future, thus minimising urban sprawl. While additional residential and economic activity will be facilitated and take place in the city which could result in increased greenhouse gases, this potential negative impact is offset by the fact that development will take place in well connected, accessible locations served by excellent public transport infrastructure which will reduce the need to travel by private car to less accessible locations on the urban fringe and beyond. Overall climate conditions will be improved with the development of a more compact, consolidated city in a mixed-use format and some clustering with retail, commercial, employment, residential and recreational uses all within easy reach of one another either on foot, by bicycle or on public transport. Good public transport linkages, both existing and significant improvements in the future, underpin the sustainable planning approach of the plan. Such an approach will significantly reduce the need to travel by private car, which in turn will result in less waste of energy, reduced emissions of greenhouse gases and reduces the risk of flooding as a result of climate change.

Some short-term impacts on climatic factors will occur (particularly in relation to the emissions of greenhouse gases and use of energy) as a result of increased development and construction but these would not be considered significant.

See Table 13 for a summary of potential impacts of the development plan on Climatic Factors.

Table 13: Summary of Impacts of the Dublin City Development Plan 2011 - 2017 on Climatic Factors

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Climatic Factors</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shaping the City</strong></td>
<td>Significant number of policies having a Significant Positive Impact on reducing waste of energy, maximise use of renewable energy source/generation and reducing and / or managing the risk of flooding through policies consolidating the city which reduces the need to travel, promoting accessibility of the city, promoting more sustainable forms of transport such as walking, cycling, use of public transport all reducing the need to travel by unsustainable forms of transport etc. Remaining policies having an Insignificant Impact upon climatic factors</td>
</tr>
<tr>
<td><strong>Connecting and Sustaining the City’s Infrastructure</strong></td>
<td>Large majority of Movement and Transport Policies have been found to have overall Significant Beneficial Impacts on Climatic Factors; some policies found to have an Insignificant Impact or no relationship Infrastructure strategy having a Significant Beneficial Impact on Climatic Factors (particularly on flood prevention and management) Some policies having an Insignificant Impact on climatic factors</td>
</tr>
</tbody>
</table>
### Summary of Significant Impacts on Climatic Factors

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Climatic Factors</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Greening the City</strong></td>
<td>There are a significant number of policies that have a <strong>Significant Positive Impact</strong> on above as they promote accessibility, walking and cycling routes in the city which reduces the need to travel by unsustainable transport modes such as private car. Majority of policies having an <strong>Insignificant Impact</strong> on reducing waste of energy and/or maximising the use of renewable energy source/generation and minimising the emissions of greenhouse gases. Majority of policies having a <strong>Significant Positive Impact</strong> on reducing and managing the risk of flooding.</td>
</tr>
<tr>
<td><strong>Fostering Dublin’s Character and Culture</strong></td>
<td>Overall <strong>Insignificant Impacts</strong></td>
</tr>
<tr>
<td><strong>Making Dublin the Heart of the City Region</strong></td>
<td>Some policies with many <strong>Significant Beneficial Impacts</strong> such as reducing the need to travel with positive impacts on energy as a result of policy to reduce the need to travel which prevents energy wastage, prevents emissions of greenhouse gases which reduces the risk of flooding. Largely <strong>insignificant impacts</strong>.</td>
</tr>
<tr>
<td><strong>Revitalising the City’s Economy</strong></td>
<td><strong>Significant Beneficial Impacts</strong></td>
</tr>
<tr>
<td><strong>Strengthening the City as The National Retail Destination</strong></td>
<td>No Significant Adverse Impacts found</td>
</tr>
<tr>
<td><strong>Providing Quality Homes in a Compact City</strong></td>
<td>Majority of policies having a <strong>Significant Beneficial Impact</strong> on energy efficiency, minimisation of greenhouse gases and reducing and/or managing the risk of flooding.</td>
</tr>
<tr>
<td><strong>Creating Good Neighbourhoods and Successful Communities</strong></td>
<td>Majority of policies having a <strong>Significant Beneficial Impact</strong> on energy efficiency, minimisation of greenhouse gases and reducing and/or managing the risk of flooding.</td>
</tr>
</tbody>
</table>

### Section 7.2.5 Water

The development plan places emphasis on intensification, higher density, population growth, economic growth and increase in development over the lifetime of the plan and beyond. A potentially significant adverse impact of the development plan on water is the potential deterioration of waterbodies. Dublin region’s wastewater treatment plant at Ringsend is currently at capacity. Without the provision of upgraded and new wastewater infrastructure, the city’s ability to absorb additional population, economic growth and development is seriously restricted. Mitigation will be necessary.

Furthermore, supply and demand for drinking water in the Dublin region is finely balanced and this will remain the case in the short to medium term. With increased population and growth in the city and region’s activities it will be necessary to identify a new water source supply. Mitigation is necessary in the meantime.

Apart from the wastewater and issues of water supply referred to above, the policies have been found to have likely significant beneficial impacts on water in the city as the provision of upgraded and new wastewater infrastructure, greening the landscape, protecting and improving biodiversity and areas of environmental importance,
improving the character of watercourses and water quality in general, development of coastal zone management etc. See Table 14 below for a summary of potential impacts of the development plan on water.

**Table 14: Summary of Impacts of the Dublin City Development Plan 2011 - 2017 on Water**

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Water</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shaping the City</strong></td>
<td>Mostly <strong>Insignificant Impacts</strong> with a potential <strong>Significant Adverse Impact</strong>, as a result of policies to promote the growth of and consolidate the city, on water quality due to current limitations on the wastewater treatment capacity. Some <strong>Significant Adverse Impacts</strong> on water supply and distribution networks due to the water supply constraints in the longer term.</td>
</tr>
<tr>
<td><strong>Connecting and Sustaining the City’s Infrastructure (Transport &amp; Movement and Infrastructure)</strong></td>
<td>Overall transport and movement found to have <strong>Insignificant Impacts</strong> or no relationship with water; Many Infrastructure policies having <strong>Significant Beneficial Impacts</strong> on water quality; some policies for Infrastructure having mostly <strong>Insignificant Impact</strong> or no relationship with water.</td>
</tr>
<tr>
<td><strong>Greening the City</strong></td>
<td>Many policies found to have <strong>Significant Beneficial Impacts</strong> with majority of policies found to have <strong>Insignificant Impact</strong> on, or no relationship with water.</td>
</tr>
<tr>
<td><strong>Fostering Dublin’s Character and Culture</strong></td>
<td><strong>Insignificant Impacts</strong> overall.</td>
</tr>
<tr>
<td><strong>Making Dublin the Heart of the City Region</strong></td>
<td>Mostly <strong>Insignificant Impacts</strong> with a potential <strong>Significant Adverse Impact</strong>, as a result of policies to promote the growth of and consolidate the city, on water quality due to current limitations on the wastewater treatment capacity. Some <strong>Significant Adverse Impacts</strong> on water supply and distribution networks due to the water supply constraints in the longer term.</td>
</tr>
<tr>
<td><strong>Revitalising the City’s Economy</strong></td>
<td><strong>Significant Adverse Impacts</strong>, as a result of policies to promote the economic growth of the city, on water quality and water supply due to current limitations on the wastewater treatment capacity.</td>
</tr>
<tr>
<td><strong>Strengthening the City as The National Retail Destination</strong></td>
<td>Mostly <strong>Insignificant Impacts</strong> with a potential significant adverse impacts on water quality a result of limitations on the wastewater treatment capacity (as a result of policies to promote the city as the premier retail destination in the state to provide increased amount of retailing for population growth planned in the city with consequent significant growth in retail development) Some <strong>Significant Adverse Impacts</strong> on water supply and distribution networks due to the water supply constraints in the longer term.</td>
</tr>
<tr>
<td><strong>Providing Quality Homes in a Compact City</strong></td>
<td>Mostly <strong>Insignificant Impacts</strong> with potential <strong>Significant Adverse Impacts</strong>, as a result of policies to promote the growth of and consolidate the city, on water quality due to current limitations on the wastewater treatment capacity. Some <strong>Significant Adverse Impacts</strong> on water supply and distribution networks due to the water supply constraints in the longer term.</td>
</tr>
<tr>
<td><strong>Creating Good Neighbourhoods and Successful Communities</strong></td>
<td><strong>Insignificant Impacts</strong> overall on water quality and the provision of adequate water distribution and drainage networks.</td>
</tr>
</tbody>
</table>
7.2.6 Material Assets (transport and waste management)

Overall the plan will have significant beneficial impacts on transport in the city. The need for a greater modal shift from private car to more sustainable forms of transport is emphasised throughout the plan. The plan’s policies and objectives promote a mixed use, compact format of development in city which makes best use of the scarce land resource in the city and justifies the significant public transport investments planned for under Transport 21.

The plan will also serve to have significant beneficial impacts on waste management as the policies of the plan are focused on delivering sustainable infrastructure, including for waste management, as well supporting the principles of good waste management, to prevent and minimise waste, to develop biological treatment, encourage and support material sorting and recycling and support the provision of waste to energy.

All the above initiatives in the plan will serve to have only significant beneficial impacts on material assets of the environment.

See Table 15 below for a summary of potential impacts of the development plan on Material Assets.

### Table 15: Summary of Impacts of the Dublin City Development Plan 2011 - 2017 on Material Assets

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Material Assets (transport and waste management)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shaping the City</strong></td>
<td>Significant minority of policies having Significant Beneficial Impacts as the policies promote mixed-use, sustainable communities served by good transportation linkages, with social and other supporting facilities available at the neighbourhood level which reduces the need to travel; other policies having mostly Insignificant Impacts on Transport. Overall insignificant Impacts on waste management. No Significant Adverse Impacts found on either transport or waste management.</td>
</tr>
<tr>
<td><strong>Connecting and Sustaining the City’s Infrastructure</strong></td>
<td>Transport and movement policy having Significant Beneficial Impacts on Transport and having overall Insignificant Impacts on Waste Management. Infrastructure Policies having Significant Beneficial Impacts on Waste Management and having overall Insignificant Impacts on Transport.</td>
</tr>
<tr>
<td><strong>Greening the City</strong></td>
<td>Significant minority of policies having Significant Beneficial Impacts on Transport; Some policies having an insignificant Impact on transport. Mostly having an Insignificant Impact on waste management with one policy having a Significant Beneficial Impact on Waste Management.</td>
</tr>
<tr>
<td><strong>Fostering Dublin’s Character and Culture</strong></td>
<td>Largely Insignificant Impacts on transport and waste management. Some policies for culture would have Significant Beneficial Impacts on transport as they promote cultural facilities at the neighbourhood level and city level that are accessible to all and within sustainable travel distance of the city’s resident and visiting populations.</td>
</tr>
</tbody>
</table>
7.2.7 Cultural Heritage (including architectural and archaeological heritage)

Overall the impacts of the plan was found to have potential significant beneficial impacts on the cultural heritage of the city due to the emphasis placed on recognising and valuing the city’s heritage, including streets, squares, civic spaces etc, as a unique resource which forms the basis of Dublin city’s cultural tourism attractions.

Connectivity and legibility in the historic core of the city is encouraged in order to increase the attractiveness and awareness of the built heritage for those on foot or cycling. The strategy of the plan also includes the promotion and facilitation of the optimum benefits to the city of the convention centre, the enhancement of the city as a world-class tourist destination increasing the attractiveness of the city to overseas visitors as well as the existing population of the city and the country.

The plan also seeks to rejuvenate important historic spaces such as the north Georgian squares and to extend Architectural Conservation Area (ACA) Designation to areas of the city where the streetscape is of prime importance.

There is a potential unknown impact as a result of policy promoting significant residential accommodation on the upper floors of premises which may have an adverse impact on the integrity of the building; however the impact is also potentially beneficial as it may result in bringing underused buildings of architectural merit back into use. Overall the impact is not considered significant as the integrity of the building will be protected.

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Material Assets (transport and waste management)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Making Dublin the Heart of the City Region</td>
<td>Many policies, such as those promoting consolidating the city, promoting mixed-use, promoting good public transport links and the integration of land-use and transport, having Significant Beneficial Impacts in terms of reducing traffic levels, encouraging sustainable modal change and encouraging non-car dependent travel; Other policies having mainly insignificant impacts on transport and waste management</td>
</tr>
<tr>
<td>Strengthening the City as The National Retail Destination</td>
<td>Majority of policies having an overall Significant Beneficial Impact on transport. Promoting the primacy of city centre, local and neighbourhood provision and discouraging out of town shopping for non-bulky items all result in an overall reduction in the need to travel Overall Insignificant Impacts on waste management</td>
</tr>
<tr>
<td>Providing Quality Homes in a Compact City</td>
<td>Significant minority of policies having Significant Beneficial Impacts as the policies promote mixed-use, sustainable communities served by good transportation linkages, with social and other supporting facilities available at the neighbourhood level which reduces the need to travel; other policies having mostly Insignificant Impacts on Transport Overall Insignificant Impacts on waste management</td>
</tr>
<tr>
<td>Creating Good Neighbourhoods and Successful Communities</td>
<td>Mainly Insignificant Impacts on Transport coupled with some policies having Significant Beneficial Impacts as the policies promote mixed-use, sustainable communities served by good transportation linkages, with social and other supporting facilities available at the neighbourhood level which reduces the need to travel Overall Insignificant Impacts on waste management</td>
</tr>
</tbody>
</table>
as a result of counterbalancing policies in the plan which ensure the protection of historic structures, their curtilage and setting from any works that would cause loss or damage to their special character.

However this will be subjected to a separate environmental assessment at project level. Therefore the potential impact of this project plan is not considered significant.

A further potential unknown impact on archaeology could result with the construction of the DART Underground.

See Table 16 below for a summary of potential impacts of the development plan on Cultural Heritage.

**Table 16: Summary of Impacts of the Dublin City Development Plan 2011 – 2017 on Cultural Heritage**

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Cultural Heritage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shaping the City</strong></td>
<td>Largely Significant Beneficial Impacts the Cultural Heritage of the City; some policies found to have insignificant impacts</td>
</tr>
<tr>
<td><strong>Connecting and Sustaining the City’s Infrastructure</strong></td>
<td>Small number of policies found to have Significant Beneficial Impacts on Cultural Heritage in terms of creating linkages between, and easing accessibility, areas of cultural heritage; Mostly found to have Insignificant Impact on, or no relationship with, Cultural Heritage.</td>
</tr>
<tr>
<td><strong>Greening the City</strong></td>
<td>Mostly Insignificant Impacts with many polices having significant beneficial impacts on the natural heritage in particular</td>
</tr>
<tr>
<td><strong>Fostering Dublin’s Character and Culture</strong></td>
<td>Largely all having Significant Beneficial Impacts with some policies found to have Insignificant Impacts on, or no relationship with, Cultural Heritage</td>
</tr>
<tr>
<td><strong>Making Dublin the Heart of the City Region</strong></td>
<td>Largely Insignificant Impacts with a positive impact on creativity in the city and an Unknown Impact on archaeology due to the proposal to support the provision of a DART underground interconnector</td>
</tr>
<tr>
<td><strong>Revitalising the City’s Economy</strong></td>
<td>Significant minority of policies having Significant Beneficial Impacts Remaining policies having Insignificant Impacts on, or no relationship with, cultural heritage</td>
</tr>
<tr>
<td><strong>Strengthening the City as The National Retail Destination</strong></td>
<td>Mostly Insignificant Impacts with many polices having significant beneficial impacts on the architectural heritage in particular</td>
</tr>
<tr>
<td><strong>Providing Quality Homes in a Compact City</strong></td>
<td>Some policies having potential Significant Beneficial Impact Majority of policies having Insignificant Impacts Unknown Impact as strategy promotes significant residential accommodation on the upper floors of premises which may have a negative impact on the integrity of the building; however it is also potential positive as it may result in bringing underused buildings of architectural merit back into use</td>
</tr>
<tr>
<td><strong>Creating Good Neighbourhoods and Successful Communities</strong></td>
<td>Overall insignificant impacts</td>
</tr>
</tbody>
</table>
7.2.8 Landscape (incl. city landscape, vegetation carbon sink and wildlife corridors and riverine zones) and Soils

The development plan will serve to have potential significant beneficial impacts overall on landscape and soils of the city. The plan is devised on a strategy of integration of land-use and transport integration with the objective of achieving an integrated and connected city allowing for the protection of greenfield sites on the fringes of the urban area. This strategy actively encourages the reuse of brownfield sites in the significantly less environmentally sensitive urban areas and significantly lessens pressure for development on greenfield lands.

Policies promoting significant regeneration, redevelopment of areas and promotion of taller buildings found to have potential significant adverse impacts on elements of the city’s natural landscape.

See Table 17 below for a summary of potential impacts of the development plan on Landscape and Soils.

Table 17: Summary of Impacts of the Dublin City Development Plan 2011 - 2017 on Landscape and Soils

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Landscape and Soils</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Shaping the City</strong></td>
<td></td>
</tr>
<tr>
<td>City Landscape</td>
<td>Potential for <strong>Significant Adverse Impacts</strong> on elements of the city’s natural landscape as a result of strategy to promote significant regeneration, redevelopment of areas and promotion of taller buildings</td>
</tr>
<tr>
<td></td>
<td><strong>Insignificant Impacts</strong> or No Relationship with elements of the city’s natural landscape from all other elements</td>
</tr>
<tr>
<td>Landscape Carbon Sink</td>
<td>Generally found to have <strong>Insignificant Impacts</strong> or No Relationship with the city landscape carbon sink with some polices promoting greater amount of development, consolidation and tall buildings having potential <strong>Significant Adverse Impacts</strong> on the city landscape carbon sink as green areas of the city are potentially reduced if not mitigated against</td>
</tr>
<tr>
<td>Linkages</td>
<td>Most policies found to have <strong>Insignificant Impacts</strong> on the preservation or enhancement of linkages in the city landscape with a significant minority of policies found to have <strong>Significant Beneficial Impacts</strong> on enhancement and linkage as they positively promote linkages in the natural and built form and encourage urban greening</td>
</tr>
<tr>
<td>Soils</td>
<td>Mostly having <strong>Significant Beneficial Impacts</strong> as a result of policies to consolidate the city and intensify development in areas of the city well connected by public transport thereby avoiding greenfield sites and reusing brownfield sites</td>
</tr>
</tbody>
</table>
## Development Plan Policies

<table>
<thead>
<tr>
<th>Policy Area</th>
<th>Summary of Significant Impacts on Landscape and Soils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport and Movement</td>
<td>Largely found to have <strong>Insignificant Impacts</strong> on the City’s natural landscape with some <strong>Significant Beneficial Impacts</strong> on the City’s built landscape, particularly in terms of creating a more pleasant and overall accessible landscape for the city’s pedestrians and cyclists. Overall found to have <strong>Insignificant Impacts</strong> on the city landscape carbon sink. Potential <strong>Significant adverse impacts</strong> on wildlife corridors and riverine zones as a result of policies to provide a strategic cycle network across the city, which may include more environmentally sensitive areas along wildlife corridors and riverine zones. Overall found to have an <strong>Insignificant Impact</strong> on brownfield sites but a number of policies which promote integrate of land-use and transport, an integrated and connected city which allows for the protection of greenfield sites on the fringes of the urban area and encourages the reuse of brownfield sites in the significantly less environmentally sensitive and in development urban areas.</td>
</tr>
<tr>
<td>Connecting and Sustaining the City’s Infrastructure</td>
<td><strong>Infrastructure</strong>&lt;br&gt;Overall found to have an <strong>Insignificant Impact</strong>, or No Relationship with, landscape and soils.</td>
</tr>
<tr>
<td>Greening the City</td>
<td>Broadly found to have <strong>Significant Beneficial Impacts</strong> on Landscape and Soils; Some policies would have <strong>No Significant Impact</strong> on, or No Relationship with, Landscape and Soils.</td>
</tr>
<tr>
<td>Fostering Dublin’s Character and Culture</td>
<td>Significant Majority of Policies found to have <strong>Potential Significant Beneficial Impacts</strong> on areas and elements of the city landscape; Majority of policies will have No Impact on elements of the city landscape Overall found to <strong>Insignificant Impact</strong>, or No Relationship with, the city landscape carbon sink, on the preservation or enhancement of linkage in the city landscape to support wildlife corridors or on soils.</td>
</tr>
<tr>
<td>Making Dublin the Heart of the City Region</td>
<td>Mostly having <strong>Insignificant Impacts</strong> with some elements having a <strong>Significant Beneficial Impact</strong> on reuse of brownfield lands due to strategy of promoting consolidation, a connected and more compact city.</td>
</tr>
<tr>
<td>Revitalising the City’s Economy</td>
<td><strong>Landscape, Vegetation Carbon Sink and Linkage</strong>&lt;br&gt;Mostly having <strong>Insignificant Impacts</strong> with some elements having a <strong>Significant Beneficial Impact</strong>. <strong>Soils</strong>&lt;br&gt;Mostly having <strong>Significant Beneficial Impacts</strong> as a result of policies to consolidate the city and intensify economic development in areas of the city well connected by public transport thereby avoiding greenfield sites and reusing brownfield sites.</td>
</tr>
<tr>
<td>Strengthening the City as The National Retail Destination</td>
<td>Mostly found to have an <strong>Insignificant</strong> or No relationship with city landscape; some policies potential having <strong>Significant Adverse Impacts</strong> on city landscape vegetation carbon sink as they promote significant development in the retail sector Majority of policies found to have <strong>Significant Beneficial Impact</strong> on the soils as these policies promote the consolidation of retail function of the city, support the primacy of the city, support the provision of neighbourhood shopping – all these retail locations are in the city centre or in established and developed areas of the city; Some policies found to have <strong>No Significant Impact</strong> or No Relationship with Landscape and Soil.</td>
</tr>
</tbody>
</table>
### Development Plan Policies

<table>
<thead>
<tr>
<th>Development Plan Policies</th>
<th>Summary of Significant Impacts on Landscape and Soils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Providing Quality Homes in a Compact City</td>
<td>Generally found to have <strong>Insignificant Impacts</strong> or <strong>No Relationship</strong> with preserving and enhancing linkage; <strong>Some Significant Beneficial Impacts</strong> as a result of policies supporting successful integration of new residential into the character of the surrounding area, which includes natural character, and the need to satisfy environmental concerns when proposing demolition of existing building stock.</td>
</tr>
<tr>
<td>Creating Good Neighbourhoods and Successful Communities</td>
<td>Broadly found to have <strong>No Significant Impact</strong> on, or <strong>No Relationship</strong> with, Landscape &amp; Soils; Policy to provide supporting a compact city would have <strong>a Significant Beneficial Impact</strong> on reuse of brownfield lands and avoid the development of greenfield lands.</td>
</tr>
</tbody>
</table>

From the assessment carried out it has been found that the implementation of the development plan will serve to have positive impacts overall on the environment. However, as detailed in Tables 10-17 above, the environmental assessment has also identified some policies, when assessed in isolation, that have the potential to have significant adverse impacts on some of the environmental receptors unless mitigated against. Section 8 sets out the proposed mitigation procedures and measures.

### 7.3 ZONE OF INFLUENCE OUTSIDE THE PLAN AREA:

Many issues to be addressed in the development plan are regional issues, and are to be dealt with by joined-up regional thinking and actions by the relevant local authorities in the region and greater Dublin area.

The Regional Planning guidelines for the Greater Dublin Area 2010 – 2022 have recently been produced. The accompanying SEA has assessed the impacts of the future development on the Greater Dublin Area on an objectives led approach. As stated in the SEA, particular reference was made to the potential cumulative effects in association with other relevant plans and programmes within the GDA area.

Some of the main policies, along with their accompanying objectives, with a zone of influence outside the plan area are those relating to:

- Supporting the RPGs, NSS, Platform for Change etc (Policies SI1, SI2, SI3, SI4)
- Cycleways and Paths (Policies SI8, GC1)
- The Eastern Bypass Route (Policy SI19)
- Wastewater Treatment Infrastructure (Policies SI43, SI44, SI45, SI46)
- Water Bodies (Policies GC18, GC23)
- The region (Policies HR1, HR2, HR3, HR4, HR5, HR6, HR7, HR8, HR9, HR10, HR11)

Dublin City Council’s policies to consolidate the city will reduce the future sprawl of development into neighbouring authorities and beyond.
8.0 MITIGATION

8.1 INTRODUCTION

This section describes measures to prevent, reduce and as fully as possible offset any potential significant adverse environmental effects of implementing the Dublin City Development Plan 2011 – 2017.

As described and detailed in Section 7 and Appendix A, potential significant adverse impacts of implementing the Dublin City Development Plan 2011 – 2017 arise as a result of policies to facilitate additional population and economic growth and development, increasing densities and generally facilitating intensification of the city, promoting increased access to recreational areas, opening up private recreational areas and promoting taller buildings in some locations of the city. While these policies are fully in line with national and regional policy to consolidate and ensure a more compact city with greater intensity of uses and to ensure that the city’s role as the economic engine of the state is strengthened there is potential for significant adverse impacts on the receiving environment unless mitigated against. Mitigation measures are the measures to prevent, reduce and as fully as possible offset any significant adverse environmental effects as a result of implementing the plan.

Dublin City Council placed sustainability as the overarching theme from the outset of the preparation of the development plan. The creation of a compact, green and connected city made up of sustainable neighbourhoods informed the preparation of the core strategy and the policies and objectives of the development plan from the outset. The plan also contains planning policies for a sustainable city and region which set out a new initiative to underpin the sustainable approach taken in the plan. This approach is referred to as the Framework for a Sustainable Dublin (FFSD), a five level framework for a sustainable city offering a strategic approach to guide and align policies, objectives and actions towards sustainable development. See Fig 8 below

**Figure 8: Framework for Sustainable Dublin**

As a result of sustainability being placed as an overarching theme and the devising of the Framework for Sustainable Dublin (FSD) early on the plan preparation process, a comprehensive set of policies and objectives informed by the principles of sustainability have been devised and incorporated into the plan. These policies and objectives will serve to protect and enhance the rich and diverse natural and manmade environment of Dublin city.

Policies with sustainability at their core allow them to act as mitigation measures to offset any potential adverse impacts on the environment as a result of implementing the development plan. Mitigation in the form of policies serves to formalise the mitigation measures and fully integrates them into the
development plan process and during the implementation phase of the development plan.

8.2 MITIGATION

As set out in Section 7 and detailed in Appendix A some policies will serve to have potential adverse impacts on some environmental receptors, particularly water, landscape and biodiversity, flora and fauna. The mitigation measures are set out for each of the affected environmental receptors below.

8.2.1 Water Quality – Mitigation

Currently the supporting infrastructural capacity, particular water supply and wastewater infrastructure is at, or very close to capacity. Any additional loading on the wastewater and water supply infrastructure has potential to have significant adverse impacts on water bodies and supply of drinking water.

To mitigate against these potential negative impacts, policies have been included in the development plan to ensure that the necessary supporting infrastructure is provided and that appropriate measures are taken in the short term in the absence of supporting infrastructure. Specifically in relation to wastewater treatment, policies have been incorporated into the development plan as follows:

It is the policy of Dublin City Council:

- To ensure the upgrading of wastewater infrastructure and to facilitate the provision and safeguarding of infrastructure corridors required to facilitate sustainable development in the city and region (see Policy SI43)
- To support the development of the Greater Dublin Regional Wastewater Treatment Plan, Marine Outfall and orbital sewer to be located in the northern part of the Greater Dublin Area serve the Dublin region as part of the Greater Dublin Strategic Drainage Strategy (see Policy SI44)
- To provide additional and improved wastewater treatment capacity by the upgrading of the Ringsend Wastewater Treatment Plant (see Policy SI45)
- In co-operation with the other local authorities to implement the recommendations, as appropriate, of the Greater Dublin Strategic Drainage Study, subject to funding being available (see Policy SI46)

8.2.2 Water Distribution Networks - Mitigation

To mitigate against potential negative impacts with regard to water supply, Dublin City Council has committed to provide for the expansion of water systems. The following policies have been included in the plan to mitigate against any potential adverse impacts as a result of deficiencies in water supply:

It is the policy of Dublin City Council:

- In conjunction with other local authorities in the region, to implement a strategy to ensure the development of adequate drinking water systems and to provide for their expansion to meet anticipated demand and to provide for long-term adequate, wholesome and clean and resilient water supplies for the city and region (see Policy SI35)

The policy noted above is a long-term policy. In the short term, Dublin City Council must seek to ensure efficient use of water resources with the emphasis on conservation. Accordingly policies have been included in the plan as follows:
It is the policy of Dublin City Council:

- To maximise the potential for beneficial re-use of water and to reduce leakage to the minimum possible level in the water supply system through operational leak detection measures and the watermains rehabilitation renewal programme (see Policy SI36)
- To take all reasonable steps to put in place adequate strategic service storage to facilitate the efficient and effective management of the water supply system (see Policy SI39)
- To ensure that all costs associated with the provision of water and the collection of wastewater to/from non-domestic customers are recovered from those in accordance with the ‘polluter pays’ principle (see Policy SI40)

8.2.3 Landscape – Mitigation

Increased consolidation, higher densities, greater amounts of development, and higher buildings in some locations of the city has potential to have significant adverse impacts on the natural landscape and biodiversity.

Higher buildings in some locations may have negatively impact on important views and prospects that form an important element of the city landscape. To offset the negative visual impacts policy has been included in the plan as follows:

It is the policy of Dublin City Council:

- To protect and enhance the skyline of the inner city, and to ensure that all proposals for mid-rise and tall buildings make a positive contribution to the urban character of the city, having regard to the criteria and site principles set out in the Development Standards Section. In particular all new proposals must demonstrate sensitivity to the historic city centre, the river Liffey and quays, Trinity College, the Cathedrals, Dublin Castle, the historic squares and the city canals, and to established residential areas, open recreation areas and civic spaces of local and citywide importance (see Policy SC18)
- To protect and enhance views and prospects which contribute to the appreciation of landscape and natural heritage (see Policy GC12)
- That any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an appropriate assessment in accordance with Article 6(3) of the Habitats Directive (see Policy GC31)

8.2.4 Biodiversity, Landscape and Climatic Factors - Mitigation

The plan promotes the provision of significant amounts of new residential, commercial and retail development as part of emerging or key developing areas, areas of regeneration, key district centres etc. Significant transport and engineering infrastructural projects are also planned for the city under Transport 21, National Development Plan etc. The provision of large new developments, facilities and large-scale construction projects may impact negatively upon environmental receptors which relate to protection to biodiversity and protection of habitats and species in the city, the preservation of the city landscape vegetation as a carbon sink. Unless mitigated against, such policies could have potential negative impact on the basis that developments may in some instances be built on former undeveloped lands, result in increased energy use and increase in greenhouse gases etc. However, there are several policies have
been incorporated into the development plan to green the city, to protect and enhance biodiversity through green infrastructure design, to incorporate green corridors etc. These mitigating polices are as follows:

**It is the policy of Dublin City Council:**

- To reduce the city’s eco-footprint and to combat the key factors of climate change, in tandem with improving the city’s economic competitiveness and driving the city into the future as a city of leadership on quality of life factors and sustainable living (see Policy SI24)
- To promote energy efficiency, energy conservation and the use of renewable energy in existing and new developments (see Policy SI61)
- To ensure apartment developments on City Council sites are models of international best practice and deliver the highest quality energy efficient apartment homes with all the necessary support infrastructure such as public parks and suitable shops contributing to the creation of attractive, sustainable, mixed-use and mixed income neighbourhoods (see Policy QH17)
- To discourage the demolition of habitable housing unless streetscape, environmental and amenity considerations are satisfied. In the event that a proposal satisfies these considerations, a net increase in the number of dwelling units provided shall be required in order promote sustainable development by making efficient use of scarce urban land (see Policy QH20)
- To support the sustainability principles set out in the National Spatial Strategy, the Regional Planning guidelines for the Greater Dublin Area, The government’s ‘Smarter Travel, A Sustainable Transport Future 2009 – 2020’ and the National Transportation Authority’s ‘A Platform for Change’ and to ensure that land use and zoning are fully integrated with the provision and development of a comprehensive, sustainable and efficient, high quality transportation network that accommodates the movement needs of Dublin City and the region (see Policy SI1)
- To continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport and to implement the initiatives contained in the government’s, Smarter Travel, A Sustainable Transport Future 2009-2020’ (see Policy SI2)
- To promote the achievement of good ecological status, good ecological potential and good chemical status for all water bodies in the city by 2015 in accordance with the Framework Directive (see Policy SI41)
- To promote more sustainable development through energy end use efficiency, increasing the use of renewable energy, and improved energy performance of all new development throughout the city by requiring planning applications to be supported by information indicating how the proposal has been deigned in accordance with the sustainable standards and guiding principles set out in the development plan (see Policy QH10)
- To make provision for habitat creation/ maintenance and facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors and urban woodlands (See Policy GC3)
To improve both biodiversity and access connections with the strategic network at the level of local planning. Green corridors will be pivotal in achieving this (See Policy GC4)

To focus on key avenues in the city area between the canals for ‘greening’ by way of higher standards of planting and amenity along key routes (See Policy GC5)

To co-operate with Dublin Bay Task Force (DBTF) to work towards developing a framework for Coastal Zone Management Plan for Dublin Bay, developing a detailed masterplan, and identifying new opportunities for enhancing Dublin Bay as a resource (see Policy GC23)

To seek the continued improvement of water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city and to protect the ecology and wildlife in Dublin Bay (see Policy GC24)

To protect and enhance bio-diversity in the city through the protection of nature conservation sites, maintenance of valuable mitigation habitats, the creation of a cohesive network of green corridors, green infrastructure design and also through the identification of opportunities for new habitats, buffer zones and wildlife corridors. Buffer zone is a protective area between wildlife / habitats & human activity – traffic noise etc (See Policy GC25)

To protect flora, fauna and habitats, which have been identified by the Habitats Directive, Birds Directive, Wildlife Act 1976 (as amended), the Flora Protection Order (S.I. no. 84 of 1999), and the European Communities (Natural Habitats) Regulations 1997 (S.I. no. 94 of 1997) (See Policy GC26)

To conserve and manage all Natural Heritage Areas, Special Areas of Conservation and Special Protection Areas identified and designated by the Department of Environment, Heritage and Local Government (see Policy GC27)

To seek the conservation and management of areas of natural environmental value (see Policy GC28)

To conserve priority species, habitats, and natural heritage features identified in the Dublin City Biodiversity Action Plan 2008 – 2012 for priority conservation measures (see Policy GC29)

To have regard to the conservation and enhancement of significant non-designated areas of ecological importance in accordance with development standards set out in this plan (see Policy GC30).

That any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an appropriate assessment in accordance with Article 6(3) of the Habitats Directive (see Policy GC31)

To incorporate and promote the use of Sustainable Urban Drainage Systems within City Council developments and other infrastructural projects as set out in the Greater Dublin Regional Code of Practice for Drainage Works (see Policy SI51)

To require the use of Sustainable Urban Drainage Systems in all new developments where appropriate. The following measures will apply:
The infiltration into the ground through the development of porous pavement such as permeable paving, swales, detention basins.

The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basins, ponds, wetlands.

The slow down of the movement of water (See Policy SI52)

- To monitor and improve air quality in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets (See Policy SI53)
- To promote the use of Combined Heat and Power in large developments, (See Policy SI63)
- To improve the management and control of traffic in the city to increase internal and external sustainable accessibility, to improve road safety, to mitigate the impact of Transport 21 construction works and to minimise the adverse environmental impacts of the transport system. In the city centre this will reflect the needs of residents, employment and workers, shoppers and visitors (See Policy SI21)
- To work in conjunction and close co-operation with the adjoining local authorities in the Dublin region, to reduce ‘greenhouse gas’ emissions and mitigate against climate change in a co-ordinated manner on a regional level, with particular regard to energy, planning, transport, waste management, and biodiversity (see Policy HR8)

Policies contained within the plan to increase pedestrian and cyclist access to rivers, canals, areas of natural recreation and private recreational lands could have potential significant impacts in terms of disturbance, fragmentation or loss of habitats. Any significant adverse impacts are offset by the inclusion of mitigating policies in the plan which will ensure that habitats, designated and undesignated, are protected and enhanced as follows:

It is the policy of Dublin City Council:

- That any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an appropriate assessment in accordance with Article 6(3) of the Habitats Directive (see Policy GC31)
- To protect and enhance bio-diversity in the city through the protection of nature conservation sites, maintenance of valuable mitigation habitats, the creation of a cohesive network of green corridors, green infrastructure design and also through the identification of opportunities for new habitats, buffer zones and wildlife. Buffer zone is a protective area between wildlife / habitats & human activity – traffic noise etc (See Policy GC25)
- To protect flora, fauna and habitats, which have been identified by the Habitats Directive, Birds Directive, Wildlife Act 1976 (as amended), the Flora Protection Order (S.I. no. 84 of 1999), and the European Communities (Natural Habitats) Regulations 1997 (S.I. no. 94 of 1997) (See Policy GC26)
- To conserve and manage all Natural Heritage Areas, Special Areas of Conservation and Special Protection Areas identified and designated or proposed to be designated, by the Department of Environment, Heritage and Local Government. These designations will allow for the
protection in the event of any approved boundary changes by the Department of Environment, Heritage and Local Government (See Policy GC27)

- To seek the conservation and management of areas of natural environmental value (See Policy GC28)

- To conserve priority species, habitats, and natural heritage features identified in the Dublin City Biodiversity Action Plan 2008 – 2012 for priority conservation measures (See Policy GC29)

- To make provision for habitat creation/maintenance and facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors and urban woodlands (See Policy GC3)

- To co-ordinate between open space, biodiversity and flood management, in progressing a green infrastructure network (See Policy GC7)

- To continue to manage and protect and/or enhance public open spaces to meet the social, recreational, conservational and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces (See Policy GC15)

- To have regard to the conservation and enhancement of significant non-designated areas of ecological importance in accordance with development standards set out in this plan (See Policy GC30)

- To seek the conservation and management of areas of natural environmental value (See Policy GC28)

- To conserve priority species, habitats, and natural heritage features identified in the Dublin City Biodiversity Action Plan 2008 – 2010 for priority conservation measures (See Policy GC29)

- To have regard to the conservation and enhancement of significant non-designated areas of ecological importance in accordance with development standards set out in this plan (See Policy GC30)

- To co-operate with Dublin Bay Task Force (DBTF) to work towards developing a framework for Coastal Zone Management Plan for Dublin Bay, developing a detailed masterplan, and identifying new opportunities for enhancing Dublin Bay as a resource (See Policy GC23)

- To protect and improve the natural character of watercourses and to promote access, walkways and other compatible recreational uses along them (See Policy GC6)

### 8.3 CONCLUSION

In conclusion it is apparent from the above assessment that each section of the development plan includes mitigatory measures in the form of policies to offset any potential impacts on the environmental receptors. No additional mitigation measures were considered necessary in relation to any of the environmental receptors. Policies with sustainability at their core allow them to act as mitigation measures to offset any potential adverse impacts on the environment as a result of implementing the plan. Mitigation in the form of policies serves to formalise the mitigation measures and fully integrates them into the development plan process and during the implementation phase of the development plan.
9

MONITORING
9.0 MONITORING

This section sets out the proposed monitoring measures in accordance with Article 10 of the SEA Directive which requires that "significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen effects, and to be able to undertake appropriate remedial action". A monitoring programme has been devised having regard to the existing monitoring systems in place and in use by Dublin City Council.

For the purposes of the Strategic Environmental Assessment (SEA) of the development plan, the SEA in-house team developed environmental protection objectives, targets and indicators early on in the SEA process. These are set out in Section 4 of this report. Monitoring of the indicators is essential in order to track the impacts of the development plan on the environment.

See Table 18 below for Monitoring Programme.
<table>
<thead>
<tr>
<th>Environmental Receptor / Human Health</th>
<th>Target</th>
<th>Indicator</th>
<th>Frequency of Reporting</th>
<th>Department Responsible</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population / Human Health</td>
<td>All Drinking Water and Drinking Water Sources to comply with the European Communities (Drinking Water) (No.2) Regulations, 2007 and European Communities (Quality of Surface Water Intended for the Abstraction of Drinking Water) Regulations, 1999</td>
<td>Status of drinking water and drinking water sources</td>
<td>Annual</td>
<td>Environment and Engineering Department (Water Division)</td>
</tr>
<tr>
<td></td>
<td>All designated bathing waters to comply with the requirements of the Bathing Water Quality Regulations 2008 (S.I. 79 of 2008)</td>
<td>Status of bathing waters</td>
<td>Reported regularly throughout the bathing season</td>
<td>Environment and Engineering Department (Drainage Division)</td>
</tr>
<tr>
<td></td>
<td>All water bodies to meet targets set in ERDB plan as adopted by Elected Public Representatives and by Minister for Environment by Notice in July 2010 in accordance with S.I. 722 of 2003</td>
<td>Ecological status of water bodies</td>
<td>Annual</td>
<td>Environment and Engineering Department (Drainage Division)</td>
</tr>
<tr>
<td></td>
<td>Sustainable densities achieved in new residential / mixed-use schemes</td>
<td>Average density of new residential development</td>
<td>Annual</td>
<td>Planning and Economic Development Department</td>
</tr>
<tr>
<td>Biodiversity / flora &amp; fauna</td>
<td>No adverse impacts on designated nature areas / species / habitats</td>
<td>Total area of designated sites (Natura 2000 and pNHAs)</td>
<td>Annual</td>
<td>Culture, Recreation and Amenity Department (CRA)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Total area of Conservation Areas</td>
<td>Annual</td>
<td>CRA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Survey and monitor extent and distribution of invasive species</td>
<td>Annual</td>
<td>CRA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Survey and monitor distribution of butterfly populations</td>
<td>Annual</td>
<td>CRA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Survey and monitor distribution of bat populations</td>
<td>Annual</td>
<td>CRA</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Survey and monitor street trees of Dublin City</td>
<td>Annual</td>
<td>CRA</td>
</tr>
<tr>
<td>Environmental Receptor</td>
<td>Environmental Protection Objective</td>
<td>Target</td>
<td>Indicator</td>
<td>Frequency of Reporting</td>
</tr>
<tr>
<td>------------------------</td>
<td>-----------------------------------</td>
<td>--------</td>
<td>----------</td>
<td>------------------------</td>
</tr>
<tr>
<td><strong>Biodiversity / Flora &amp; Fauna (cont.)</strong></td>
<td>Identify opportunities for new habitats, buffer zones and wildlife / green corridors</td>
<td>Provision of new wetlands (artificial and integrated)</td>
<td>Increased area of wetlands/ Swales/SUDS/ in square metres on new developments</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Length of channel converted from culvert to natural channel</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Survey and mapping of migratory routes of protected species</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identification of other undesignated areas of natural heritage throughout the city</td>
<td>Length of linked green corridor</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Implementation of new setback/buffer zones for developments along watercourses or adjoining habitats</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Increased provision for soft landscape in existing and new developments</td>
<td>Permeability index for new sites for development</td>
<td>Annual</td>
</tr>
<tr>
<td><strong>Air</strong></td>
<td><strong>Protect good air quality status and minimise the output of Nitrogen Oxides (NO_x) and Particulate matter (PM_{10})</strong></td>
<td>Meet value targets for named pollutants in line with Air Quality Framework directives</td>
<td>Values of monitored pollutants in the air, including the levels of Nitrogen Oxides (NO_x) and Particulate matter (PM_{10})</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td><strong>Reduce noise where necessary and maintain the environmental acoustic quality where it is good</strong></td>
<td>Minimisation of noise pollution for city’s residents</td>
<td>% of residential properties exposed to high sound levels</td>
<td>Annual</td>
</tr>
<tr>
<td>Environmental Protection Objective</td>
<td>Environmental Receptor</td>
<td>Target</td>
<td>Frequency of Reporting</td>
<td>Department Responsible</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>------------------------</td>
<td>--------</td>
<td>-----------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Reduce waste of energy and maximise use of renewable energy / generation</td>
<td>3% a year to 2020</td>
<td>Increase energy efficiency (reduce energy waste)</td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Minimise emissions of greenhouse gases</td>
<td></td>
<td>Decrease in GHG emissions</td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Total share of renewable energy for heat</td>
<td>Total share of renewable energy for public buildings and installations, including traffic</td>
<td></td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Number of CHP units within the private housing and commercial sectors</td>
<td>Number of CHP units within the district and group heating systems</td>
<td></td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Total share of renewable energy for public buildings and installations, including traffic</td>
<td>Number of (social) housing units, public buildings and community centres connected to district and group heating systems</td>
<td></td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Number of CHP units within the private housing and commercial sectors</td>
<td>Total share of renewable energy for public buildings and installations, including traffic</td>
<td></td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Number of A and B rated buildings within the social and private residential sector and as a percentage of the total stock</td>
<td>Number of CHP units within the private housing and commercial sectors</td>
<td></td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Number of A and B rated buildings within the commercial and public buildings sector and as a percentage of the total stock</td>
<td>Total share of renewable energy for public buildings and installations, including traffic</td>
<td></td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Average energy consumption of new residential housing stock</td>
<td>Tree canopy cover within the city area to contribute to carbon sequestration (no. of trees)</td>
<td></td>
<td>Annual</td>
<td>Environment and Engineering in association with Codema</td>
</tr>
<tr>
<td>Environmental Receptor</td>
<td>Environmental Protection Objective</td>
<td>Target</td>
<td>Indicator</td>
<td>Frequency of Reporting</td>
</tr>
<tr>
<td>------------------------</td>
<td>-----------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Climatic Factors</td>
<td>Reduce and manage the risk of flooding</td>
<td>Compliance with the Floods Directive and with OPW / DoEHLG’s ‘Flood Risk Management in the Planning Process’ standards</td>
<td>Number of planning permissions compliant with the Floods Directive and OPW / DoEHLG’s ‘Flood Risk Management in the Planning Process’ standards</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flood Risk Assessment be carried out for all new developments</td>
<td>Number of planning permissions incorporating flood risk assessment and conditions requiring appropriate flood resilient measures for new developments</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Avoid the development risk of destruction of flood defences, flood defence structures and features</td>
<td>Number of flood defences, flood defence structures and features identified in the development plan</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Identify Sustainable Urban Drainage Systems (and features which are identified as having a flood defence function) in all new developments</td>
<td>Number of Sustainable Urban Drainage Systems and flood defence features required in new planning applications</td>
<td>Annual</td>
</tr>
<tr>
<td>Indicator</td>
<td>Environmental Receptor</td>
<td>Environmental Protection Objective</td>
<td>Target</td>
<td>Frequency of Reporting</td>
</tr>
<tr>
<td>-----------</td>
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<td>-----------------------------------</td>
<td>--------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Monitoring</td>
<td>Water</td>
<td>Comply with EU Water Framework Directive 2000/60/EC i.e to ensure and maintain good ecological status of all receiving waters in the Dublin region into the future</td>
<td>All water bodies to meet targets set in ERDB plan as adopted by Public-Representatives and Minister for Environment by Notice in July 2010 in accordance with S.I. 722 of 2003</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Provision of adequate wastewater treatment and drainage infrastructure / flood prevention works in accordance with Dublin City Council’s Strategic Water Plan for Water Services 2009</td>
<td>Provision of appropriate treatment, water distribution and drainage networks</td>
<td>Annual</td>
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<td></td>
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<td>Reduce traffic levels by encouraging modal change from car to more sustainable public transport and encourage non-car dependent development</td>
<td>Reduce the generation of waste and adopt a sustainable approach to waste management</td>
<td>Annual</td>
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<tr>
<td></td>
<td></td>
<td>Extension and improvement of the cycling and walking network</td>
<td>59% recycling target by 2013</td>
<td>Annual</td>
</tr>
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<td></td>
<td></td>
<td>Ensure that landfill gas capture rates of 70 – 75% are achieved at existing and proposed landfill facilities in the interest of minimising emissions</td>
<td>Tonne of waste per capita per year</td>
<td>Annual</td>
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<td>Number of pedestrians and cyclists crossing the canals as measured by the annual cordon survey</td>
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<tr>
<td>Environmental Receptor</td>
<td>Environmental Protection Objective</td>
<td>Target</td>
<td>Indicator</td>
<td>Frequency of Reporting</td>
</tr>
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<tr>
<td>Cultural Heritage</td>
<td>Protect and enhance the city’s cultural, including architectural and archaeological, heritage</td>
<td>Ensure that the cultural heritage of the city is maintained and protected from damage and deterioration</td>
<td>Percentage of Protected Structures 'at risk'</td>
<td>Annual</td>
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<td></td>
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<td>Number of Architectural Conservation Areas (ACAs)</td>
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<td>Number of archaeological sites investigated</td>
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<td>Number of formal advice statements issued (Section 57s and Section 5s)</td>
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<td>Review and updating of the Record of Protected Structures on an ongoing basis including the review of the RPS in relation to the DCIHR</td>
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<td></td>
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<td></td>
<td>Retention of Conservation Officers, City Archaeologist and teams</td>
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<td></td>
<td></td>
<td></td>
<td>Number of planning applications/ Part VIII applications/strategic plans (development plan, LAPs/ framework plans/Urban framework plans etc.) with input from or screened by the City Archaeologist</td>
<td></td>
</tr>
<tr>
<td>Environmental Receptor and Soils</td>
<td>Environmental Protection Objective</td>
<td>Change in area parks and number of trees planted</td>
<td>% Area of vegetation as carbon sink</td>
<td>% Area of city landscape as pervious area</td>
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<td>---------------------------------</td>
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<tr>
<td>Landscape and Soils</td>
<td>Conserve and enhance areas and elements of the city landscape</td>
<td>To balance the carbon generation of the city with natural carbon sink, i.e., a carbon neutral target</td>
<td>Preserve and enhance the city landscape vegetation carbon sink through photosynthesis</td>
<td>Preserve or enhance linkage in city landscape to support wildlife corridors and protect riverine zones</td>
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<tr>
<td></td>
<td>Give preference to the re-use of brownfield lands, rather than developing greenfield lands</td>
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APPENDICES
10.0 **APPENDIX A**

Evaluation of the Dublin City Development Plan 2011 – 2017

**Table 19: Environmental Protection Objectives and Corresponding Codes**

<table>
<thead>
<tr>
<th>POPULATION AND HUMAN HEALTH</th>
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<tbody>
<tr>
<td>PPH1</td>
<td>Promote the creation of a healthy and sustainable city in which to live, recreate and work</td>
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<table>
<thead>
<tr>
<th>BIODIVERSITY, FLORA AND FAUNA</th>
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<tbody>
<tr>
<td>BFF1</td>
<td>Protect and enhance the diversity of habitats and species in the city</td>
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<tr>
<td>BFF2</td>
<td>Identify opportunities for new habitats, buffer zones and wildlife / green corridors</td>
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<thead>
<tr>
<th>AIR</th>
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<tbody>
<tr>
<td>A1</td>
<td>Protect good air quality status and minimise the output of Nitrogen Oxides (NOx) and Particulate matter (PM10), the main threats to air quality</td>
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<tr>
<td>A2</td>
<td>Reduce noise where necessary and maintain the environmental acoustic quality where it is good</td>
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<thead>
<tr>
<th>CLIMATIC FACTORS</th>
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<tbody>
<tr>
<td>CF1</td>
<td>Reduce waste of energy and maximise use of renewable energy source / generation</td>
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<tr>
<td>CF2</td>
<td>Minimise emissions of greenhouse gases</td>
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<tr>
<td>CF3</td>
<td>Reduce and manage the risk of flooding</td>
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<tr>
<th>WATER</th>
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</thead>
<tbody>
<tr>
<td>W1</td>
<td>To comply with EU Water Framework Directive (WFD) 2000/60/EC i.e. to ensure and maintain good ecological status of all receiving waters in the Dublin region into the future</td>
</tr>
<tr>
<td>W2</td>
<td>Provide adequate wastewater treatment, water distribution networks and drainage networks</td>
</tr>
</tbody>
</table>

**MATERIAL ASSETS**

| MA1                          | To reduce traffic levels by encouraging modal change from car to more sustainable forms of public transport and encourage non-car dependent development |
| MA2                          | Reduce the generation of waste and adopt a sustainable approach to waste management |

**CULTURAL HERITAGE**

| CH1                          | Protect and enhance the city’s cultural, including architectural and archaeological, heritage |

**LANDSCAPE AND SOILS**

| LS1                          | Conserve and enhance areas and elements of the city landscape |
| LS2                          | Preserve and enhance the city landscape vegetation carbon sink through photosynthesis |
| LS3                          | Preserve or enhance linkage in the city landscape to support wildlife corridors and protect riverine zones |
| LS4                          | Give preference to the re-use of brownfield lands, rather than developing greenfield lands |

**Will the implementation of the policy serve to have:**

| A Significant Beneficial Impact on Environmental Receptor? | + |
| A Significant Adverse Impact on Environmental Receptor? | - |
| An Uncertain Impact on Environmental Receptor? | ? |
| An Insignificant Impact or No relationship with Environmental Receptor? | 0 |
### Evaluation of the Dublin City Development Plan 2011 - 2017

#### CHAPTER 4 - Shaping the City

| SC1. To consolidate and enhance the inner city by linking the critical mass of existing and emerging clusters and communities such as Docklands, Heuston Quarter, Grangegorman, Digital Hub, Parnell Square, the Ship Street Area and Smithfield with each other and to regeneration areas. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | + | + | 0 | + | + | + | - | - | + | 0 | 0 | - | - | - | + |

| SC2. To develop the city’s character by cherishing and enhancing Dublin’s renowned streets, civic spaces and squares; to create further new streets as part of the public realm when the opportunities arise; to protect the grain, scale and vitality of city streets; to revitalise the north Georgian squares and their environs; and to upgrade Dame Street/College Green as part of the grand civic spine. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | + | 0 | 0 | 0 | 0 | + |

| SC3. To continue to develop a network of safe, clean, attractive pedestrian routes, lanes and cycleways in order to make the city more coherent and navigable. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | + | + | + | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SC4. To promote a variety of recreational and cultural events in the city’s civic spaces. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | + | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |

| SC5. To promote the urban design principles set out in Chapter 16, Guiding Principles, in order to achieve a quality, compact, well connected city. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | + | + | 0 | + | + | + | 0 | + | + | 0 | + | + | + | + | + |

| SC6. To promote the reinstatement of the Georgian façade of the sixteen Georgian houses on Fitzwilliam Street Lower which were demolished in 1965. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 |

<p>| SC7. To protect important views and view corridors into, out of and within the city, and to protect existing city landmarks and their prominence. These important views will be identified through the views and vistas programme that will be undertaken under Objective SCO6. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | + | 0 | 0 | 0 | 0 |</p>
<table>
<thead>
<tr>
<th>CHAPTER 4 - Shaping the City</th>
<th>PH1</th>
<th>BFF1</th>
<th>BFF2</th>
<th>A1</th>
<th>A2</th>
<th>CF1</th>
<th>CF2</th>
<th>CF3</th>
<th>W1</th>
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<th>MA1</th>
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<tbody>
<tr>
<td>SC8. To recognise the distinctive character of the Docklands Regeneration Area and work with the Dublin Docklands Development Authority, to increase connectivity with the city centre.</td>
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<tr>
<td>SC9. To develop and support the hierarchy of suburban centres, ranging from the top tier KDCs, to district centres/Urban Villages and neighbourhood centres, in order to support the sustainable consolidation of the city and provide for the essential economic and community support for local neighbourhoods.</td>
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<tr>
<td>SC10. To promote and develop the 8 KDCs as sustainable centres delivering on a range of requirements, including: Sustainable densities of development which must include the protection of surrounding residences and communities. Good public transport. Strong, vibrant retail and commercial cores. Comprehensive range of quality community and social services, including post offices and banks where feasible.</td>
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<tr>
<td>SC11. To promote employment and economic opportunities in the KDCs, district centres/Urban Villages and in neighbourhood centres in the identified innovation corridors.</td>
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<tr>
<td>SC12. To promote the distinctive character and sense of place in the hierarchy of key district centres, district centres and neighbourhood centres.</td>
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### CHAPTER 4 - Shaping the City

**SC13.** To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city; which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 17, Development Standards, including the principles set out in relation to good neighbourhoods; quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.

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**SC14.** To promote a variety of housing and apartment types, which will create both a distinctive sense of place in particular character areas and neighbourhoods, and coherent streets and open spaces.

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**SC15.** That significant residential/commercial schemes (over 100 units / 10,000 sq.m or as otherwise determined by the planning authority on the basis of potential impact on the surrounding environment), will be accompanied by the following:

**An Urban Design Statement, demonstrating how the proposal contributes to place making and the identity of the locality.** (As set out in the Sustainable Standards Section)

In addition, schemes over 200 units, 20,000 sq.m. shall be accompanied by a Community Infrastructure Statement, demonstrating how the scheme can contribute to the community infrastructure of the area. (As set out in the Sustainable Standards Section).

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**SC16.** To recognise and promote green infrastructure as an integral part of the form and structure of the city.

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## CHAPTER 4 - Shaping the City

<table>
<thead>
<tr>
<th>SC17. To protect and enhance the intrinsic quality of Dublin as a predominantly low-rise city, and to provide for taller buildings in the designated limited locations (see Fig 21).</th>
<th>PH1</th>
<th>BFF1</th>
<th>BFF2</th>
<th>A1</th>
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<th>CF1</th>
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<tr>
<th>SC18. To protect and enhance the skyline of the inner city, and to ensure that all proposals for mid-rise and tall buildings make a positive contribution to the urban character of the city, having regard to the criteria and site principles set out in the Development Standards Section. In particular all new proposals must demonstrate sensitivity to the historic city centre, the river Liffey and quays, Trinity College, the cathedrals, Dublin Castle, the historic squares and the city canals, and to established residential areas, open recreation areas and civic spaces of local and city wide importance.</th>
<th>PH1</th>
<th>BFF1</th>
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<tr>
<th>SC19. To promote a co-ordinated approach to the provision of tall buildings through local area plans and strategic masterplans, in order to prevent visual clutter or cumulative negative visual disruption of the skyline.</th>
<th>PH1</th>
<th>BFF1</th>
<th>BFF2</th>
<th>A1</th>
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<th>CF1</th>
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<tr>
<th>SC20. To promote the development of a network of active, attractive and safe streets and public spaces which are memorable and encourage walking as the preferred means of movement between buildings and activities in the city. In the case of pedestrian movement within major developments, the creation of a public street is preferable to an enclosed arcade or other passageway.</th>
<th>PH1</th>
<th>BFF1</th>
<th>BFF2</th>
<th>A1</th>
<th>A2</th>
<th>CF1</th>
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<tr>
<th>SC21. To promote the development of public spaces which are of consistently high quality and which deliver vibrant, attractive and safe places for the city’s communities.</th>
<th>PH1</th>
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<th>SC22. To promote streets and public spaces which are accessible and inclusive, meeting the requirements of Dublin’s diverse communities.</th>
<th>PH1</th>
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<th>CF2</th>
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<td>SC23. To promote public spaces which are designed to deter crime and anti-social behaviour and promote safety.</td>
<td>PH1</td>
<td>BFF1</td>
<td>BFF2</td>
<td>A1</td>
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<th>SC24. To promote streets and public spaces which contribute fully towards increased urban greening.</th>
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<tr>
<th>SC25. To consider appropriately designed and located advertising structures primarily with reference to the zoning objectives and permitted advertising uses and with secondary consideration of the Outdoor Advertising Strategy. In all such cases, the structures must be of high quality design and materials and must not obstruct or endanger road users, pedestrians nor impede free pedestrian movement and accessibility of the footpath or roadway.</th>
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<tr>
<th>SC26. To take enforcement measures wherever appropriate to secure the removal of unauthorised advertisements from private property and public areas. Unauthorised fabric banners, meshes, banners of other advertising forms will be subject to enforcement measures.</th>
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<th>SC27. To implement the Pedestrian Wayfinding System which will provide a basis for a more coherent system of pedestrian signage.</th>
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<tr>
<th>SC28. To promote quality in architecture and urban design so that the citizens of Dublin can enjoy the highest quality built environment. This relates not only to the creation of new landmarks where appropriate, but more importantly to the design quality of general development across the city, with the aim of achieving excellence in the ordinary.</th>
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<tr>
<th>SC29. To promote the development of the city’s urban forms so that they positively contribute to the city’s neighbourhoods, public spaces and natural environment.</th>
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### CHAPTER 4 - Shaping the City

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<th>SC30. To promote understanding of the city’s historical architectural character to facilitate new development which is in harmony with the city’s historical spaces and structures.</th>
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<th>SC31. To promote and facilitate innovation in architectural design to produce contemporary buildings which contribute to the city’s acknowledged culture of enterprise and innovation.</th>
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<th>SC32. To promote the development of architecture and urban design which enhances local environments and which mitigates, and is resilient to, the impacts of climate change.</th>
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<th>SC33. To support design competitions for developments which are significant for their size or visual prominence, in order to stimulate innovation and quality in design.</th>
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### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

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<th>SI1. To support the sustainability principles set out in the National Spatial Strategy, the Regional Planning guidelines for the Greater Dublin Area, the Department of Transport’s, ‘Smarter Travel, A Sustainable Transport Future 2009 – 2020’ and the National Transportation Office’s ‘A Platform for Change’ and to ensure that land use and zoning are fully integrated with the provision and development of a comprehensive, sustainable and efficient, high quality transportation network that accommodates the movement needs of Dublin city and the region.</th>
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<tr>
<td>S12. To continue to promote the modal shift from private car use towards increased use of more sustainable forms of transport such as cycling, walking and public transport, and to implement the initiatives contained in the government’s Smarter Travel, A Sustainable Transport Future 2009-2020.</td>
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<td>S13. To support and facilitate the development of an integrated public transport network with efficient interchange between transport modes, to serve the existing and future needs of the city in association with relevant transport providers, agencies and stakeholders.</td>
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<tr>
<td>S14. To promote and facilitate the provision of Metro North, DART Underground, the electrification of the Maynooth Line, the expansion of Luas and the Quality Bus Network in order to achieve the strategic transport objectives of the National Transportation Office’s ‘A Platform for Change’ and support the implementation of the Transport 21 Programme for Dublin city and the region.</td>
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<td>S15. Not to provide for a Luas Line along Brighton Square or Brighton Road in view of the negative impact same would have on the residential amenity and conservation and heritage character of these residential roads. Dublin City Council will seek to influence the alignment of the proposed Luas BXD Line in a way which facilitates the provision of this transport service without negatively impacting on areas of heritage and amenity value.</td>
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<td>S16. To oppose any Luas line that would adversely impact on the Brighton Square / Brighton Road Residential Area.</td>
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### CHAPTER 5 - Connecting and Sustaining the City's Infrastructure

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<tr>
<td>SI7. That the proposed Luas BXD Line in the vicinity of the Royal Canal and Broombridge will have full regard to the heritage and amenity value of the area and this should be reflected in any environmental statement.</td>
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<td>SI8. To work with the relevant transport providers, agencies and stakeholders to facilitate the integration of walking and cycling with public transport, thereby making it easier for people to access and use the public transport system.</td>
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<td>SI9. To achieve a strategic, coherent and high quality cycle network across the city that is integrated with public transport and interconnected with cultural, recreational, retail, educational and employment destinations and attractions.</td>
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<td>SI10. To enhance, extend and provide cycling infrastructure in accordance with the National Cycle Policy Framework 2009 – 2020 and the Department of Transport’s, ‘Smarter Travel, A Sustainable Transport Future 2009 – 2020’.</td>
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<td>SI11. To improve the pedestrian environment and promote the development of a network of pedestrian routes which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe and accessible to all.</td>
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<td>SI12. To promote best practice mobility management and travel planning to balance car use to capacity and provide for necessary mobility via sustainable transport modes.</td>
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<td>SI13. To retain on street parking as a resource for the city, as far as practicable.</td>
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<td>SI14. To discourage commuter parking and to ensure adequate but not excessive parking provision for short term shopping, business and leisure use.</td>
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**SI15.** To control the supply and price of all parking in the city in order to achieve sustainable transportation policy objectives.

![Table showing + and 0 values for SI15](#)

**SI16.** To provide for sustainable levels of car parking and car storage in residential schemes in accordance with the Car Parking Standards (section 17.40) so as to promote apartment living for all age groups and family types.

![Table showing + and 0 values for SI16](#)

**SI17.** To encourage the use of innovative measures such as car clubs to reduce the requirement for car parking.

![Table showing + and 0 values for SI17](#)

**SI18.** To safeguard the residential parking component in mixed-use developments.

![Table showing + and 0 values for SI18](#)

**SI19.** To support the provision of a link between north Dublin Port and the Southern Cross/Eastern motorway via an eastern bypass of the city, in conjunction and cooperation with other transport bodies, the National roads authority and local authorities. The preferred method is by means of a bored tunnel and the preferred route is under Sandymount and Merrion Strand and Booterstown Marsh. However, the route and the detailed design of the link road will be subjected to an Environmental Impact Assessment and all statutory requirements, including a public consultation process, by the relevant authorities. An Appropriate Assessment of the proposed project for the entire route is also required in accordance with the Habitats Directive.

![Table showing + and 0 values for SI19](#)
## CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

<p>| SI20. To carry out road capacity improvements where required in order to achieve sustainable transportation policy objectives. Any works undertaken will include as an objective, enhanced provision for safety, public transportation, cyclists and pedestrians and will be subject to environmental and conservation considerations. |</p>
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| SI21. To improve the management and control of traffic in the city to increase sustainable accessibility, to improve road safety, to mitigate the impact of Transport 21 construction works and to minimise the adverse environmental impacts of the transport system. In the city centre this will reflect the needs of residents, employment and workers, shoppers and visitors. |
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| SI22. To require the submission of a Development Assessment for all development proposals located in the vicinity of Dublin port tunnel. Detailed requirements are set out in Appendix 9. |
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| SI23. To improve facilities and encourage relevant transport agencies / transport providers to improve facilities and provide for the needs of people with mobility impairment and/or disabilities including the elderly and parents with children. |
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<p>| SI24. To reduce the city's eco-footprint and to combat the key factors of climate change, in tandem with improving the city's economic competitiveness and driving the city into the future as a city of leadership on quality of life factors and sustainable living. |
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<td><strong>SI26.</strong> To promote the concept of carbon neutral sustainable communities throughout the city.</td>
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<tr>
<td><strong>SI27.</strong> To promote and facilitate the usage of renewable energy sources throughout the city.</td>
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<td><strong>SI28.</strong> To promote high energy and environmental standards, with a particular emphasis on the three sectors that contribute most to climate change in the city - residential, commercial and transport sectors - as well as all initiatives and areas that are under the direct control or sphere of influence of Dublin City Council.</td>
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<tr>
<td><strong>SI29.</strong> To support the principles of good waste management and the implementation of best international practice in relation to waste management in order for Dublin city and the region to become self-reliant in terms of waste management.</td>
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<td><strong>SI30.</strong> To prevent and minimise waste.</td>
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<td><strong>SI31.</strong> To develop centralised biological treatment.</td>
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<td><strong>SI32.</strong> To encourage and support material sorting and recycling.</td>
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<tr>
<td><strong>SI33.</strong> To minimise the amount of waste which cannot be prevented and ensure it is disposed of without causing environmental pollution.</td>
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<td><strong>SI34.</strong> To ensure that effect is given as far as possible to the “polluter pays” principle.</td>
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### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

| SI35. In conjunction with other local authorities in the region, to implement a strategy to ensure the development of water systems and to provide for the expansion of water systems to meet anticipated demand and to provide long-term supplies for the city and region. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SI36. To maximise the potential for beneficial re-use of water and to reduce leakage to the minimum possible level in the water supply system through the watermains rehabilitation renewal programme. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SI37. To take all necessary steps to ensure that the quality of treated water supplied to all of its customers is in compliance with the Water Quality directives of the EU and national legislation. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SI38. To comply with directions issued by EPA in its role as water regulator. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SI39. To take all reasonable steps to put in place adequate strategic service storage to facilitate the efficient and effective management of the water supply system. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SI40. To ensure that all costs associated with the provision of water and the collection of wastewater to/from non-domestic customers are recovered from those in accordance with the “polluter pays” principle. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SI41. To promote the achievement of good ecological status, good ecological potential and good chemical status for all waterbodies in the city by 2015 in accordance with The Water Framework Directive. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SI42. To protect the city’s ground water resources in accordance with The Water Framework Directive. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | + | + | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

| SI | Description                                                                 | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
|----|------------------------------------------------------------------------------|-----|------|------|----|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|
| **SI43.** | To ensure the upgrading of wastewater infrastructure and to facilitate the provision and safeguarding of infrastructure corridors required to facilitate sustainable development in the city and region. | +   | 0    | 0    | 0  | 0  | 0   | 0   | +   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| **SI44.** | To support the development of the Greater Dublin Regional Wastewater Treatment Plant, Marine Outfall and orbital sewer to be located in the northern part of the Greater Dublin Area to serve the Dublin region as part of the Greater Dublin Strategic Drainage Strategy. | +   | +    | +    | 0  | 0  | 0   | 0   | +   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| **SI45.** | To provide additional and improved wastewater treatment capacity by the upgrading of the Ringsend Wastewater Treatment Plant. | +   | 0    | 0    | 0  | 0  | 0   | 0   | +   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| **SI46.** | In co-operation with the other relevant local authorities to implement the recommendations, as appropriate, of the Greater Dublin Strategic Drainage Study, subject to funding being available. | +   | 0    | 0    | 0  | 0  | 0   | 0   | +   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| **SI47.** | To assist the Office of Public Works in developing catchment-based Flood Risk Management Plans for the Dublin city area and have regard to their provisions/recommendations. | +   | 0    | 0    | 0  | 0  | 0   | 0   | +   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| **SI48.** | To carry out flood risk assessment and introduce Flood Risk Management in all areas which have been flooded in recent years recognising that areas of the city are at risk of flooding. | +   | 0    | 0    | 0  | 0  | 0   | 0   | +   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| **SI49.** | To have regard to the guidelines for Planning authorities on Flood Risk Management, (November 2009) published by the Department of the Environment, Heritage and Local Government when assessing planning applications and in the preparation of plans both statutory and non-statutory. | +   | +    | +    | 0  | 0  | 0   | 0   | +   | 0   | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

<table>
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<tr>
<th>SI50.</th>
<th>PH1</th>
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<th>CF1</th>
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<th>LS1</th>
<th>LS2</th>
<th>LS3</th>
<th>LS4</th>
</tr>
</thead>
<tbody>
<tr>
<td>To put in place adequate measures to protect the integrity of the existing Flood Defence Infrastructure identified in Appendix 15 and to ensure that the new developments do not have the effect of reducing the effectiveness or integrity of such flood defence infrastructure and that flood defence infrastructure provision has regard to nature conservation and amenity issues.</td>
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<th>LS1</th>
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<th>LS4</th>
</tr>
</thead>
<tbody>
<tr>
<td>To incorporate and promote the use of Sustainable Urban Drainage Systems within City Council developments and other infrastructural projects as set out in the Greater Dublin Regional Code of Practice for Drainage Works.</td>
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<tbody>
<tr>
<td>To require the use of Sustainable Urban Drainage Systems in all new developments where appropriate, as set out in The Greater Dublin Regional Code of Practice for Drainage Works. The following measures will apply:</td>
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<td>The infiltration into the ground through the development of porous pavement such as permeable paving, swales, detention basins.</td>
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<td>The holding of water in storage areas through the construction of green roofs, rainwater harvesting, detention basins, ponds, wetlands.</td>
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<td>The slow down of the movement of water.</td>
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<tbody>
<tr>
<td>To monitor and improve air quality in accordance with national and EU policy directives on air quality and where appropriate promote compliance with established targets.</td>
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<tr>
<td>To reduce noise pollution by requiring all developments to be designed and operated in a manner that will minimise noise levels.</td>
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<tr>
<td>SI55. To ensure that the design of external lighting proposals minimises light spillage or pollution in the surrounding environment and has regard to the residential amenity of the area.</td>
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<tr>
<th>SI56. To require lighting design to be appropriate to the end use in relation to residential areas, footpaths, cycle paths, urban streets and highways i.e. use of low-level bollard lighting along cycle paths.</th>
<th>PH1</th>
<th>BFF1</th>
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<tr>
<th>SI57. In conjunction with the Health and Safety Authority (HSA), to implement the provisions of the Seveso II (COMAH) Directive and to have regard to the provisions of the directive and recommendations of the HSA in the assessment of all planning applications located on or impacted by such sites.</th>
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<tr>
<th>SI58. To encourage and facilitate telecommunications infrastructure in appropriate locations throughout the city as a means of improving economic competitiveness and contributing to sustainable movement by reducing the need to travel through enabling e-working, e-commerce and distance learning.</th>
<th>PH1</th>
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<th>A2</th>
<th>CF1</th>
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<th>SI59. To require the use of ducting for information communication technology within individual new residential and commercial developments and also in Key Development Areas as set out in this plan.</th>
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<th>SI60. To support a wide range of energy solutions to meet consumption needs, with a particular emphasis on renewable energy sources to secure allow carbon electricity supply.</th>
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<th>SI61. To promote energy efficiency, energy conservation, and the use of renewable energy in existing and new developments.</th>
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### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

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<tr>
<th>SI62. To support the development of energy efficient initiatives such as the district-heating network for Dublin and combined heat and power.</th>
<th>PH1</th>
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<tr>
<th>SI63. To promote the use of Combined Heat and Power in large developments.</th>
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<tr>
<th>SI64. To promote more sustainable development through energy end use efficiency, increasing the use of renewable energy, and improved energy performance of all new building developments throughout the city.</th>
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### CHAPTER 6 - Greening the City

<table>
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<tr>
<th>GC1. To progress a strategic network as illustrated in the Strategic Green Network map.</th>
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<th>GC2. To improve pedestrian and cycle access routes to strategic level amenities.</th>
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<th>GC3. To make provision for habitat creation/maintenance and facilitate biodiversity by encouraging the development of linear parks, nature trails, wildlife corridors and urban woodlands.</th>
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<tr>
<th>GC4. To improve both biodiversity and access connections with the strategic network at the level of local planning. Green corridors will be pivotal in achieving this.</th>
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<th>GC5. To focus on key avenues in the city area between the canals for ‘greening’ by way of higher standards of planting and amenity along key routes (see Chapter 17 Development Standards).</th>
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## CHAPTER 6 - Greening the City

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<th>GC6. To protect and improve the natural character of watercourses and to promote access, walkways and other compatible recreational uses along them.</th>
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| GC7. To co-ordinate between open space, biodiversity and flood management, in progressing a green infrastructure network. | | | | | | | | | | | | | | | | | | |
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| GC8. To develop a network of green corridors through the city, thereby interconnecting key open spaces, and extending out to the wider Dublin region. | | | | | | | | | | | | | | | | | | |
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| GC9. To develop linear parks, particularly along waterways, and to link existing parks and open spaces in order to provide green chains throughout the city. Where lands along waterways are in private ownership it shall be policy, in any development proposal, to secure public access along the waterway. | | | | | | | | | | | | | | | | | | |
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| GC9. To continue to protect the landscape and existing green spaces for both the existing community and for future generations. | | | | | | | | | | | | | | | | | | |
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| CG10. To continue to protect and enhance the landscape, including existing green spaces through sustainable planning and design for both the existing community and for future generations in accordance with the principles of the European Landscape Convention. | | | | | | | | | | | | | | | | | | |
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| GC11. To investigate key landscape areas with a view to determining their suitability for designation as Landscape Conservation Areas. | | | | | | | | | | | | | | | | | | |
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<p>| GC12. To protect and enhance views and prospects which contribute to the appreciation of landscape and natural heritage. | | | | | | | | | | | | | | | | | | |
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<td>GC13. To ensure that in new residential developments, public open space is provided which is sufficient in quantity and distribution to meet the requirements of the projected population, including play facilities for children.</td>
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<td>GC14. To seek the provision of additional space in areas deficient in public open space by way of pocket parks or the development of institutional lands.</td>
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<tr>
<td>GC15. To continue to manage, protect and or / enhance public open spaces to meet the social, recreational, conservational and ecological needs of the city and to consider the development of appropriate complementary facilities which do not detract from the amenities of spaces.</td>
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<td>GC16. To support the provision of community gardens / allotments/local markets/pocket parks where feasible and in particular as temporary uses on vacant, under-utilised or derelict sites in the city.</td>
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<td>GC17. To promote the development of soft landscaping in public open spaces, where feasible, in accordance with the principles of Sustainable Urban Drainage Systems.</td>
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<td>GC18. To protect the unique natural amenities of all rivers within and forming boundaries to the administrative area of Dublin City Council and to establish River Basin Management Plans, in cooperation with other relevant authorities.</td>
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</table>
GC19. To protect, maintain, improve and enhance the natural and organic character of the watercourses in the city, and to promote access, walkways and other recreational uses of their associated open space, incorporating flood strategies and subject to a defined nature conservation in consultation with Inland Fisheries Ireland. The creation and/or enhancement of riparian buffer zones will be required where possible. It is the policy of Dublin City Council to maintain, improve and enhance the safety of the public in its use and enjoyment of the many public parks, open spaces and linkages within the city. This should apply, for example, to all areas of the Royal and Grand Canal.

GC20. To continue to co-operate with Waterways Ireland and other agencies to develop the amenity and biodiversity of canals as set out in the ‘Dublin City Canals Framework (January 2010) and supporting Waterways Ireland: Interim Environment and Heritage Policy’ document.

GC21. To liaise with the relevant state agencies responsible for the city’s waterways, in particular Waterways Ireland, Eastern Regional Fisheries Board and Dublin Docklands Development Authority.

GC22. To develop sustainable coastal, estuarine, canal and riverine recreational amenities to enhance appreciation of coastal natural assets.

GC23. To co-operate with Dublin Bay Task Force (DBTF) to work towards developing a framework for Coastal Zone Management Plan for Dublin Bay, developing a detailed masterplan, and identifying new opportunities for enhancing Dublin Bay as a resource.
<table>
<thead>
<tr>
<th>GC4. To seek the continued improvement of water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city and to protect the ecology and wildlife in Dublin Bay.</th>
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<tbody>
<tr>
<td>GC25. To protect and enhance bio-diversity in the city through the protection of nature conservation sites, maintenance of valuable mitigation habitats, the creation of a cohesive network of green corridors, green infrastructure design and also through the identification of opportunities for new habitats, buffer zones and wildlife corridors.</td>
</tr>
<tr>
<td>GC26. To protect flora, fauna and habitats, which have been identified by the Habitats Directive, Birds Directive, Wildlife Act 1976 (as amended), the Flora Protection Order (S.I. no. 84 of 1999), and the European Communities (Natural Habitats) Regulations 1997 (S.I. no. 94 of 1997).</td>
</tr>
<tr>
<td>GC27. To conserve and manage all Natural Heritage Areas, Special Areas of Conservation and Special Protection Areas identified and designated, or proposed to be designated, by the Department of Environment, Heritage and Local Government. These designations will allow for protection in the event of any approved boundary changes by the Department of Environment, Heritage and Local Government.</td>
</tr>
<tr>
<td>GC28. To seek the conservation and management of areas of natural environmental value.</td>
</tr>
<tr>
<td>GC29. To conserve priority species, habitats, and natural heritage features identified in the Dublin City Biodiversity Action Plan 2008 - 2012 for priority conservation measures.</td>
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</table>
### CHAPTER 6 - Greening the City

| GC30. To have regard to the conservation and enhancement of significant non-designated areas of ecological importance in accordance with development standards set out in this plan. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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<th>GC31. That any plan or project with the potential to give rise to significant direct, indirect or secondary impacts on a Natura 2000 site(s) shall be subject to an appropriate assessment in accordance with Article 6(3) of the Habitats Directive.</th>
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<th>GC32. To seek the provision of children’s play facilities in new residential developments and particularly in larger developments - i.e. of 75 units or over. Small areas designed for young children aged 0-5 should be provided within easy walking distance of homes or within the curtilage of apartment blocks. Older children should have access to larger equipped areas within 5 minutes walk of homes.</th>
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<th>GC33. To provide children’s playgrounds to an appropriate standard of amenity, safety and accessibility and to create safe and accessible places for socialising and informal play and for connecting with nature and art, having regard to Dublin City Council policy on Children’s Play.</th>
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<th>GC34. To apply Dublin City Council's Policy on Children's Play.</th>
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<th>GC35. To pilot the provision of playgrounds in public spaces such as squares or plazas that are adjacent to commercial facilities such as cafés, that provide good passive surveillance and an attractive location for parents and their children.</th>
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<tr>
<th>GC36. To recognise and support the role of the private sector in providing specialist play facilities, including climbing walls, table tennis tables etc, both indoor and outdoor, and subject to zoning specifications.</th>
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### CHAPTER 6 - Greening the City

**GC37.** To ensure the availability of a range of recreational facilities to the general population at locations throughout the city. In areas where a proven deficiency exists, Dublin City Council will work with the providers of such facilities, including schools, institutions and private operators, to ensure access to the local population.

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**GC38.** To facilitate the development of private recreational lands for recreational purposes, regard being had to the amenities of residents in the vicinity and to the environmental impact of the development.

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**GC39.** To have regard to the objectives of the ‘Dublin City Sport and Active Recreation Strategy 2009-16’ in the planning and provision of indoor and outdoor recreational facilities including water-based activities.

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### CHAPTER 7 - Fostering Dublin’s Character and Culture

**FC1.** To lead and support the development of shared vision for culture in the city in collaboration with cultural institutions and other cultural bodies based both city wide and nationally.

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**FC2.** To ensure that culture is integral to Dublin city’s identity and quality of life for all those living, working, visiting and studying in the city.

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**FC3.** To ensure the continued development of Dublin as a culturally vibrant, creative and diverse city with a broad range of cultural activities provided throughout the city.

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**FC4.** To support artists working in all artforms, and all forms of expression, permanent, temporary and time based.

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<td><strong>FC5.</strong></td>
<td>To acknowledge and celebrate cultural diversity in the city.</td>
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<tr>
<td><strong>FC6.</strong></td>
<td>To maintain and support the presence and development of the National Cultural Institutions and other significant cultural institutions in the city centre in recognition of their key role in the cultural and economic success of the capital city.</td>
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<td><strong>FC7.</strong></td>
<td>To promote and support a vibrant and sustainable cultural life in the city, by day and by night, underpinned by quality cultural infrastructure responding to the needs of the cultural sector.</td>
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<td><strong>FC8.</strong></td>
<td>To facilitate the provision of fit-for-purpose, sustainable cultural infrastructure such as museums, libraries, theatres, exhibition spaces, cinemas, music venues, in the city centre, suitable for all ages and accessible to all living, working or visiting the city and which reflect the role of Dublin as the capital city.</td>
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<td><strong>FC9.</strong></td>
<td>To support a sustainable form of cultural provision founded and managed within a community context dedicated to inclusion, innovation and excellence.</td>
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<td><strong>FC10.</strong></td>
<td>To support and promote opportunities for everyone to participate in the city’s cultural life by facilitate the provision of effectively-managed, self-sustaining cultural infrastructure suitable for all ages at the neighbourhood level, including regeneration areas, that is accessible to all in the locality.</td>
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<td><strong>FC11.</strong></td>
<td>To ensure that culture plays a significant role in urban regeneration and reflects the identity of Dublin’s neighbourhoods.</td>
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## CHAPTER 7

### Fostering Dublin’s Character and Culture

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<th>FC12. To highlight the profile of the Irish language in the urban environment and support the Irish language by facilitating the provision of Irish language facilities.</th>
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<th>FC13. To protect and support Dublin city’s existing cultural assets by facilitating the enhancement and/or growth of existing cultural spaces, including performance and entertainment spaces, while protecting the existing amenities of an area.</th>
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<th>FC14. Promote and facilitate the development, expansion and improvement of Dublin city’s library network.</th>
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<th>FC15. To develop area-based cultural objectives for inclusion in all local area plans and schematic masterplans throughout the city.</th>
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<th>FC16. To ensure that all local area plans and schematic masterplans incorporate relevant priorities and actions of Dublin City Council’s Cultural Strategy 2009 – 2017.</th>
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<th>FC17. To support existing, and encourage the growth of emerging, cultural clusters and hubs in the city, including those in Figure 13, which bring together cultural activities with supporting uses such as restaurants, retail outlets etc. to create vibrant and innovative cultural experiences.</th>
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<th>FC18. To promote and support a vibrant night culture in the city centre that attracts a diverse range of cultural activity and is attractive for a wide range of age groups by encouraging a mix and balance of cultural activities and initiatives, including performance and outdoor spaces for music and dance, initiatives such as Culture Night etc., whilst also protecting existing amenities.</th>
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<td>FC19. To support the branding of the city region as an internationally competitive, cultural and creative city that attracts investment and talent based on Dublin’s distinctive identity, its unique achievements and competitive advantages.</td>
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<td>FC20. To protect and improve the city’s cultural tourism amenities and the natural and built environment which forms the basis of Dublin city’s attractiveness for tourists.</td>
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<td>FC21. To endorse the role, and encourage the growth and clustering, of the creative and cultural industries in the city.</td>
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<tr>
<td>FC22. To support the growth of cultural tourism in the city, including the potential for niche tourism products by facilitating the development of cultural events, infrastructure and activities.</td>
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<td>FC23. To promote awareness of our cultural heritage, promote safe and attractive streets and promote ease of legibility and connectivity between cultural spaces by encouraging and facilitating the provision of supporting cultural infrastructure in the public domain such as cultural signage, cultural information panels, a way-finding system and a high quality, integrated network of attractive streets in the city centre.</td>
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<tr>
<td>FC24. To continue to animate the public domain by encouraging the provision of public art, temporary and permanent, across all art forms and artistic disciplines in the city-centre and in neighbourhoods through such mechanisms as the government-supported Percent for Art scheme and the development management process.</td>
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### CHAPTER 7

**Fostering Dublin’s Character and Culture**

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<tr>
<th>FC25. To encourage active uses of public spaces for the enjoyment of individuals, families and visitors to Dublin city and contribute to a sense of place by encouraging and facilitating the provision of fit-for-purpose, multi-functional outdoor spaces for festivals, events, public art, markets etc. in accessible, traditional and non-traditional locations.</th>
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<th>FC26. To protect and conserve the city’s cultural and built heritage; sustaining its unique significance, fabric and character to ensure its survival for future generations.</th>
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<th>FC27. To seek the preservation of the built heritage of the city that makes a positive contribution to the character, appearance and quality of local streetscapes and the sustainable development of the city.</th>
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<th>FC28. To continue to protect our built heritage, and development proposals affecting the built heritage will be assessed in accordance with the DoEHLG document “Architectural Heritage Protection guidelines for Planning authorities, 2004”.</th>
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<th>FC29. To co-operate and facilitate partnerships with relevant agencies for the continued development of integrated policies in order to reinforce the character, cultural significance and tourism potential of the historic areas in the city.</th>
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<th>FC30. To include all structures considered to be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in the Record of Protected Structures. To protect these structures, their curtilage and the setting from any works that would cause loss or damage to their special character.</th>
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<td><strong>FC31.</strong> To maintain and enhance the potential of protected structures and other buildings of architectural/historical merit to contribute to the cultural character and identity of the place, including identifying appropriate viable contemporary uses.</td>
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<td><strong>FC32.</strong> To encourage the protection of the existing or last use of premises listed on the Record of Protected Structures where that use is considered to be an intrinsic aspect of the special, social, cultural and/ or artistic interest of those premises. In considering applications for planning permission in respect of a change of use of any such premises to take into account as material consideration the contribution of the existing or last use of that structure to special, social, cultural and/ or artistic interest of those premises and/ or whether the new use would be inimical to the special interest identified.</td>
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<td><strong>FC33.</strong> To facilitate off street parking for residential owners/occupiers where appropriate site conditions exist while protecting the special interest and character of protected structures and conservation areas.</td>
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<tr>
<td><strong>FC34.</strong> To assist owners of protected structures in undertaking essential repairs and maintenance by providing architectural advices to recipients of its conservation grants and to promote best practice and the use of skilled specialist practitioners in the conservation of protected structures.</td>
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<td><strong>FC35.</strong> To require the protection of the special interest and character of protected structures while carrying out interventions to comply with requirements of the Building Regulations and the necessity to provide universal access to buildings.</td>
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<td>FC37.</td>
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<td>FC39.</td>
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<tr>
<td>FC40. To protect the special character of the City’s conservation areas, through the application of the policies, standards and guiding principles on building heights (Refer to Policies SC15, SC16, SC17, Standards 17.6 and Guiding Principles 16.4).</td>
</tr>
<tr>
<td>FC41. To protect and conserve the special interest and character of Architectural Conservation Areas and conservation areas in the development management process.</td>
</tr>
<tr>
<td>FC42. To protect the special interest and character of protected structures and Architectural Conservation Areas while striving to meet the requirements for access for all in as far as practicable in accordance with Section 29 of the Disability Act 2009.</td>
</tr>
<tr>
<td>FC43. To continue to prioritise the assessment and consideration of appropriate historic streets and squares for designation as Architectural Conservation Areas and formulate policies to protect and enhance their specific period architectural characteristics.</td>
</tr>
<tr>
<td>FC44. To assess and, where appropriate, redesignate existing non-statutory Conservation Area as Architectural Conservation Areas.</td>
</tr>
<tr>
<td>FC45. To promote the regeneration and enhancement of the north city Georgian squares and the North Georgian Mile with public enhancement schemes, cultural initiatives and specific development policies.</td>
</tr>
<tr>
<td>FC46. To protect and enhance the important civic design character of Dublin’s Quays, Squares and historic public spaces.</td>
</tr>
<tr>
<td>FC47. To seek the retention of the established street pattern in development proposals within historic areas.</td>
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</table>
### CHAPTER 7

#### Fostering Dublin’s Character and Culture

<table>
<thead>
<tr>
<th>FC48. To conserve the unique characteristics of Dublin’s historic villages and promote conservation of their architectural features and streetscapes by assessment, research, community consultation and appropriate designations and protection policies.</th>
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<tr>
<td>FC49. To ensure that significant heritage buildings owned by the Council are protected and enhanced.</td>
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<td>FC50. To seek the repair and retention of traditional shop and pub fronts of architectural interest.</td>
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<td>FC51. To identify and implement positive measures for the enhancement and regeneration of the historic city, improve its physical condition and presentation, sustain its character and authenticity.</td>
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<td>FC52. To consider the historical and cultural significance of setting in future public realm projects.</td>
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<td>FC53. To protect traditional pitch-roof forms to historic streetscapes.</td>
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<tr>
<td>FC54. To continue to preserve, and enhance were feasible the surviving sections of the city wall, according to the recommendations of the City Walls Conservation Plan 2005.</td>
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<td>FC55. To preserve historic place names and historic street names and ensure that new street names should reflect appropriate local historical or cultural associations.</td>
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<td>FC56. To promote tourism in the Medieval City and suburbs.</td>
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<td>FC57. To support the designation of Dublin as a World Heritage Site.</td>
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<td>FC58. To promote the awareness of Dublin's industrial, military and maritime heritage.</td>
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### CHAPTER 7
Fostering Dublin’s Character and Culture

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<tr>
<th>FC59. To preserve, repair and retain in situ, where possible, historic elements of significance in the public realm including railings, milestones, city ward stones, street furniture, ironmongery, and any historic kerbing and sets identified in Appendices 12 and 13 of the development plan, and promote high standards for design, materials and workmanship in public realm improvements. Works involving such elements shall be carried out in accordance with the Historic Street Surfaces in Dublin Conservation Study and Guidance Document (2008).</th>
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<th>FC60. To investigate the feasibility of a dedicated Museum of Dublin with a range of stakeholders including OPW, the National Cultural Institutions, The Heritage Council and relevant departments within the City Council, in recognition of the wide range of cultural artefacts relating to the history and development of the city.</th>
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<th>FC61. To investigate the heritage status of Moore Street.</th>
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<th>FC62. To have regard to the National Monuments Legislation, National Policy documents and guidelines and Code of Practice that protects sites and monuments.</th>
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<th>FC63. To promote awareness of, and access to, the city’s archaeological inheritance.</th>
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**CHAPTER 7**  
Fostering Dublin’s Character and Culture

| FC64. | To promote the in situ preservation of archaeology as the preferred option relating to development which would affect or has the potential to impact on buried artefacts, except where other alternatives are presented to a research agenda or in the case of exceptional circumstances as determined by the relevant statutory agencies. Where preservation in situ is not feasible, sites of archaeological interest shall be subject to archaeological investigations and recording according to best practice, in advance of redevelopment. |
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| FC65. | To preserve known burial grounds and disused graveyards. Where appropriate to ensure that human remains are suitable reinterred, except where otherwise agreed with the National Museum of Ireland. |
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| FC66. | To promote the awareness of the international significance of Viking and medieval Dublin and to investigate key medieval sites and to conserve their character, setting and amenity through Irish National Strategic Archaeological Research (INSTAR) Medieval Research Agenda and other initiatives. |
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| FC67. | To recognise the importance of underwater/intertidal archaeology. |
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| FC68. | To implement the relevant recommendations of the Dublin City Industrial Heritage Record (DCIHR). |
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**CHAPTER 8**  
Making Dublin the Heart of the Region

| HR1. | To build on and promote the Dublin-Belfast economic corridor in order to maximize the advantages of north-south links and the development of an all island economy. |
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### HR2. To collaborate with other agencies at the regional level to promote foreign investment and export potential which capitalises on the city regions dynamic nature, critical mass and economies of scale.

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### HR3. To support the formation of a consensus to foster influence for Dublin and to brand and promote the Dublin region internationally.

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### HR4. To collaborate with adjacent authorities and the regional authority to ensure that a co-ordinated approach is taken to the planning of the Dublin region and to have regard to the Regional Planning guidelines for the Greater Dublin Area (2010-2022) and the National Spatial Strategy (2002-2020).

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### HR5. To promote opportunities for Dublin, protect and reinforce the primacy of the city and support the consolidation of an effective core at the heart of the city region.

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### HR6. To support the role of the city as the primary mixed use employment and retail destination which is also well connected by public transport.

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### HR7. To support the network of economic clusters and transboundary innovation corridors in the polycentric city region as identified in the Economic Development Action Plan for the Dublin city region.

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### HR8. To work in conjunction and close co-operation with the adjoining local authorities in the Dublin region, to reduce ‘greenhouse gas’ emissions and mitigate against climate change in a co-ordinated manner on a regional level, with particular regard to energy, planning, transport, waste management, and biodiversity.

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</table>
### CHAPTER 8
Making Dublin the Heart of the Region

<table>
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<tr>
<th>HR9.</th>
<th>To support the provision of a framework for the realisation of a strategic green network across the region.</th>
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<th>HR10.</th>
<th>To support initiatives such as the Creative Dublin Alliance in order to drive the development of knowledge, innovation and creativity in the city.</th>
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<th>HR11.</th>
<th>To promote strong city governance to represent and promote the Dublin city region.</th>
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### CHAPTER 9
Revitalising the City’s Economy

<table>
<thead>
<tr>
<th>RE1.</th>
<th>To continue to collaborate with the other Dublin local authorities, the Creative Dublin Alliance and all relevant stakeholders towards improving Dublin’s international competitiveness and developing Dublin as a significant hub in the European knowledge economy.</th>
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| RE2. | - To promote and enhance the role of Dublin as the national economic engine and driver of economic recovery and growth; with the city centre as its core economic generator.  
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**CHAPTER 9**  
Revitalising the City’s Economy

<table>
<thead>
<tr>
<th>RE3. To recognise the crucial need for the planning and sustainable development system to be agile and responsive in the face of challenging and rapidly changing circumstances. Dublin City Council will promote sustainable development by balancing complex sets of economic, environmental or social goals in planning decisions.</th>
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| RE4.  
◆ To take a positive and pro-active, approach when considering the economic impact of major planning applications in order to support economic development, enterprise and employment growth and also to deliver high-quality outcomes.  
◆ To have consideration to the implementation of the recommendations of the Lord Mayor’s Commission on Employment. |
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<tr>
<th>RE5. To work closely with any state agency set up to respond to the problems in the banking and property development sectors to promote integrated development.</th>
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<tr>
<th>RE6. To promote and facilitate foreign direct investment into the city by, for example, working closely with the IDA and other agencies, and having regard to the needs of international investment.</th>
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<tr>
<th>RE7. In cooperation with the relevant agencies, to enhance links with countries and companies in relation to foreign direct investment.</th>
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<tr>
<th>RE8. To promote and facilitate enterprise and entrepreneurial activity including that of immigrants, as well as small/start up businesses.</th>
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### CHAPTER 9
Revitalising the City’s Economy

<table>
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<tr>
<th>RE9. To promote and facilitate the provision of commercial developments that are flexible and can provide for a range of unit sizes including units suitable for small and start-up enterprises.</th>
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<tr>
<th>RE10. To promote and facilitate the economic and employment generating and regeneration potential of the locally traded services sector, making the city more attractive/vibrant for residents, shoppers, visitors and workers, and to recognise the clustering benefits of, for example, cafes and restaurants.</th>
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<th>RE11. To promote and facilitate the use, including the temporary use, of vacant commercial space and vacant sites, for a wide range of enterprise including cultural uses.</th>
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<tr>
<th>RE12. To promote flexible buildings that facilitate work clusters and affordable work spaces that develop in proximity to each other so as to allow skilled self-employed workers operate independently and also in collaborations in the city and develop positive, productive synergies and efficiencies.</th>
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<th>RE13. To promote and facilitate social enterprise and social entrepreneurial activity in the city with a view to realising the great potential of this sector to the success of the city.</th>
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### CHAPTER 9
Revitalising the City’s Economy

**RE14.** To promote and facilitate Dublin as a creative and innovative city that is globally competitive, internationally linked, attractive and open (see also paragraph 8.4.8)

- To recognise that cities are crucibles of innovation and that the city centre Z5 zoned area and inner city area including the Docklands is the crucial metropolitan and national resource for innovation, promoting the proximity and diversity of uses that foster innovation.

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**RE15.** To promote and facilitate lifelong learning including by facilitating night/evening time educational uses, encouraging the optimum use of school buildings in the evenings and during holidays.

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**RE16.** To promote and facilitate the development and growth of Dublin’s existing and emerging creative industries, including cultural enterprises and tourism, the film industry, green/clean technologies and other potential high growth sectors.

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**RE17.** To promote and facilitate economic development and clustering taking place along the southern, Metro North and Naas Road/ Rail innovation corridors within the Dublin city region. To promote and facilitate the city centre being the economic engine of the region.

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**RE18.** To promote and facilitate the further development of clusters within the city thereby generating competitiveness, productivity and innovation benefits. To promote east-west linkages along the Liffey and north-south linkages Digital Hub – Grangegorman.

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## CHAPTER 9
### Revitalising the City’s Economy

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**RE19.** To encourage the regeneration of the city centre zoned area through the promotion and facilitation of innovation clusters and the intensification of existing clusters such as the Mater Hospital, James’s Hospital and the Digital Hub. To recognise the strategic role of the hospital complexes in the city including the Children’s Hospital of Ireland and to support the provision of the appropriate volume of floor space and associated facilities necessary to secure the delivery of their services and potential; having regard to their national medical function, their role as a major employer in the city, as a generator of significant economic benefits for the economy of Dublin’s inner city, and a promoter of the knowledge economy through research and education links with third level colleges in the city.

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**RE22.** To develop and implement specific land use and other planning policies so as to facilitate the retention and growth of existing and emerging clusters.

|     | +    | 0    | 0  | +  | +   | +   | +   | -  | 0  | +   | 0   | 0   | 0   | 0   | 0   | +   |

**RE23.** To promote, facilitate and protect the enterprise and employment creation potential of the strategic enterprise/employment landbanks while also encouraging the necessary support infrastructure such as business services, cafes, shops, hotels.

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### Revitalising the City’s Economy

#### RE 22.

To promote and facilitate the supply of commercial space, e.g. retail and office including larger floorplates and quantum suitable for indigenous and FDI HQs to locate in Dublin.

- To consolidate employment provision in the city by incentivising and facilitating the high quality redevelopment of obsolete office stock in the city.

#### RE 23.

To promote and enhance a number of identified key district centres as significant employment centres as part of their development as mixed use service centres for the local economy, incorporating a range of retail, employment, recreational and community uses.

#### RE 24.

To facilitate home based economic activities and pooled work centres where, by virtue of their nature and scale, they can be accommodated without detriment to the amenities of residential areas.

#### RE 25.

To encourage the development of live work units as part of mixed use developments where such accommodation can be provided without detriment to the amenities of adjoining residents.

#### RE 26.

To promote and facilitate the transformation of regeneration areas especially inner city areas as a key policy priority and opportunity to improve the attractiveness and competitiveness of the city, including by promoting high quality private and public investment and by seeking European Funding to support regeneration initiatives, to the benefit of residents, employees and visitors.
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<tr>
<th>RE27. To promote the location of high profile projects in regeneration areas by, for example, facilitating the required quality and quantity of office development in order to encourage high quality jobs and a more positive image for the area.</th>
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<th>RE28. To promote and facilitate cultural and tourism facilities including popular culture and art events as regeneration drivers in terms of direct wealth and job creation and making areas more attractive for investors, residents, key skilled workers and visitors.</th>
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<th>RE29. To promote and facilitate appropriate temporary uses on vacant lands and building as an interim solution.</th>
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<th>RE30. To promote and enhance Dublin as a world class tourist destination for leisure, culture, business and student visitors.</th>
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<th>RE31. To promote and facilitate the optimum benefits (including the international marketing benefits) to the city of the Convention Centre Dublin, as well as other major existing and future visitor attractions such as the National Cultural Institutions including the Abbey Theatre, IMMA, Collins Barracks, the National Gallery and the Chester Beatty Library, the Hugh Lane Gallery, the Phoenix Park, the Guinness Storehouse, the Georgian squares and to promote the Convention Centre Dublin area as a major business tourism, entertainment and leisure destination of international standard and to encourage development of further tourist attractions and cultural developments and facilities.</th>
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### CHAPTER 9
#### Revitalising the City’s Economy

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<tr>
<th>RE32. To promote Dublin as an International Education Centre/Student City, as set out in national policy, and to support and encourage provision of necessary infrastructure such as colleges (including English Language Colleges) and high quality custom built and professionally managed student housing.</th>
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<th>RE33. To promote and facilitate sporting, cultural and tourism events as important economic drivers for the city.</th>
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<tr>
<th>RE34. To develop appropriate tourism infrastructure, including signage, information, tourism trails, cafes, toilets, public transport, car and coach parking in the main tourist areas, and to facilitate and encourage computerised information points for visitors.</th>
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### CHAPTER 10 - Strengthening the City as the National Retail Destination

<table>
<thead>
<tr>
<th>RD1. To have regard to the National Retail Planning guidelines and the Retail Planning Strategy for the Greater Dublin Area (RPS/GDA) in preparing plans and in the assessment of planning applications for retail developments.</th>
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<th>RD2. To adopt the hierarchy contained in Table 1 of Appendix 4 of this development plan.</th>
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<th>RD3. To promote and facilitate the major contribution of retail and other services to the vitality and success of the city, as a significant source of employment, a focus of tourism, as an important recreational activity and as a link with other cultural and recreational activities.</th>
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### CHAPTER 10 - Strengthening the City as the National Retail Destination

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<td>RD4.</td>
<td>To promote and facilitate the significant role of new retailing and other services in encouraging regeneration and investment, providing local employment, improving local services and the attractiveness of regeneration areas for residents and businesses, and attracting additional complementary services.</td>
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<td>RD5.</td>
<td>To ensure proposed large commercial developments, where appropriate, would incorporate retail, residential, employment and entertainment/cultural uses within the design. The mix of day and night-time uses adds vitality, and is in line with the concept of sustainability. The non-residential units will be so designed and finished so as to protect the amenity of the residential units.</td>
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<td>RD6.</td>
<td>To promote and facilitate a range of indoor and outdoor markets.</td>
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<td>RD7.</td>
<td>To require a high quality of design and finish for new and replacement shopfronts, signage and advertising. Dublin City Council will actively promote and seek the principles of good shopfront design as set out in Dublin City Council’s Shopfront Design Guidelines.</td>
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<td>RD8.</td>
<td>To minimise the negative impact of dead frontage arising from high vacancy levels in retail or retail service outlets by the promotion and facilitation of temporary uses which contribute to the viability of the retail with particular support for publicly accessible creative and community uses such as community cafes, local markets, performance art, art exhibitions and artist studios.</td>
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<td>CHAPTER 10 - Strengthening the City as the National Retail Destination</td>
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<tr>
<td><strong>RD9.</strong> To seek to prohibit adult entertainment shops in proximity to residential areas and schools and to seek to prevent an excessive concentration of such uses having regard to the existing proliferation of similar retail outlets in an area and the vitality of a shopping area.</td>
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<td><strong>RD10.</strong> To prohibit the further expansion of off licences or part off-licences except in areas where a compelling case can be made. Any application for an off-licence should include a map of all off-licences located within a 1km radius of the proposed development.</td>
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<td><strong>RD11.</strong> To maintain and reinforce the dominant position of the central shopping core as the premier shopping area in the state and to address the challenges and reposition the city as a premier shopping destination, supported by a rich diversity of leisure, cultural and other uses.</td>
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<td><strong>RD12.</strong> To implement the objectives of the retail core Framework Plan which include increasing the amount of retail floor space through the delivery of a significant quantity of additional retail floor area in particular accommodating higher order comparison good retailing and including, where appropriate, the provision of larger shop units required by the mainstream fashion outlets. It is also a policy to promote active uses at street level on the principal shopping streets in the central shopping core and having regard to the criteria for Category 1 and Category 2 Streets and the Special Areas of Planning Control.</td>
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### CHAPTER 10 - Strengthening the City as the National Retail Destination

| RD13. To have regard to the architectural fabric and fine grain of traditional retail frontage, whilst providing for modern retail formats necessary for vibrant city centre retail core as set out in the retail core Framework Plan. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD14. To recognise that it is essential that the city continues to re-invent itself to provide modern attractive retail environment that can compete both with modern regional centres but also with other international cities both in attracting trade and new retail formats as set out in Retail Strategy for the Greater Dublin Area. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD15. To promote and facilitate the regeneration, while protecting and building on the local market roles, of the radial market streets located close to the city centre, such as Thomas Street, Camden Street and Manor Street / Stoneybatter. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD16. To promote and facilitate clustering of uses, including complementary uses, that add character and vitality to the city for example cultural/creative/antiques on Francis Street, ethnic restaurants/shops on Parnell Street and Capel Street. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD17. To promote and facilitate the improvement and integration of the market streets with the central shopping area, by the designation and improvement of pedestrian linkages, the reduction in levels of traffic, and other environmental improvements. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD18. To ensure the adequate and appropriate retail provision in tandem and commensurate with residential development in the emerging or key developing areas such as such Cherryorchard / Parkwest, North Fringe, Pellesttown and the Docklands. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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**CHAPTER 10 - Strengthening the City as the National Retail Destination**

| RD19. To seek to maintain and strengthen the existing district and neighbourhood centres and to re-vitalise, re-invent and prevent the obsolescence of older suburban district and neighbourhood centres. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD20. To encourage the provision of local and/or corner shops in residential areas where there is an existing deficiency of retail provision. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD21. To ensure that major new shopping facilities should be located adjacent to public transport routes. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD22. To control the provision of retail warehousing and retail parks. These will be assessed with the need to protect the central shopping core and district centres as a priority and the need to confine their use to the sale of bulky goods. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD23. To co-operate and consult with adjoining local authorities regarding the impact of retail plans or schemes with particular regard to the potential for significant cross-boundary impacts on the retail hierarchy or the retail areas in adjoining councils. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| RD24. To promote and facilitate the provision of accessible good quality convenience shopping with strong choice and competition within the inner city area and in developing areas to ensure that adequate provision is made for the increased population now living in the city; and reducing the numbers travelling the outer suburbs to meet their convenience needs and to attract and retain families with children in the city, as set out in Retail Strategy for the Greater Dublin Area. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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### CHAPTER 10 - Strengthening the City as the National Retail Destination

**RD25.** To promote and facilitate the provision of supermarket shopping primarily in district centres and neighbourhood centres. Any proposals for convenience shopping outside of designated centres will be subject to the sequential test criteria as set out in the Retail Strategy, Appendix 4.

**RD26.** To ensure that Dublin adapts to developments in retail formats and changing lifestyles having regard to the retail and settlement hierarchy set out in the core strategy.

**RD27.** To promote and facilitate competition and innovation in the retail and other service sectors to the benefit of competitiveness and the consumer, as an integral part of the proper planning and sustainable development of the city.

### CHAPTER 11 - Providing Quality Homes in a Compact City


**QH2.** To have regard to the Regional Planning guidelines for the Greater Dublin Area and make provision for the scale of population growth and housing allocations outlined in these guidelines.
## Chapter 11
Providing Quality Homes in a Compact City

### QH3. To encourage and foster the creation of attractive mixed use sustainable neighbourhoods which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities.

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### QH4. To promote residential development at sustainable urban densities throughout the city in accordance with the core strategy having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.

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### QH5. To promote significant residential accommodation on the upper floors of premises as part of a mix and range of uses in order to establish a long term integrated community within attractive mixed-use sustainable neighbourhoods.

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### QH6. To promote the development of underutilised infill sites and to favourably consider higher density proposals which respect the design of the surrounding development and the character of the area.

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### QH7. To discourage any substantial changes or additions to residential property which fundamentally alters the residential nature of the residential property or if same conflicts with the residential character of the adjoining area or if same substantially decreases the likelihood of the property remaining primarily in residential use.

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### Notes
- PH: Planning Horizons
- BFF: Building Functionality
- A: Accessibility
- CF: Community Facilities
- W: Workplaces
- MA: Manufacturing Activities
- CH: Uniformity in Character
- LS: Land Use Interchangeability
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<td>QH8. To require that larger schemes which will be developed over a considerable period of time are developed in a phased manner to ensure that suitable physical, social and community infrastructure is provided in tandem with the residential development and substantial infrastructure is available to initial occupiers.</td>
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<td>QH9. Gated residential developments will be discouraged and in most cases will be prohibited as they negate against Dublin City Council's vision of a permeable, connected and linked city that encourages integration.</td>
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<td>QH10. To promote more sustainable development through energy end use efficiency, increasing the use of renewable energy, and improved energy performance of all new development throughout the city by requiring planning applications to be supported by information indicating how the proposal has been designed in accordance with the sustainable standards and guiding development principles set out in the development plan.</td>
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<td>QH11. To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner as set out in the Residential Quality Standards and with regard to the Lifetime Homes guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government 'Quality Housing for Sustainable Communities – Best Practice guidelines for Delivering Homes Sustaining Communities' (2007).</td>
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<td>QH12. To promote the provision of appropriate accommodation for older people in accordance with the housing strategy.</td>
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### CHAPTER 11
Providing Quality Homes in a Compact City

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<th>QH13. To require compliance with the City Council’s policy on the taking-in-charge of residential developments.</th>
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<th>QH14. To promote efficient and effective property management in order to secure the satisfactory upkeep and maintenance of communal areas and facilities in the context of successful templates of apartment management derived from countries with a long history of apartment dwelling and successful apartment management structures and systems, and evolving national legislation including the Multi-Unit Developments Bill 2009, the Property Services (Regulation) Bill 2009 and the establishment of the National Property Services Regulatory Authority. Dublin City Council will support the full establishment of the National Property Services Regulatory Authority.</th>
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<th>QH15. To promote the provision of high quality apartment housing within successful sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, achieving appropriate target average floor areas and levels of amenity within each apartment development; and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood.</th>
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<th>QH16. To promote the optimum quality and supply of apartment housing for a range of housing needs and aspirations, including households with children and people with disabilities, in attractive, sustainable mixed-income, mixed-use neighbourhoods supported by appropriate social and other infrastructure.</th>
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## CHAPTER 11
Providing Quality Homes in a Compact City

### PH1

To ensure apartment developments on City Council sites are models of international best practice and deliver the highest quality energy efficient apartment homes with all the necessary support facilities in a manner such as public parks and suitable shops contributing to the creation of attractive, sustainable, mixed-use and mixed income neighbourhoods.

### QH17
To ensure apartment developments are of the highest quality and efficient in energy use.

### QH18
To ensure that new houses provide for the needs of family accommodation with a satisfactory level of residential amenity. All new houses shall comply with the Standards for Residential Accommodation.

### QH19
To ensure that new housing development close to existing houses reflect the character and scale of the existing houses unless there are exceptional design reasons for doing otherwise.

### QH20
To discourage the demolition of habitable housing unless streetscape, environmental and amenity considerations are satisfied and there is a net increase in the number of dwelling units provided.

### QH21
To resist the loss of residential use on upper floors and actively support proposals that retain or bring upper floors above ground floor premises into residential use.

### QH22
To encourage the reintroduction of residential use into the historic areas of the city, where much of the historic fabric remains intact (e.g. the Georgian and Victorian areas), provided development is consistent with the architectural integrity and character of such areas.
### CHAPTER 11
Providing Quality Homes in a Compact City

| QH23. | To regenerate the areas identified on the Main City Centre Regeneration Areas Map and develop them as highly popular areas in which to live and work. |
| QH24. | To promote the transformation of the key regeneration areas into successful socially integrated neighbourhoods and promote area regeneration in parts of the City which require physical improvement and enhancement in terms of quality of life, housing and employment opportunities. |
| QH25. | To secure the implementation of the current Dublin City Council housing strategy. In this regard, 20% of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for the provision of social and affordable housing. |
| QH26. | To recognise the separate identity, culture, tradition and history of the Travelling people and to reduce the levels of disadvantage that travellers experience. |
| QH27. | To provide a range of accommodation options for travellers who normally reside in the Dublin City Area and who wish to have such accommodation in accordance with the Dublin City Council Traveller Accommodation Programme 2009 – 2013. |
| QH28. | To support the implementation of the Homeless Action Plan for Dublin. |

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## CHAPTER 11
Providing Quality Homes in a Compact City

### QH 29.
To ensure that all proposals to provide or extend homeless accommodation or support services shall be supported by information demonstrating that the proposal would not result in an undue concentration of such uses nor undermine the existing local economy, resident community or regeneration of an area. All such applications shall include: a map of all homeless service within a 500 metre radius of application site (equivalent to a 1km diameter map of facilities around the application site); a statement on the catchment area identifying whether the proposal is to serve local or regional demand; and a statement regarding management of the service / facility.

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### QH 30.
To support the provision of high quality, professionally managed and purpose built third level student accommodation on campuses or in appropriate locations close to the main campus adjacent to high quality public transport corridors and cycle routes, in a manner which respects the residential amenity of the surrounding area, in order to support the knowledge economy. Proposals for student accommodation shall comply with Appendix 21 ‘guidelines for Student Accommodation’ and shall be considered in the context of the Department of Education and Science ‘guidelines on Residential Development for 3rd Level Students’ (1999) and the supplementary review document of July 2005.

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## CHAPTER 12 Creating Good Neighbourhoods and Successful Communities

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<tr>
<th>NC1. To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with standards set out in this plan.</th>
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<th>NC2. To promote neighbourhood developments which build on local character as expressed in historic activities or buildings, materials, housing types or local landscape to harmonise with and further develop the unique character of these places in the wider Dublin context.</th>
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<th>NC3. To recognise the important role of community groups play in the city and to engage with consultative forums which are inclusive of all age groups.</th>
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<th>NC4. To have regard to the DoEHLG’s guidelines on Sustainable Residential Development in Urban Areas and its accompanying Urban Design Manual, 2009 in the making of sustainable neighbourhoods.</th>
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<th>NC5. To ensure that applications for significant large new developments (over 200 Units) are accompanied by an Implementation and Phasing Programme in relation to community infrastructure, so that such facilities are provided in a timely and co-ordinated fashion.</th>
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<th>NC6. To support and encourage the future growth of a wide range of public, social and community services essential to local community life.</th>
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<tr>
<td><strong>NC7.</strong> To promote and seek to provide multi-use, fit-for-purpose, community facilities which are suitable for all ages and all abilities, are operated according to an effective and efficient management strategy, and which are accessible in terms of physical design, location, cost of use, and opening hours.</td>
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<td><strong>NC8.</strong> To continue to liaise and support with other statutory, voluntary and community groups in the provision of key services.</td>
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<td><strong>NC9.</strong> To facilitate the provision of new schools, school extensions and third level institutions and to have regard to the provisions of the DoEHLG &amp; DES (2008).</td>
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<td><strong>NC10.</strong> To seek to reserve lands for educational purposes in locations close to the areas of greatest residential expansion and adjacent to community developments such as community centres, playing fields, libraries etc. so that the possibility of sharing facilities can be maximised in accordance with the Department of Education &amp; Science’s Joint Code of Practice (2008).</td>
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<td><strong>NC11.</strong> To facilitate the provision of college and other educational sites in accordance with the requirements of the relevant education authorities and encourage the shared use of school grounds and facilities – including sports facilities and equipment – with the local community outside of core school hours.</td>
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<td><strong>NC12.</strong> To facilitate the provision of continuing educational facilities and promote lifelong learning for all, including the elderly.</td>
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**CHAPTER 12 Creating Good Neighbourhoods and Successful Communities**

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<th>NC13. To support the provision of community facilities which act as point of integration between residents of new and established communities within neighbourhoods.</th>
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<th>NC14. To seek to provide and to promote the provision and further development of community facilities throughout the city.</th>
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<th>NC15. To facilitate the provision in suitable locations of sustainable, fit-for-purpose childcare facilities in residential, employment, and educational settings, taking into account the existing provision of childcare facilities and emerging demographic trends in an area.</th>
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<th>NC16. To encourage and facilitate the provision of a range of community facilities in the city that cater for all.</th>
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<th>NC17. To enhance and improve the provision of playgrounds, play spaces, playing pitches (including relaying such pitches using modern methods to enhance drainage and playability in various weather conditions) and recreational spaces, in residential areas and in the city centre in accordance with the city council’s standards and guidelines.</th>
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<th>NC18. To promote the development of both indoor and outdoor facilities for young people e.g. multi-use games areas (MUGAs), teenage shelters, skateboarding areas and skateboard parks, youth cafes, youth centres.</th>
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<th>NC19. To facilitate the development or expansion and improvement of hospitals, community based healthcare facilities, respite homes and day care centres for the elderly in residential areas.</th>
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<td><strong>NC20.</strong> To support urban regeneration in areas across the city in order to enhance social cohesion and potential for positive change in traditionally socially excluded areas.</td>
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<td><strong>NC21.</strong> To facilitate the balanced provision of social support services and avoid the proliferation of such facilities in any one part of the city.</td>
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<td><strong>NC22.</strong> To support immigrant communities in relation to their social, cultural and community needs in an integrated manner through the implementation of Dublin City Council's Towards Integration: A City Framework.</td>
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<td><strong>NC23.</strong> To promote built environments and outdoor shared spaces which are accessible to all. Such developments must be in accordance with the principles of universal design, the City Development Plan's Access For All Standards, and the National Disability Authority's 'Building For Everyone' publication.</td>
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<td><strong>NC24.</strong> To promote sustainable neighbourhoods which cater to the needs of persons in all stages of their lifecycle i.e. children, people of working age, elderly, people with disabilities.</td>
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APPENDIX B

Demonstration of the link between Policies and Objectives in the Development Plan

Chapter 4: Shaping the City

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Policy Related Objective

SC31 SCO18
SC32 SCO19
SC33 ------

The Following Objective is not aligned to any Policy:

SCO13: To compile an audit of private areas, adjacent to public thoroughfares, onto which members of the public area invited by the owner (i.e. private landings) that the Council deem to be in need of enhancement

Chapter 5.1: Connecting and Sustaining The City’s Infrastructure

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### The Following Objective is not aligned to any Policy:

**SIO32:** To develop lorry parks and bus parks in suitable locations in co-operation with private enterprise, so as to eliminate the hazards of unsuitable lorry and bus parking in residential and other areas

### Chapter 5.2: Water, Drainage, Waste, Energy and Telecommunications Infrastructure

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### All objectives in this Chapter flow from a higher level policy. There are no ‘standalone’ objectives.

### Chapter 6: Greening the City

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The following objectives are not aligned with any policy

**GCO46:** To seek to provide public access to Fitzwilliam Square Park, and pending the full acquisition of the park for the city, to seek to have it opened on a number of designated ‘open days’. Also, to seek to provide public access to the park at Wilton Terrace

**GCO49:** To facilitate use of Lansdowne Valley – from Inchicore to Drimnagh Castle – in accordance with the provisions set out in the Drimnagh Integrated Area Plan (June 2009)

**Chapter 7.1:** Fostering Dublin’s Character & Culture
### Chapter 7.2: Built Heritage

All objectives in this Chapter flow from a higher level policy. There are no 'standalone' objectives.

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### Chapter 8: Making Dublin the Heart of the Region

All objectives in this Chapter flow from a higher level policy. There are no 'standalone' objectives.

<table>
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All objectives in this Chapter flow from a higher level policy. There are no ‘standalone’ objectives.

**Chapter 9: Revitalising the City’s Economy**

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**Chapter 10: Strengthening the City as the National Retail Destination**

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All objectives in this Chapter flow from a higher level policy. There are no ‘standalone’ objectives.

**Chapter 11: Providing Quality Homes in a Compact City**

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All objectives in this Chapter flow from a higher level policy. There are no ‘standalone’ objectives.

**Chapter 12: Creating Good Neighbourhoods and Successful Communities**

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All objectives in this Chapter flow from a higher level policy. There are no ‘standalone’ objectives.

This exercise above found that there are four standalone objectives i.e. not aligned to any policy. These are as follows:

**SCO13:** To compile an audit of private areas, adjacent to public thoroughfares, onto which members of the public are invited by the owner (i.e. private landings) that the Council deem to be in need of enhancement

**SIO32:** To develop lorry parks and bus parks in suitable locations in co-operation with private enterprise, so as to eliminate the hazards of unsuitable lorry and bus parking in residential and other areas

**GCO39:** To seek to provide public access to Fitzwilliam Square Park, and pending the full acquisition of the park for the city, to seek to have it opened on a number of designated open days’. Also to seek to provide public access to the park at Wilton Terrace

**GCO42:** To facilitate use of Lansdowne Valley – from Inchicore to Drimnagh Castle – in accordance with the provisions set out in the Drimnagh Integrated Area Plan (June 2009).

Accordingly, an environmental assessment was carried out on these standalone objectives in accordance with SEA methodology – See matrix below
### Evaluation of the Objectives of the Dublin City Development Plan 2011 – 2017

<table>
<thead>
<tr>
<th>CHAPTER 4 - Shaping the City</th>
<th>PH1</th>
<th>BFF1</th>
<th>BFF2</th>
<th>A1</th>
<th>A2</th>
<th>CF1</th>
<th>CF2</th>
<th>CF3</th>
<th>W1</th>
<th>W2</th>
<th>MA1</th>
<th>MA2</th>
<th>CH1</th>
<th>LS1</th>
<th>LS2</th>
<th>LS3</th>
<th>LS4</th>
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<tbody>
<tr>
<td><strong>SCO1.</strong> To prepare a local area plan for the Liffey quays in the lifetime of this plan in order to develop the public realm of the river and anchor it as a central civic spine, to avail of the enhanced environment arising from the HGV 5-axle ban and the opening of the port tunnel.</td>
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<tr>
<td><strong>SCO2.</strong> To implement a programme of environmental improvements along the grand civic spine from Parnell Square to Christchurch Place, including College Green and Dame Street arising from the opportunities provided by the introduction of the College Green Bus Priority System.</td>
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<tr>
<td><strong>SCO3.</strong> To implement a series of key urban spaces and pedestrian focussed initiatives as identified in the Legible Dublin Study in the lifetime of this plan (See fig 9) and to incorporate additions to the network as identified in adjacent plans e.g. Liberties local area plan, Phibsborough / Mountjoy local area plan, Grangegorman Masterplan, and the Docklands Masterplan.</td>
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<td><strong>SCO4.</strong> To carry out an audit of vacant and derelict sites in the city, to expedite their redevelopment as part of the reinstatement of the urban form and structure of the city.</td>
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<tr>
<td><strong>SCO5.</strong> To prepare a statutory local area plan for Croke Park and its environs including the Ballybough / North Strand Area and linking back to the city centre via Mountjoy Square and Parnell Square, to promote the social, physical and economic regeneration of the area.</td>
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<td>SCO6. To prepare a set of Guiding Principles for views and prospects in the city with the aim of undertaking a views and prospects study with a view to preparing a list for protection which will be integrated with, and complement, the building height policy in the city.</td>
<td>PH1</td>
<td>BFF1</td>
<td>BFF2</td>
<td>A1</td>
<td>A2</td>
<td>CF1</td>
<td>CF2</td>
<td>CF3</td>
<td>W1</td>
<td>W2</td>
<td>MA1</td>
<td>MA2</td>
<td>CH1</td>
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| SCO7. The provisions of the adopted Phibsborough / Mountjoy local area plan and the Liberties local area plan are incorporated into this development plan. It is an objective to secure the implementation of both these local area plans and that planning permission issues within these areas will have regard to this. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SCO8. To set out mechanisms, including urban design principles and signage which promote the distinctive character of district centres (Urban Village) areas. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SCO9. To prepare a number of Schematic masterplans, Village Improvement Plans (VIPs) or Village Design Statements (VDS) for existing and long-established district centres (Urban Villages) in conjunction with the relevant Area Committees in so far as priorities and resources permit, including the following: Cabra; Donnycarney; Finglas; Glasnevin; Harolds Cross; Marino; Rathgar; Terenure; Bluebell; Crumlin; Walkinstown; Ringsend; Sandymount and the Navan Road. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SCO10. To produce a Public Realm Strategy to guide the development of Dublin’s public space. This will set out an action plan for the delivery of a greatly enhanced public realm network and standards for the design and management of streets, squares and parks, and will ensure that the Outdoor Advertising Strategy delivers a high quality public domain. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 |
**SCO11.** To require that development proposals which include or impact upon the public realm consider the design of public spaces as a priority and demonstrate compliance with the Guiding Principles for the Public Realm, Urban Form and Architecture set out in Chapter 16.

**SCO12.** To carry out a review of existing street furniture and signage in streets with an objective to removing any superfluous or redundant elements in order to reduce street clutter.

**SCO13.** To compile an audit of private areas, adjacent to public thoroughfares, on which members of the public are invited by the owner (i.e. private landings) that the Council deem to be in need of enhancement.

**SCO14.** To examine the possibility of closing the area along the river Liffey in front of the Customs House to motorised traffic on Saturdays and Sundays to create a new public plaza.

**SCO15.** To examine the possibility of, and promote the creation of a new public realm improvement space in the area fronting onto Trinity College and the Bank of Ireland at College Green.

**SCO16.** To review the Pedestrian Wayfinding System on an annual basis. The System will be reviewed in consultation with the Department of Tourism, Culture and Sport, Dublin Tourism, National Cultural Institutions and other civic interests in order to ensure the provision of appropriate signage for the principal places of interest in the city.

**SCO17.** To develop a map of public rights of way during the lifetime of the next development plan.
### CHAPTER 4 - SHAPING THE CITY

| SCO18. To develop a set of assessment criteria for the improvement of architectural quality, to give guidance for development, and to provide a means of guiding and assessing design quality. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| SCO19. To require that proposals demonstrate that sustainability has been properly considered at the strategic, urban design level of decision-making so as to improve the level of environmental efficiency achievable in the detailed design of buildings. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | + | + | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

### CHAPTER 5 - CONNECTING AND SUSTAINING THE CITY’S INFRASTRUCTURE

| SIO1. To encourage intensification and mixed use development along public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to the conservation policies (including the Z2 Conservation Areas) set out elsewhere in the plan. Dublin City Council will seek to prepare SDZs, LAPs or Schematic Master Plans at key transport nodes where deemed appropriate in order to guide future development and to safeguard investment in public transport infrastructure. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | + | 0 | + | + | + | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 |

| SIO2. To investigate the feasibility of implementing pilot regional or citywide car clubs/ car sharing initiatives, in combination with adjoining local authorities and operators, in order to encourage rationalisation of car ownership and decreased car usage. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

SIO3. To support and facilitate the implementation of the Transport 21 public transport infrastructure and associated projects where necessary.

SIO4. To support and facilitate the implementation of Integrated Ticketing and Real Time Passenger Information systems across the public transport network.

SIO5. To seek to ensure the implementation of Integrated Ticketing across all public transport modes within two years of the adoption of the development plan.

SIO6. To promote Park and Ride at suitable locations in co-operation with neighbouring local authorities.

SIO7. To implement the Quality Bus Corridor Network measures outlined in the National Transportation Authority’s ‘A Platform for Change’ and secure the development of new Quality Bus Corridors in co-operation with the Quality Bus Network Project Office.

SIO8. To facilitate and promote the enhancement of public transport bus services, through the implementation of traffic management measures, and by ensuring that the design and layout of neighbourhoods facilitates the expansion of bus services.

SIO9. To facilitate and support measures implemented or proposed by transport agencies to enhance capacity on existing lines and services, to provide interchange facilities and to provide new infrastructure including Metro North, DART Underground, and Luas network extension.
### CHAPTER 5 - Connecting and Sustaining the City's Infrastructure

**SIO10.** To support relevant transport agencies, providers and adjoining local authorities in assessing the feasibility of developing Bus Rapid Transit systems within the Greater Dublin Area.

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**SIO11.** To prepare and implement a Dublin Cycling Strategy which sets out the City Council's cycling policies, targets and programmes, together with an annual report on progress towards objectives which will include:

- A cycle training programme; A 'Safe Routes to Schools' programme;
- A cycle signage strategy;
- A cycling awareness strategy;
- A new cycle parking strategy to provide guidance on the nature, quantum and location of cycling parking facilities in the city to address cycle parking needs at public transport stops and interchange and other key destinations and attractions.

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**SIO12.** To develop the Strategic Cycle Network for Dublin city connecting key city centre destinations to the wider city and the national cycle network.

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**SIO13.** To develop new cycle links including:

- Sandymount to Clontarf using Dodder Bridge and Macken Street Bridge.
- Sutton to Sandycove, including a new off road cycle and pedestrian route through Docklands and on to Clontarf
- Docklands Route
- Grand and Royal Canal Premium Routes
- Heytesbury Premium Route.

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<td>SI014. To develop a direct cycle linkage system away from the primary traffic network including on and off road cycle lanes designed and constructed to minimise conflict with other road users.</td>
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<td>SI015. To improve existing cycleways and bicycle priority measures throughout the city.</td>
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<td>SI016. To implement a 30kph speed limit inside the city centre (area between the canals).</td>
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<td>SI017. To monitor the success of the ‘dublinbikes’ scheme and to expand to the entire city.</td>
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<td>SI018. To provide additional cycle and pedestrian bridges across the city’s canals and rivers to form part of strategic cycling and walking routes.</td>
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<td>SI019. To provide contra-flow possibilities for cyclists on one-way streets where possible.</td>
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<td>SI020. To provide increased priority for cyclists at key road junctions where possible by using road marking, priority light signals and other measures as appropriate.</td>
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<td>SI021. To implement the Wayfinding System to provide legibility in the city centre, linking character areas and cultural locations through a pedestrian hierarchy in the public realm.</td>
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<td>SI022. To extend the river Liffey Boardwalk westwards through the city centre from Capel Street towards Heuston.</td>
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To create and support a network of pedestrian infrastructure to promote and facilitate walking, provide improved levels of priority and lighting for pedestrians and cyclists along key desire lines and accommodate growth in public transport commuter numbers.

To develop a high quality pedestrian environment at new public transport interchanges and to identify improvements for existing interchanges.

To provide for safe crossing at vehicular intersections and identify further improvements in tandem with the emerging public transport and vehicular networks.

To avail of opportunities to increase footpath widths within the city centre during the construction of Transport 21 projects.

To provide increased priority for pedestrians at gateways into the city where possible through the introduction of increased pedestrian crossing points and other measures as appropriate. In particular, pedestrian crossing points on either side of the canal will be prioritised.

To provide an attractive environment for pedestrians that facilitates and encourages social interaction.

To explore the extension of the pedestrian zone in the Grafton Area to include the creation of new pedestrian streets without compromising access to existing car parks in the city centre. Candidate streets for pedestrianisation would include but would not be limited to: Anne Street (south), Duke Street, Clarendon Street and South William Street.
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<td><strong>SIO30.</strong> To require Travel Plans and Transport Assessments for all relevant new developments and/or extensions or alterations to existing developments as outlined in Appendices 5 and 6.</td>
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<td><strong>SIO31.</strong> To review and monitor Travel Plans through the Dublin City Council Mobility Management Section.</td>
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<td><strong>SIO32.</strong> To progressively eliminate all ‘free’ on-street parking, both within the canals and in adjacent areas, where there is evidence of ‘all day’ commuter parking, through the imposition of appropriate parking controls, including disc parking.</td>
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<td><strong>SIO33.</strong> To renew restrictions on the use and cost of on-street parking and change them, as necessary, in order to discourage commuter parking and to facilitate short-term parking for shopping, business and leisure purposes.</td>
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<td><strong>SIO34.</strong> To develop lorry parks, bus parks and taxi holding areas in selected areas where deemed necessary and in co-operation with private enterprise, so as to eliminate the hazards of unsuitable lorry, bus and taxi parking in residential and other areas.</td>
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<td><strong>SIO35.</strong> To give consideration to the metering of loading facilities, where appropriate, to ensure maximum use of the available servicing capacity.</td>
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<td><strong>SIO36.</strong> To give consideration to the provision of on-street motorcycle parking at various locations throughout the city where considered appropriate.</td>
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<td>SIO37. To identify suitable and appropriate new locations including off-street in the city centre for the parking of private or tour operated coaches with a view to discontinuing the practice of allowing coaches to park in such places as Mountjoy Square, College Green, Nassau Street, Merrion Square and Wilson Terrace.</td>
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<td>SIO38. To initiate and / or implement the following road improvement schemes and bridges within the six year period of the development plan, subject to the availability of funding:</td>
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<td>◆ Malahide Road/R107 (including North Fringe improvements)</td>
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<td>◆ Ballymun (improved town centre linkage)</td>
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<td>◆ Link from Military Road to Conyngham Road</td>
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<td>◆ East Wall Road/Sheriff Street to North Quays</td>
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<td>◆ Reilly’s Bridge</td>
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<td>Public transport, Pedestrian and Cyclists</td>
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<td>◆ Marlborough Street Bridge</td>
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<td>◆ Dodder Bridge</td>
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<td>◆ Liffey Valley Bridge</td>
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<tr>
<td>◆ Cycle / pedestrian bridges that emerge as part of the evolving Strategic Cycle Network and Strategic Infrastructure Network</td>
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<tr>
<td>SIO39.</td>
<td>To implement the actions of Dublin City Council’s City Centre Transport Plan.</td>
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<table>
<thead>
<tr>
<th>SIO40.</th>
<th>To continue investment in the city’s computer-based area traffic signal control system and in other Information Technology (IT) systems to increase the capacity of Dublin City Council’s Traffic Control Centre to manage traffic in the city.</th>
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<table>
<thead>
<tr>
<th>SIO41.</th>
<th>To manage restrictions on the use of road space for road works or general construction, in accordance with Dublin City Council’s “Directions for the Control and Management of Road Works”.</th>
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<thead>
<tr>
<th>SIO42.</th>
<th>To provide vehicle users with up-to-date and accurate information on traffic conditions and parking availability in the city through use of a range of communications / media measures.</th>
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<table>
<thead>
<tr>
<th>SIO43.</th>
<th>To carry out a review of traffic management and calming plans for local areas throughout the city in consultation with local communities and subject to availability of resources.</th>
</tr>
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<table>
<thead>
<tr>
<th>SIO44.</th>
<th>To carry out a review of speed limits and traffic management in the vicinity of schools and prepare traffic calming plans where appropriate, in consultation with communities and the elected members, and subject to the availability of funding.</th>
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<table>
<thead>
<tr>
<th>SIO45.</th>
<th>To develop a Regional Traffic Management Strategy in co-operation with neighbouring local authorities.</th>
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<thead>
<tr>
<th>SIO46.</th>
<th>To develop a traffic management and environmental protection plan for sports stadia and significant cultural events in consultation with relevant transport, sporting and cultural bodies.</th>
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</thead>
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<tr>
<td>SIO47. To engage with public transport providers/agencies and event organisers regarding the feasibility of developing a ‘Free Travel’ scheme for ticket holders attending major events, concerts, conferences and sporting fixtures in the city.</td>
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<td>PH1 BFF1 BFF2 A1 A2 CF1 CF2 CF3 W1 W2 MA1 MA2 CH1 LS1 LS2 LS3 LS4</td>
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<thead>
<tr>
<th>SIO48. To monitor the effectiveness of the HGV Management Strategy and build upon the opportunities presented in its implementation or expansion.</th>
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</thead>
<tbody>
<tr>
<td>PH1 BFF1 BFF2 A1 A2 CF1 CF2 CF3 W1 W2 MA1 MA2 CH1 LS1 LS2 LS3 LS4</td>
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<table>
<thead>
<tr>
<th>SIO49. To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:</th>
</tr>
</thead>
<tbody>
<tr>
<td>PH1 BFF1 BFF2 A1 A2 CF1 CF2 CF3 W1 W2 MA1 MA2 CH1 LS1 LS2 LS3 LS4</td>
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<tr>
<td>+ 0 0 + + + 0 0 0 + 0 0 0 0 0 0</td>
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</table>

- The implementation of traffic calming in appropriate areas based on the Environmental Traffic Cell or ‘Homezone’ model.
- The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by Dublin City Council.
- The support of the government’s Electric Transport Programme by examining measures that would facilitate the roll-out of charging infrastructure for electric vehicles, including advance planning for the suitable layout and location of facilitating infrastructure for electric transport.

<table>
<thead>
<tr>
<th>SIO50. To develop a city centre pedestrian network which includes facilities for people with disabilities and/or mobility impairments based on the principles of universal design.</th>
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</thead>
<tbody>
<tr>
<td>PH1 BFF1 BFF2 A1 A2 CF1 CF2 CF3 W1 W2 MA1 MA2 CH1 LS1 LS2 LS3 LS4</td>
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<tr>
<td>+ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td>
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</table>
### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

<table>
<thead>
<tr>
<th>SIO</th>
<th>Objective</th>
<th>PH1</th>
<th>BFF1</th>
<th>BFF2</th>
<th>A1</th>
<th>A2</th>
<th>CF1</th>
<th>CF2</th>
<th>CF3</th>
<th>W1</th>
<th>W2</th>
<th>MA1</th>
<th>MA2</th>
<th>CH1</th>
<th>LS1</th>
<th>LS2</th>
<th>LS3</th>
<th>LS4</th>
</tr>
</thead>
<tbody>
<tr>
<td>SIO51</td>
<td>To provide on and off street disabled driver parking bays in excess of minimum requirements where appropriate.</td>
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<tr>
<td>SIO52</td>
<td>To prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations including pedestrian crossings, taxi ranks, bus stops and rail platforms.</td>
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<tr>
<td>SIO53</td>
<td>To implement the recommendations and actions of the Climate Change Strategy for Dublin City 2008-2012.</td>
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<tr>
<td>SIO54</td>
<td>To seek to achieve the targets for emissions reduction as set out in the Climate Change Strategy for Dublin City 2008-2012.</td>
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<tr>
<td>SIO55</td>
<td>To seek to initiate and support carbon neutral demonstration projects in conjunction with local communities.</td>
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<tr>
<td>SIO56</td>
<td>To seek to initiate pilot projects utilising innovative green technology to ascertain the feasibility of renewable energy sources in city centre locations.</td>
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<tr>
<td>SIO57</td>
<td>To seek to initiate and support carbon neutral public park lighting schemes through the use of green technology and the provision of renewable energy sources within these green spaces.</td>
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<tr>
<td>SIO58</td>
<td>To investigate the feasibility of using public parks as places where unobtrusive and visually pleasing renewable energy sources might be located, with the objective of reducing the level of carbon used to service these green spaces.</td>
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<tr>
<td>SIO59</td>
<td>To provide for municipal/public recycling and communal composting facilities in accessible locations throughout the city.</td>
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### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

<p>| SIO60. To seek the provision of adequately sized public recycling facilities in new commercial developments where appropriate. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SIO61. To promote the reuse of building materials, recycling of demolition material and the use of materials from renewable sources. In all developments in excess of 10 housing units and commercial developments in excess of 1000sq.m., a materials source and management plan-showing type of materials/proportion of reuse/recycled materials to be used shall be implemented by the developer. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SIO62. To implement the Litter Management Plan through enforcement of the litter laws, street cleaning and education and awareness campaigns. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SIO63. To promote best practice in all aspects of water supply including planning, supply, treatment, storage, transmission, distribution and conservation. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SIO64. To promote the introduction of efficient water saving fixture and fittings in all developments in compliance with the water by-laws. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SIO65. To promote a reduction in water supply demand through a range of conservation measures including rainwater harvesting. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SIO66. To co-ordinate with the other planning authorities in the Greater Dublin region regarding the supply of drinking water. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SIO67. To protect and safeguard the integrity of water supply facilities, installations and pipes. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SIO68. To facilitate the identification and securing of service corridors for water supply. | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 |</p>
<table>
<thead>
<tr>
<th>CHAPTER 5 - Connecting and Sustaining the City's Infrastructure</th>
<th>PH1</th>
<th>BFF1</th>
<th>BFF2</th>
<th>A1</th>
<th>A2</th>
<th>CF1</th>
<th>CF2</th>
<th>CF3</th>
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<th>LS1</th>
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<th>LS4</th>
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<tbody>
<tr>
<td><strong>SIO69.</strong> To seek to initiate pilot projects encouraging homeowners to install rainwater recovery systems where feasible in conjunction with local communities.</td>
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<tr>
<td><strong>SIO70.</strong> To implement the European Union Water Framework Directive through the implementation of the Eastern River Basin Management Plan and programme of measures.</td>
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<tr>
<td><strong>SIO71.</strong> To take into consideration the Eastern River Basin Management Plan when considering new development proposals.</td>
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<tr>
<td><strong>SIO72.</strong> To minimise storm water discharge to the public drainage network by the use of Sustainable Urban Drainage systems in accordance with Dublin City Council’s Drainage Code of Practice.</td>
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<tr>
<td><strong>SIO73.</strong> To require that all new developments comply with the Greater Dublin Regional Code of Practice for Drainage Works and the code of practice for drainage works as set out by Drainage Division of Dublin City Council.</td>
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<tr>
<td><strong>SIO74.</strong> To promote the reduction of pollution loading in the discharges to the public sewer network from industries within the city and in the Dublin region.</td>
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<tr>
<td><strong>SIO75.</strong> In cooperation with other local authorities in the Region to implement appropriate Development Management policies to prevent overloading of the wastewater infrastructure and the consequent risk of pollution of natural waterbodies.</td>
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<tr>
<td>SIO76. To require that all developments should include a Wastewater Discharge Plan to accompany any application demonstrating to the satisfaction of the planning authority that the proposed discharge of waste water from the proposed development, in conjunction with existing discharges, would not cause non compliance with the combined approach as defined in the Waste Water Discharge (Authorisation) Regulations 2007.</td>
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<td>SIO77. To require all applicants, where appropriate, to carry out a Flood Risk Assessment in accordance with the Departmental guidelines on Flood Risk Management. The flood risk assessment shall accompany the planning application and should be sufficiently detailed to quantify the risks and the effects of any necessary mitigation/adaptation, together with the measures needed to manage residual risks. local area plans or other land use plans or policies drawn up by Dublin City Council under the development plan are also subject to a flood risk assessment as appropriate in accordance with the guidelines.</td>
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<td>SIO78. To promote sustainable design and construction to help reduce emissions from the demolition and construction of buildings.</td>
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<td>SIO79. To encourage the use of internal ductings / staircases within all new mixed use developments where appropriate to facilitate air extraction/ventilation units and other associated plant and services.</td>
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<td>SIO80. To implement the Dublin Regional Air Quality Management Plan 2008-2012 in cooperation with the other local authorities in Dublin.</td>
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APPENDICES
### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

| SIO81. To implement the Dublin Agglomeration Noise Action Plan in cooperation with the other local authorities in Dublin. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO82. To implement a strategy to develop areas such as ‘Home Zones’ or ‘Streets for People’ in the layout of new developments and use surface treatments to public roads, which minimise noise during the lifetime of the development plan. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO83. To support new technologies and practices as a power source in transport to reduce noise. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO84. To protect residents of mixed-use developments from noise emanating from other uses such as shops, offices, nightclubs, late night busking, public houses and other night time uses through the planning system. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO85. To give careful consideration to the location of noise sensitive developments so as to ensure they are protected from major noise sources where practical. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO86. To support and facilitate the monitoring and enforcement by the environmental health department of noise reduction measures in areas experiencing excess noise. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO87. To adopt noise by-laws for the protection of residential communities. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO88. To facilitate the development of accessible WIFI Zones within Dublin city during the lifetime of this plan. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| SIO89. To support the government targets of having 40% of electricity consumption generated from renewable energy sources by the year 2020. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
| + | 0 | 0 | 0 | 0 | + | + | + | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
### CHAPTER 5 - Connecting and Sustaining the City’s Infrastructure

| SIO90. To require that proposals for large-scale developments (typically 50 units or 5,000 sq.m and above) or as may be determined by the planning authority, should include an Energy Statement to accompany any application, illustrating how the proposal incorporates the above design considerations and how it addresses energy efficiency with regard to the demolition, construction and long-term management of the development. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| SIO91. To encourage responsible environmental management in construction. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| SIO92. To promote sustainable approaches to developments by spatial planning, layout, design and detailed specification. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| SIO93. To ensure high standards of energy efficiency in existing and new developments and encouraging developers, owners and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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| SIO94. To promote the implementation of the Dublin Sustainable Energy Action Plan. |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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### CHAPTER 6 - Greening the City

| GCO1. To progress the illustrated strategic green infrastructure network and to devise a programme of specific works to be implemented within the current development plan timeframe (see Strategic Green Network map and also City Centre routes). |
| PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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GCO2. To achieve the following critical linkages within the lifetime of the development plan:

- To promote the development of the Sutton to Sandycove Cycletrack scheme (S2S) as a key objective in both ‘Smarter Travel’ and in the ‘National Cycle Policy Framework’ subject to the appropriate environmental assessments, including any assessment required under 6(3) of the Habitats Directive. Subject to compliance with environmental regulations and statutory approvals, completion of this project is recognised as a significant development of Dublin Bay with potential recreational and tourism benefits, as well as providing a tram-free cycleway for both recreation and commuter cyclists.

- To provide a pedestrian and cycle way green link interconnecting the Royal Canal to the Grand Canal via the Phoenix Park in consultation with the Office of Public Works.

- To provide a continuous cycleway connecting the Phoenix Park and Heuston Station to the proposed S2S route along the city’s quays in consultation with the Office of Public Works.

- To improve access to existing natural assets such as parks and waterways through identified green routes.

- To seek to provide pedestrian and cycling green links connecting the Royal Canal and the Tolka Valley via a route through Botanic Gardens/Prospect Cemetery and a route in the vicinity of Holy Cross College (or routes as close as practically possible) in consultation with the Office of Public Works.
### CHAPTER 6
**Greening the City**

<table>
<thead>
<tr>
<th>GCO3.</th>
<th>To establish an interdepartmental task force on green roofing within the City Council to examine the suitability of various technical designs of green roof for new and existing developments in the city.</th>
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<tbody>
<tr>
<td>GCO4.</td>
<td>To review existing road construction standards and to prepare a design guide for new developments and to ensure the integration of Sustainable Urban Drainage Systems (SUDS) in relation to Taking in Charge Standards.</td>
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<tr>
<td>GCO5.</td>
<td>To develop linear parks along waterways and to link existing parks and open space in order to provide green corridors throughout the city. Where lands along the waterway are in private ownership, it shall be an objective in any development proposal, to secure public access along the waterway. The City Council will actively liaise with the DoEHLG to financially support the achievement of these linear parks.</td>
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<td>GCO6.</td>
<td>To protect and conserve the historic landscape of the Phoenix Park and its archaeological, architectural and natural heritage whilst facilitating the sustainable use of the park's resources for recreation and other appropriate activities, encouraging research and maintaining its sense of peace and tranquillity.</td>
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<tr>
<td>GCO7.</td>
<td>To investigate the following areas with a view to determining their suitability for designation as Landscape Conservation Areas; (i) Phoenix Park, (ii) North Bull Island, (iii) The Botanic Gardens, and (iv) St. Anne's Park, and to examine the potential for other areas.</td>
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## GCO8. To undertake a ‘views and prospects’ study. Additional views and prospects may be identified through the development management process and during the drafting of local area plans.

## GCO9. To seek the designation of the Liffey Valley (from Islandbridge to the city boundary), Sandymount and Merrion Strands and also Irishtown Nature Park as Special Amenity Areas and to prepare Special Amenity Area Orders for same.

## GCO10. To protect trees in accordance with existing Tree Preservation Orders.

## GCO11. To undertake surveys and analysis, with a view to advancing additional Tree Preservation Orders where appropriate.

## GCO12. To manage street and roadside trees in an environmentally sensitive and arboriculturally appropriate manner, to be vigilant in ensuring the conservation of all street and roadside trees under its care.

## GCO13. To replace all trees removed with an appropriate species, where the removal of street or roadside trees is necessary.

## GCO14. To implement a programme for enhanced planting along proposed green routes through existing developed areas. This shall be carried out in accordance with a programme of works to be drawn up on an annual basis, specifying routes involved.

## GCO15. To plant appropriate trees on all streets and roads suitable for such planting and in particular on all new large scale urban developments and all residential and city streets. Planting on residential streets will be carried out by Dublin City Council in consultation with residents.
<p>| GCO16. To implement a programme for suitable tree planting along centre-road verges where there is already soft landscaping, in particular along national primary routes and major approaches to the city, including innovation corridors. | 0 0 + 0 0 0 0 0 0 0 0 0 + + 0 0 |
| GCO17. To seek to provide toilet/changing room facilities as appropriate in all city council parks. | + 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| GCO18. To support on a phased basis, the development of allotments on appropriate sites in the city. | + 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| GCO19. To provide for allotments and community gardens where appropriate as a regular feature of city council parks and public open spaces. | + 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| GCO20. To establish a Dublin City Farm within the lifetime of the plan. | + + + 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| GCO21. To review existing publicly accessible open spaces with a view to increasing access for citizens during the plan period. | + 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| GCO22. To support the investigation of the restoration/renovation of weirs on the Dodder River subject to the provision that the restoration work does not add to flooding risk. | + - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 |
| GCO23. To enhance the amenities of the river valleys of the Santry and Mayne rivers and to protect the drainage and environmental role of the Kilbarrack stream, Grange river and Nanikin river. | + + 0 0 0 0 0 0 0 0 0 0 + 0 + 0 |
| GCO24. To establish, where feasible, river corridors, free from development, along all significant watercourses in the city. | + + 0 0 0 0 0 0 0 0 0 0 + 0 + 0 |</p>
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<td><strong>GCO25.</strong> To establish a working group in association with adjoining local authorities, the Department of Environment, Heritage and Local Government and the Department of Communications, Energy and Natural Resources, to oversee the preparation of a guide on Irish river rehabilitation and a public education programme.</td>
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<td><strong>GCO26.</strong> To support Dublin Docklands Development Authority in the implementation of the river Liffey Regeneration Strategy (October 2001).</td>
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<td><strong>GCO27.</strong> To support the implementation of the ‘Dublin City Biodiversity Action Plan 2008-12’, including inter alia (a) the conservation of priority species, habitats and natural heritage features, and (b) the protection of designated sites.</td>
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<td><strong>GCO28.</strong> To endeavour to provide play spaces in every neighbourhood in the city. The city council will ensure that play spaces are open to public use and will discourage the provision of private play spaces.</td>
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<td><strong>GCO29.</strong> To encourage and facilitate the introduction of adult amenities in parks such as table tennis tables, outdoor gyms, basketball courts, bowling greens etc.</td>
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<td><strong>GCO30.</strong> To provide new leisure centres to meet demand, including those planned at Rathmines and Willie Pearse Park.</td>
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<td><strong>GCO31.</strong> To involve children and young people in greening initiatives and biodiversity projects, having regard to their need to interact with and be educated by nature.</td>
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<td><strong>GCO32.</strong> To examine the possibility of using suitable undeveloped land temporarily as informal play space.</td>
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**CHAPTER 6**
Greening the City

<table>
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<tr>
<th>GCO33. To identify spaces which could be developed as neighbourhood playgrounds and recreational areas for children in areas considered deficient in these facilities. To facilitate the creation of viable public open spaces and playgrounds and play spaces, consideration will be given to the public open space elements of developments in close proximity to each other being pooled together on one site to enhance the gain to the existing and future residents.</th>
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<tr>
<td>GCO34. To support and implement the content 'Dublin City Active Recreation strategy 2009-2016' and related action plans.</td>
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<td>GCO35. To provide for indoor recreational facilities in areas where it is considered that there is insufficient public open space. These must be accessible to all residents, in lieu of part of the open space requirement. Such proposals will be assessed on their merits, their contribution to the recreational needs of the area and their impact on the open space hierarchy.</td>
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<td>GCO36. To provide indoor recreational facilities or all weather pitches as part of a new development, where it is considered acceptable. All such facilities should be multi-functional, dependent on the recreational needs of the receiving area.</td>
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<td>GCO37. To continue with its programme of refurbishment and redevelopment of its existing swimming pools, and to undertake necessary maintenance of its sports halls, with a view to providing affordable indoor recreational amenities.</td>
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<td>GCO38. To maintain beaches at Dollymount, Sandymount, Merrion and Poolbeg/Shellybanks to a high standard, and to develop their recreational potential as a seaside amenity, in order to bring them to 'Blue Flag' standard.</td>
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<td><strong>GCO39.</strong> To seek the transfer of the playing field at Cathal Brugha Barracks from the Department of Defence to Dublin City Council.</td>
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<td><strong>GCO40.</strong> To continue to develop the following parks, open spaces and amenities:</td>
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<td>◆ Tolka Valley Park including Cardiffsbridge Nature Park</td>
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<td>◆ Camac Valley Park</td>
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<td>◆ Dodder Linear Parks between Lansdowne Road and Londonbridge, Ballsbridge and Donnybrook, and Donnybrook and Milltown - and also to promote and actively pursue the development of a park in the area known as ‘Scully’s Field’.</td>
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<td>◆ Santry River Valley/Springdale Road Park.</td>
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<td>◆ Mayne River Valley (in conjunction with Fingal County Council)</td>
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<td>◆ Streamville Park</td>
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<td>◆ Alfie Byrne Road/Tolka Estuary Lands.</td>
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<td>◆ St. Anne’s Park (Management Plan to be implemented)</td>
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<td>◆ Martin Savage Park, Ashtown</td>
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<td>◆ Liberty Park</td>
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<td>◆ Walkinstown Park</td>
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<td>◆ Kildonan Park</td>
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<td>◆ Fairview Park - to include new playground.</td>
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<td>◆ Johnstown Park – to include new playground.</td>
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<td>◆ Grattan Square Park – to include new playground</td>
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<td>◆ Mount Pleasant Square Park – to include new playground</td>
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<td>◆ Mount Bernard Park - include a new playground and to be extended</td>
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<td><strong>GCO41.</strong> For the river Liffey:</td>
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<td>◆ To provide for a footpath along the north bank of the river Liffey from Islandbridge to Chapelizod</td>
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<td>◆ To investigate the feasibility of providing a footbridge across the river Liffey to allow for the development of a pedestrian route linking Liffey Valley Park and the War Memorial Gardens with the Phoenix Park</td>
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<td>◆ To provide a footbridge with cycle lanes across the river Liffey at Chapelizod</td>
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| **GCO42.** To develop a green link along the banks of the river Camac from South Circular Road to Goldenbridge Industrial Estate, and also connecting across Con Colbert Road to the Memorial Gardens. This would link to a heritage trail incorporating Kilmainham Jail, IMMA (Royal Hospital) and the War Memorial Gardens. A green link shall also extend from this route southwards along St. Vincent Street West to the Grand Canal. These links shall allow for both walking and cycle access. |
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| **GCO43.** To continue to develop a linear park along the banks of the river Tolka in particular on institutional lands in the Drumcondra area as they are developed. |
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| **GCO44.** To develop a river walk along the Santry river at Raheny Village between Main Street and Howth Road including the provision of a new pedestrian and (if feasible) cycling bridge over the river at the Scout Den. |
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| **GCO45.** For the river Dodder: |
| ◆ To develop a framework plan to conserve and improve the area along the Dodder between Ringsend and Orwell Bridge (Waldron’s Bridge) |
| ◆ To take into public ownership/create Rights of Way along and across the Dodder at key points and to maintain existing bridges for pedestrians and cycle traffic. Subject to sources of funding, new additional bridges shall be sought. |
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### CHAPTER 6
**Greening the City**

| GCO45. (Cont.) | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
|----------------|-----|------|------|----|----|-----|-----|-----|----|----|-----|-----|-----|-----|-----|-----|
| ◆ To ensure that lands adjoining the Dodder river and zoned Z9 shall be the subject of a specific site objective for their incorporation into a linear park along the Dodder river and as part of the Dodder Linear Riverwalk. | +   | -    | 0    | 0  | 0  | 0   | 0   | 0   | 0  | 0  | 0   | 0   | +   | 0   | 0   | ?   | ?   | 0   |
| ◆ To secure maximum public access and ownership of the walkway along the Dodder river within the city area and to maximise co-operation with the relevant adjoining local authorities towards preparing and then implementing a river access, improvement plan and environmental management plan for the entire length of the river. | +   | 0    | 0    | 0  | 0  | 0   | 0   | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| GCO46. | To seek to provide full public access to Fitzwilliam Square and pending the full acquisition of the park for the city, to seek to have it opened on a number of designated ‘Open Days’. Also, to seek to provide public access to the park at Wilton Terrace. | +   | 0    | 0    | 0  | 0  | 0   | 0   | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| GCO47. | To implement the City Parks Habitat Management Plans for St. Anne’s Park, Springdale Linear Park, Le Fanu Park, St. Kevin’s Park, and Bushy Park, and to produce and implement further Park Habitat Management Plans where appropriate. | +   | +    | +   | 0  | 0  | 0   | 0   | 0   | 0  | 0  | 0   | 0   | 0   | 0   | +   | +   | 0   | 0   |
| GCO48. | To complete works in Poppintree Park. | +   | 0    | 0    | 0  | 0  | 0   | 0   | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| GCO49. | To facilitate use of Lansdowne Valley – from Inchicore to Drimnagh Castle – in accordance with the provisions set out in the Drimnagh Integrated Area Plan (June 2009). | +   | 0    | 0    | 0  | 0  | 0   | 0   | 0   | 0  | 0  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
### Chapter 6
**Greening the City**

<table>
<thead>
<tr>
<th>GC050. To designate Lansdowne Valley as an outdoor resource centre in light of its varied habitats and potential for learning in a number of disciplines. To this end the Council will engage the interest and energy of the local communities, schools and in particular the educational expertise of the City of Dublin VEC.</th>
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### Chapter 7
**Fostering Dublin’s Character and Culture**

<table>
<thead>
<tr>
<th>FC01. To facilitate the growth and continued development of cultural life in the city by supporting the implementation of Dublin City Council’s Cultural Strategy 2009 - 2017.</th>
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<tr>
<th>FC02. To support a Cultural Alliance for the city and to highlight the role of Dublin City Council as the cultural leader in the city.</th>
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<tr>
<th>FC03. To support a range of cultural initiatives and facilitate the provision of a broad range of cultural facilities required by the city’s diverse ethnic populations.</th>
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<thead>
<tr>
<th>FC04. To facilitate the development and expansion of the national cultural institutions and other existing significant cultural facilities and amenities including museums, theatres, cinemas and music venues in the city centre.</th>
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## Chapter 7
### Fostering Dublin’s Character and Culture

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<th>Action</th>
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<tr>
<td><strong>FC05.</strong></td>
<td>To ensure that fit-for-purpose, accessible, cultural facilities are provided as part of a larger developments in the city centre and that fit-for-purpose, accessible, and multi-purpose where appropriate, cultural facilities are provided as part of larger developments in the outer city and suburbs having regard to Dublin City Council’s Cultural Needs Analysis.</td>
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<tr>
<td><strong>FC06.</strong></td>
<td>To support the implementation of neighbourhood-based cultural plans / initiatives (e.g. the Draft Rialto Arts Plan / proposed Community Arts Academy).</td>
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<td><strong>FC07.</strong></td>
<td>To encourage and facilitate the provision of affordable live-work units and studios / workspaces for artists as part of larger mixed-use developments.</td>
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<tr>
<td><strong>FC08.</strong></td>
<td>To support and facilitate the change of use of vacant commercial units to publicly accessible cultural work spaces, performance venues, art galleries etc on a temporary basis through the development management process.</td>
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<tr>
<td><strong>FC09.</strong></td>
<td>To ensure that the naming of new residential and mixed-use schemes reflect local history, folklore and/or place names and are stated in Irish.</td>
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<td><strong>FC10.</strong></td>
<td>To support the selection of a chosen day to be designated ‘Dublin Day’.</td>
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<td><strong>FC11.</strong></td>
<td>To promote and facilitate the development of cultural attractions which are integral to the city, including those attractions that do not charge an entrance fee.</td>
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<tr>
<td><strong>FC12.</strong></td>
<td>To support the use of the Irish language on shopfronts having regard to the principles set out in Dublin City Council’s ‘Shopfront Design Guide’.</td>
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## Chapter 7
### Fostering Dublin’s Character and Culture

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<tr>
<th>FCO13. To support and facilitate the implementation of &quot;Dublin Corporation Public Libraries / Information Services and City Archives: Programme for Development 1996 – 2001&quot;, as revised and updated, to address the deficit in library provision in some areas of the city.</th>
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<th>FCO14. To ensure that a Cultural Impact Assessment accompanies all major planning applications which assesses the contribution(s) that the proposed development proposal will generate in the cultural life of Dublin city.</th>
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<th>FCO15. To support the cultural development of those cultural quarters as set out in Figure 13 including the North Georgian City and O’Connell Street Quarter and the Heuston/Royal Hospital Quarter and promote linkage to the historic village area of Kilmainham/Inchicore, focusing on underutilised amenity resources, increased permeability, and encouraging a vibrant area in which to work and live while having regard to the grain and historic character of these areas.</th>
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<th>FCO16. To support the emergence and nurture the potential of a new diverse cultural quarter in the outer city extending from the Heuston / Royal Hospital Quarter to the historic villages of Inchicore and Chapelizod incorporating the Camac River Valley and Drimnagh Castle Area.</th>
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<th>FCO17. To seek to investigate the merits of developing an ‘Irish Language Quarter’ by clustering the various Irish language organisations into one suitable part of the city.</th>
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### Chapter 7
**Fostering Dublin’s Character and Culture**

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<tr>
<td><strong>FC018.</strong> To discourage an over-concentration of large public houses in any particular area to ensure a balanced mix of cultural uses, including venues for live music, theatre, film and dance, whilst protecting the residential amenities of city-centre residents.</td>
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<tr>
<td><strong>FC019.</strong> To continue to develop a coherent network of attractive, integrated streets and spaces with supporting tourism and cultural signage and information systems having regard to Dublin City Council’s Legible Dublin Study / Wayfinding Study and Historic Street Surfaces and Guidance Document (2008).</td>
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<td><strong>FC020.</strong> To ensure the inclusion of public art in all major development schemes in the city and support the implementation of Dublin City Council’s ‘Policies and Strategies for Managing Public Art’ and ‘Public Art Programme’.</td>
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<td><strong>FC021.</strong> To continue to animate the public domain by facilitating and supporting the delivery of an annual events programme by Dublin City Council in collaboration with key event and festival partners, whilst protecting the residential amenities of the surrounding area.</td>
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<td><strong>FC022.</strong> To develop multi-functional, fit-for-purpose outdoor spaces capable of hosting festivals, events, food and craft markets etc.</td>
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<td><strong>FC023.</strong> To provide a liaison and support service for artists and organisers of outdoor festivals and events.</td>
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<td><strong>FC024.</strong> To facilitate the development of new, and to identify existing, spaces in the city where carnivals, circuses etc. can perform on an annual basis, thus adding variety and colour to the city.</td>
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Chapter 7
Fostering Dublin’s Character and Culture

| FC025. To review the RPS during the lifetime of the development plan to ensure that all records are consistent with the criteria established for inclusion of a record on the RPS. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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<tr>
<th>FC026. To identify and protect exceptional buildings of the late twentieth century, and to categorise, prioritise and where appropriate, add to the RPS. Dublin City Council will produce guidelines and offer advice for protection and appropriate refurbishment.</th>
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<tr>
<th>FC027. To acknowledge the importance of 78/79 Grafton Street, Bewley’s Oriental Café, by encouraging the protection of its use as a café which is intrinsic to the special character of that building, including the entire building – the basement, ground floor and first floor.</th>
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<th>FC028. To provide guidance for owners of protected structures or historic buildings on upgrading for energy efficiency and to promote the principles of sustainable building design in conservation (Refer to Standards Section 17.9.1 Sustainable Building).</th>
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<th>FC029. To facilitate sustainable, well-designed lighting proposals on key landmark structures, which will enhance and are compatible with the character of protected structures and conservation areas.</th>
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<th>FC030. To maintain a register of Buildings at Risk in which protected structures at risk from neglect or wilful damage will be entered and actions may be taken to ensure their survival.</th>
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<tr>
<th>FC031. To carry out a study using international best practice as a guide to formulate detailed guidelines on active uses for buildings within the Georgian Core and Conservation areas.</th>
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<td>FC032. To designate additional Architectural Conservation Areas, including residential, suburban areas of the city with the specific objective of reducing buildings in these areas which are listed on the Record of Protected Structures, as appropriate. (Any buildings selected for deletion from the RPS will be of local rather than of regional significance. These ACAs will protect primarily the front facades and streetscape character and will remove the protected structure status of such buildings.</td>
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<td>FC033. To prepare schemes for Areas of Special Planning Control, where deemed desirable and appropriate having regard to statutory needs of the city.</td>
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<td>FC034. To undertake an assessment to inform the potential ACA designation for the following areas: Mountjoy Square, Crumlin Village (St. Agnes Church and environs), Iveagh Garden’s Crumlin, CIE Estate Inchicore, the eastern part of Rathdown Park/ Rathfarnham Road and Sandymount Village and Environs.</td>
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<td>FC035. To implement historical studies and conservation plans to assist in the conservation of the unique characteristics of Dublin’s historic villages and the promotion of the conservation of their architectural features and streetscapes.</td>
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<td>FC036. To repair, enhance and upgrade the Mansion House as the official residence of the Lord Mayor in order to celebrate 300 years of its continual use as a Mayorality House.</td>
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<td><strong>FC037.</strong> To carry out a survey and study of the remains of the ‘gabled tradition’ of buildings and assist in the conservation, recording and in some cases the restoration of representative examples of these houses so as to prevent this legacy being lost.</td>
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<td><strong>FC038.</strong> To continue to review and implement the Dublin City Heritage Plan.</td>
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<td><strong>FC039.</strong> To identify key urban villages with unique characteristics and special sense of place as part of the review of the Heritage Plan.</td>
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<td><strong>FC040.</strong> To seek the preservation and enhancement of all National Monuments in the city and to consult the National Monuments Advisory Service in assessing proposals for developments which relate to Recorded Monuments.</td>
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<td><strong>FC041.</strong> To implement the signage strategy for the City Walls.</td>
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<td><strong>FC042.</strong> To undertake specific priority conservation works projects and to seek to identify additional national grant mechanisms to aid in the implementation of such projects.</td>
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<td><strong>FC043.</strong> To carry out a survey of all historic shop fronts in the city, and an assessment of the streetscape contribution provided by shop fronts and ensure their protection through the provision of conservation guidelines.</td>
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<td><strong>FC044.</strong> To co-operate with other agencies in the investigation of climate change on the fabric of historic buildings in the city.</td>
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### Chapter 7
Fostering Dublin’s Character and Culture

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<td>FCO45. To continue the preparation and implementation of conservation plans where appropriate, for vulnerable sites during the currency of this plan.</td>
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<td>FCO46. To commemorate and appropriately celebrate the centenary of historic events including the Dublin 1913 Strike and Lockout and the 1916 Rebellion.</td>
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<td>FCO47. To promote best practice for archaeological excavation and encourage the dissemination of the findings of archaeological investigations and excavations through the publication of excavation reports thereby promoting public awareness and appreciation of the value of archaeological resources.</td>
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<td>FCO48. To promote the development of the Dublin City Archaeological Archive.</td>
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<td>FCO49. To continue to develop a long term management plan to promote the conservation, enhancement, management and interpretation of archaeological sites and monuments and to identify areas for strategic research.</td>
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<td>FCO50. To facilitate a study on the effects of foundation types on subterranean archaeological remains.</td>
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<td>FCO51. To promote the development of a Historic Graveyard Advisory Group for Dublin city and to explore the possibility of improving accessibility and genealogical interpretation/information at these historic graveyards and to investigate the potential for the erection of Columbarian Walls.</td>
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## Chapter 7
### Fostering Dublin’s Character and Culture

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<th>FC052. To include Industrial Heritage sites to the Record of Protected Structures during the lifetime of the development plan.</th>
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<tr>
<th>FC053. To encourage and facilitate the conservation and sustainable future use of the old Mill at Rowerstown Lane, Kilmainham as an important example of Dublin’s industrial heritage.</th>
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## Chapter 8
### Making Dublin the Heart of the Region

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<th>HR01. To develop a brand identity for Dublin based on the city’s distinctive identity, built heritage and environment, unique achievements and competitive advantage as international city region.</th>
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<tr>
<th>HR02. To seek to promote the visual identity of the city through the display of flags, banners and crests unique to the city, the city character areas and gateways, as well as the city-region.</th>
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<th>HR03. To develop a large scale interactive touchscreen digital map of the city in City Hall or at the Wood Quay in the Civic Offices allowing visitors to discover and explore the city through the map and to access historic images of events and places together with information about zonings and also images of potential future developments as contained in LAPs or village masterplans.</th>
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<th>HR04. To co-operate with the adjoining local authorities in the Dublin region to prepare and implement a Sustainable Energy Action Plan for the Dublin region.</th>
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To implement the policies and action set out in Economic Development Action Plan for the Dublin City Region, insofar as they are consistent with the development plan.

To request Economic and Employment Impact Statements for appropriate planning applications and to have regard to the economic criteria set out, in planning decision-making.

To examine the need and opportunity for new development and financing models that will allow desirable developments to go ahead in the short-term while ensuring that the optimum development of the site will be achieved in stages.

To examine how key economic generators could have greater spin-off benefits for their surrounding areas and to actively promote their development.

To actively support initiatives and programmes in the Lord Mayor’s Job Creation Plan.

To prepare a report and recommendations on how the city’s attractiveness for foreign direct investment and potential in relation to outward direct investment could be enhanced.
**CHAPTER 9 - Revitalising the City’s Economy**

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<td>To prepare a report and recommendations on how the economic and employment generating capacity of the locally traded services sector (including the feasibility of a Food Tourism Strategy and the potential of street food vending) could be enhanced.</td>
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<td>Objective REO7. To carry out a feasibility study with a view to establishing a social enterprise hub in the city centre, in conjunction with the relevant social entrepreneur umbrella organisations.</td>
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<td>REO8. To work with the Creative Dublin Alliance to identify the challenges and opportunities that enhance the innovation potential of the city and to draw up a programme of work for the delivery of projects that will meet those challenges and develop opportunities, with the aim of positioning Dublin as an Innovation hub for Europe.</td>
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<td>REO9. To establish the contribution of the creative industries to the wider economy in Dublin and identify measures that would help support the growth of existing and emerging creative industries in the city region, including film-making and fashion design. In this regard, Dublin City Council will seek to establish a city quarter with appropriate accommodation space, to support and facilitate the creative industries.</td>
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<td>RE10. To work with the other Dublin local authorities to further develop the practical application of the concept of economic corridors and clustering.</td>
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### CHAPTER 9 - Revitalising the City’s Economy

| REO11. To identify and map the existing and potential clusters in the city region and identify effective supports to optimise the clustering benefits. | PH1 | BFF1 | BFF2 | A1 | A2 | CF1 | CF2 | CF3 | W1 | W2 | MA1 | MA2 | CH1 | LS1 | LS2 | LS3 | LS4 |
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<th>REO12. To map and collate approaches to regeneration and in particular i) the specific employment and enterprise objectives in regeneration plans, to monitor delivery of these outcomes and encourage dissemination and learning ii) to carry out an assessment of the challenges and barriers to regeneration as well as the opportunities and to bring forward recommendations for action.</th>
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<th>REO13. To assess the potential of the Parnell Street, Capel Street and other areas for the creation and the promotion of ethnic retail and restaurant clusters.</th>
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<th>REO14. To assess the need for a range of hotels of suitable size and quality for international conventions/ group tourism and the supply of large scale, high quality banqueting facilities.</th>
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<th>REO15. To examine the issues and potential additional synergies of promoting Dublin as an International Education Centre and to identify and seek to address the challenges experienced by international students in considering Dublin as a city of choice.</th>
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<th>REO16. To examine the feasibility of a cruise terminal in the Poolbeg area and Dublin Port, including a review of the current disembarking point and its connectivity with the city and the development of tour options for visitors within the city and set out recommendations.</th>
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<th>REO17. To support Fáilte Ireland in its data analysis of its Tourist Content System in order to inform the targeted provision of a wide range of future tourist services and facilities.</th>
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CHAPTER 9 - Revitalising the City’s Economy

RDO1. To prepare an Action Plan in consultation with the stakeholders that would optimise the benefits Convention Centre Dublin (CCD), promote, facilitate and bring forward enhanced pedestrian links in O’Connell Street etc and also public realm management.

CHAPTER 10 - Strengthening the City as the National Retail Destination

RDO1. To implement the environmental and other improvements set out in the retail core Framework Plan such as improving facilities for pedestrians, a high quality shopping area and new routes, with the refurbishment and extension of the key pedestrian network including the repaving of the Grafton Street pedestrianised area.

RDO2. To monitor and evaluate progress on the implementation of the City Centre retail core Framework Plan.

RDO3. To promote and facilitate the early implementation of the City Markets Project, a vibrant retail food market, restaurant and leisure market, and a crucial development in integrating the city centre area.

RDO4. To evaluate the operation of the Business Improvement Districts (BIDs) and give consideration to the further designation of the scheme in the city.

RDO5. To give consideration to appropriate signage of the City Centre retail core as a destination for retail, cultural and leisure attractions as part of the City Council’s Pedestrian Wayfinding System.
### CHAPTER 11
Providing Quality Homes in a Compact City

**QHO1.** To undertake a pilot housing scheme, based on the Boston Model, which provides for social, affordable and private rented tenures, under a specific design and management structure, which will necessitate a once-off derogation from the residential development standards set out in Section 17.9.1.

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### CHAPTER 12 - Creating Good Neighbourhoods and Successful Communities

**NCO1.** To liaise with the Department of Education and Science and other community interests in the preparation of a report on the educational needs of the city.

**NCO2.** To actively assist and liaise with the DES in the provision of new or additional school places in developing areas, for example, to progress the delivery of a new primary school in the Whitehall Area, as identified by the DES.

**NCO3.** To investigate the opportunities, in consultation with young people, to provide for challenging play opportunities which provide a wide variety of play experiences and where possible allow access to the natural environment.

**NCO4.** To support the vision and aims of Dublin City Council’s Children’s Services Policy Statement (Dec. 2009).

**NCO5.** To have regard, in the preparation of local level plans, to the City Development Board’s ‘Mapping of Social Inclusion Data’, where such data is relevant and up-to-date data is made available to Dublin City Council.

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### Key Environmental Issues and Policies / Objectives Incorporated into the Dublin City Development Plan 2011 – 2017 to Address These Issues

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<tr>
<th>Overarching Strategic Issues Identified as Affecting Dublin City’s Environment</th>
<th>The Principal Policies and Objectives Incorporated into the Development Plan 2011 – 2017 to Address the Issue</th>
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<tr>
<td>The housing of Dublin city’s growing population in balanced, sustainable and attractive neighbourhoods on the limited amount of suitable land available within Dublin City Council’s administrative boundary to allow for a compact city and region.</td>
<td>Policies SC1, SC5, SC9, SC10, SC13, SC14, QH1, QH2, QH3, QH4, QH15, QH16, QH17, QH24, NC1, NC4, NC7, NC9, NC15, NC20</td>
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<td>The treatment of drinking water is a major issue for the city and region. The current water treatment plants are working to full capacity. While Ballymore Eustace is currently being expanded this will deal only the demand growth that will have taken place in the meantime.</td>
<td>Policies SI35, SI36, SI37, SI38, SI39 and SI40 and Objectives SIO63, SIO64, SIO65, SIO66, SIO67, SIO68, SIO69</td>
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<tr>
<td>In order to meet projected demands up to 2031 and beyond for drinking water a new water source must be determined. Currently the river Liffey is at its limit for safe abstraction.</td>
<td>Policy SI35 and Objective SIO63, SIO66, SIO68</td>
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<td>The European Union Water Framework Directive (WFD) requires that all governments aim to achieve “good ecological status” in all their natural waters by 2015. The rivers in Dublin City Council are currently either ‘at risk’ or ‘probably at risk’ of not being able to achieve good status by 2015 unless improvement measures are taken.</td>
<td>Policy SI41 and Objectives SIO70, SIO71</td>
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<td>Existing wastewater treatment infrastructure required by an increasing population in the Dublin region is inadequate. Maximum capacity will be reached by 2014. Additional wastewater treatment infrastructure must be constructed in order to avoid significant adverse impacts upon water quality, biodiversity, flora and fauna and human health.</td>
<td>Policies SI44, SI45, SI46, SI47 and Objectives SIO72, SIO73, SIO74, SIO75</td>
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<td>There is a need to secure the necessary land, plant and underground corridors for major utility infrastructure, including water supply, delivery and drainage in a compact city to facilitate its growth and well-being while also integrating utility infrastructure into lands so that other uses are not compromised (e.g. rights of way limiting recreational provision).</td>
<td>Objectives SIO67, SIO68</td>
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<td>Overarching Strategic Issues Identified as Affecting Dublin City’s Environment</td>
<td>The Principal Policies and Objectives Incorporated into the Development Plan 2011 – 2017 to Address the Issue</td>
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<td>There is a need to ensure, through the implementation of measures such as sustainable urban drainage systems, that changes in land use do not lead to increased flood risk. Increased flood risks arising from climate change and sea level rise need to be addressed through proper planning and risk management measures in accordance with national guidelines.</td>
<td>Policies SI47, SI48, SI49, SI50, SI51, SI52 and Objective SIO77</td>
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<td>There is a continuing need to ensure better integration of land-use and transport which promotes more sustainable forms of transport, greater use of public transport as well as significant improvements in public transport.</td>
<td>Policies SI1, SI2, SI3, SI4, SI8, SI9, SI10, SI11, SI12, SI14, SI15, SI16, SI17, SI20, SI23 and Objectives SIO1, SIO2, SIO3, SIO4, SIO5, SIO6, SIO7, SIO8, SIO9, SIO11, SIO12, SIO13, SIO14, SIO15, SIO17, SIO18, SIO19, SIO20, SIO30, SIO31, SIO32, SIO33, SIO38, SIO4, SIO52</td>
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<td>A balance must be struck between accommodating the future development, recreational, heritage and biodiversity needs of Dublin city.</td>
<td>Policies GC1, GC2, GC3, GC4, GC5, GC6, GC7, GC8, GC10, GC11, GC12, GC13, GC14, GC15, GC16, GC17, GC18, GC20, GC21, GC22, GC23, GC24, GC25, GC26, GC27, GC28, GC29, GC30, GC32, GC33, GC34, GC35, GC36, GC37, GC38, GC39 and Objectives GCO1, GCO2, GCO5, GCO7, GCO8, GCO9, GC10, GCO11, GCO12, GCO13, GCO14, GCO15, GCO21, GCO23, GCO24, GCO27, GCO28, GCO30, GCO31, GCO32, GCO33, GCO34, GCO35, GCO36, GCO37, GCO38, GCO40, GCO41, GCO42, GCO43, GCO44, GCO45, GCO46, GCO47, GCO48, GCO49</td>
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<td>Under the Kyoto Protocol Ireland has agreed to limit the net growth of Green House Gases (GHGs) to 13% above its 1990 levels (current figure is 25% above 1990 levels). There is a pressing need for Dublin city to reduce its GHG emissions.</td>
<td>Policy SI53, HR8 and Objectives SIO78, SIO79</td>
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<td>Emissions, mainly from the transport sector, are the main threat to air quality in the Dublin region (oxides of nitrogen NOx and PM_{10} and PM_{2.5}). These emissions must be reduced by switching to more sustainable modes of movement and transport.</td>
<td>Policies SI1, SI2, SI3, SI4, SI8, SI9, S10, SI11, SI12, SI14, SI15, SI16, SI17, SI20, SI23, SI5 and Objectives SIO1, SIO2, SIO3, SIO4, SIO5, SIO6, SIO7, SIO8, SIO9, S11, SIO12, SIO13, SIO14, SIO15, SIO17, SIO18, SIO19, SIO20, SIO30, SIO31, SIO32, SIO33, SIO38, SIO49, SIO52</td>
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11.0 GLOSSARY OF TERMS AND PHRASES

Architectural Conservation Area: Place or townscape which is of special architectural, historic, archaeological, artistic, cultural, scientific, social or technical interest or that contributes to the appreciation of protected structures.

Appropriate Assessment: An assessment based on best scientific knowledge, by a person with ecological expertise, of the potential impacts of the plan on the conservation objectives of any Natura 2000 sites (including Natura 2000 sites not situated in an area encompassed by the plan or scheme) and the development, where necessary, of mitigation or avoidance measures to preclude negative effects.

Biodiversity: Describes the variability among living organisms on the earth, including the variability within and between species and also within and between ecosystems.

Brownfield Site: Land that is or was occupied by a permanent structure, which has become vacant, underused or derelict and has the potential for redevelopment.

Carbon sequestration: This is a technique for the long-term storage of carbon dioxide or other forms of carbon, for the mitigation of global warming. Carbon dioxide released by the burning of fossil fuels is usually captured from the atmosphere through biological, chemical or physical processes.

Climate Change: Long-term variations in global temperature and weather patterns, which occur both naturally and as a result of human activity, primarily through greenhouse gas emissions.

Combined Heat and Power: Combined Heat and Power is a system that involves the recovery of waste heat from power generation to form useful energy like useable steam. Combined heat and power is also the production of electricity and thermal energy in a single integrated structure.

Compact City: This term is used to explain a less wasteful pattern of development within the urban area. In spatial terms, all land areas would be used efficiently with effective integration of different uses, services and public transportation. The edges and boundaries of the urban area would be well defined. A city like Barcelona is a good case study.

Consolidate the City: This is a term to explain the principle of increasing densities, making efficient use of land to infill and develop the city, restricting sprawl and sporadic forms of development and co-ordination of land-use patterns with public transportation for ease of access etc. The term is used in conjunction with density policies.

Core Strategy: Core strategy means the strategy contained in a development plan in accordance with Section 5 of the Planning and Development Bill, 2009. The core strategy must show that development plan objectives are consistent with, as far as practicable with national and regional development objectives set out in the National Spatial Strategy and Regional Planning guidelines.

The core strategy shows the location, quantum, phasing of new development, details of transport plans, retail centres and areas designated for significant development during the period of the development plan, particularly for areas for which it is intended to prepare a local
area plan. It includes a map which shows significant development areas / local area plan areas (LAP Areas), retail areas and public transport.

**District Heating:** District heating (less commonly called teleheating) is a system for distributing heat generated in a centralized location for residential and commercial heating requirements such as space heating and water heating.

**Eastern River Basin District:** The Eastern River Basin district incorporates all or part of twelve counties; Westmeath, Meath, Cavan, Kildare, Offaly, Fingal, South Dublin, Dun Laoghaire-Rathdown, Wicklow, a small portion of Wexford and Louth and Dublin city.

**Economic Corridor:** This term is used to describe a route connecting separate centres between which frequent interactions in business occur. Complimentary and supporting function strengthens both centres and locations along the corridor. An example nationally is the Dublin-Belfast Economic Corridor and within the city, UCD/Trinity/Digital Hub/James Hospital corridor.

**Ecological (Eco) Footprint:** A term used to express a measure of human demand and consumption of natural resources owing to lifestyle choices against the earth’s natural ability to renew these resources and the natural environment. The expression of this footprint demonstrates that presently people, owing to lifestyle choices, consume resources at a pace much faster than the earth’s natural ability to renew and recover.

**Environmental Protection Objectives:** Measures used to show whether the objectives of a plan are beneficial to the environment, to compare the environmental effects of alternatives, or to suggest improvements. If complied with in full, the environmental objectives set should result in an environmentally neutral impact from implementation of the plan.

**Environmental Report:** The part of the plan’s documentation which contains the information required by Article 5 and Annex 1 of the SEA Directive.

**Fauna:** A collective term for all kinds of animals.

**Flood Risk Assessment:** A study to assess the risk of flooding under both present and future circumstances, such as changes in climate, land use, development or flood risk management.

**Flood Risk Management:** Flood Risk Management combines the function of mitigating and monitoring flood risks and may include pre-flood, flood-event or post flood activities.

**Flora:** A collective term for all kinds of plants.

**Framework for Sustainable Dublin:** This is a term for an overarching structure to co-ordinate, inform and set in place effective guidance over other policies and decisions to reach sustainable targets and a sustainable course for the city of Dublin.

**Green Based Economy:** This is a model of economic development that possess at its core a strong philosophy of environmental protection, use of renewable resources and promotion of pioneering sustainable techniques paralleled with economic growth.

**Green Corridor:** Linear green connection along road and rail routes, rivers and canals, and including cycling routes and
rights of way. These interconnect larger open spaces, habitats, and areas of natural landscape.

**Green Infrastructure:** This term is used in two ways. It can describe a network of connected, high quality, multifunctional open spaces, corridors, and the links in between that provide environmental services and multiple benefits for people and wildlife. It is also used to describe a broad range of design measures, techniques and materials that have a sustainable character and have a beneficial environmental impact such as solar panels, wind turbines etc.

**Green Roof:** A roof with living vegetation growing in a substrate or growing medium. Also referred to as eco-roofs, vegetated roofs, or living roofs.

**Habitat:** A place in which a particular plant of animal lives. Often used in the wider sense referring to major assemblages of plants and animals found together.

**Indicators:** This word is used either singularly or in conjunction with another term (e.g. Sustainable Indicators) and means a measurable and quantitative statistic which, when grouped over a time period, shows a trend.

**Key Developing Areas:** These are significant and strategic development zones within the city. Their co-ordinated development and inclusion of sustainable principles are an integral part of the core strategy for the city. Proper planning and sustainable development will be guided in these zones by documents such as local area plans and masterplans.

The main growth areas identified for development in the lifetime of the plan e.g. The North Fringe, Pelletstown, Park West, Cherry Orchard and the Docklands. They combine the main elements of the government’s developing areas Initiative (for the co-ordinated delivery of social and physical infrastructure in such areas) with the ‘Framework Development Areas’ of the current development plan. The development of these areas will create clusters of economic, commercial and residential neighbourhoods close to public transport corridors in accordance with the core strategy of the plan.

**Key District Centres:** Localised hubs of commercial, retail, employment and community facilities with a distinctive local identity – usually in the form of urban villages and generally delivered by the Z4 (Mixed Services) zoning. There are 9 KDCs, including 2 in the North Fringe key developing area, Finglas, Ballyfermot, Rathmines and Phibsborough.

Key district centre can lie with a Key Developing Area, as the anchor to the larger area e.g. Ballymun, North Fringe. Rathmines Village is an example of a KDC in its own right that does not lie within a key developing area. Pelletstown, in contrast, still has growth potential as a key developing area, and does not have a key district centre within it – but has 2 smaller neighbourhoods instead.

Also describes distinctive locations in the inner and outer suburbs of the city that are important focal points for mixed services and facilities that service a distinct catchment area. They include historical town centres such as Rathmines and Phibsborough and the major service zones for new emerging areas such as the North Fringe and Ballymun. This term has replaced the designation of Prime Urban Centres (PUCs) under the 2005-2011 Dublin City Development Plan. Strategically,
these locations are important for their city for their accessible locations on important radial routes and public transport routes accessing the city centre, their capacity for future development and their contribution to creating distinctive and special character areas throughout the city.

**Kyoto Protocol:** An international environmental treaty which legally binds countries that signed into the treaty to reduce their production of greenhouse gases by defined targets over a specified time period. The treaty was signed in 1997 in the city of Kyoto Japan and came into effect in 2005. Targets are set to achieve reductions in emissions by set percentages below 1990 levels.

**Metropolitan Area:** This is a term used in Regional Planning guidelines and is a reference to the existing built up area of Dublin and its immediate environs (which includes parts of each of the four Dublin local authorities). It is a distinct urbanised area.

**Mitigation:** The term is used to describe an action that helps to lessen the impacts of a process or development on the receiving environment. It is used most often in association with measures that would seek to reduce negative impacts of a process or development.

**Modal shift:** This is a term used to describe a situation where people change their travel behaviour (usually between home and work) from a particular type of transport (private car for example) to another more sustainable form of travel (public transport for example).

**Over-arching sustainable framework:** This is a reference for an overall, city wide guiding structure to co-ordinate and provide effective guidance across all policies and decisions in the achievement of a sustainable city. The Framework for Sustainable Dublin (FSD) is a specific framework established to achieve this.

**River Basin Management Plan:** As required by the EU Water Framework Directive (2000/60/EC), these plans will establish a strategic plan for the long-term management of the River Basin district.

**Scoping:** Process to determining what issues are to be addressed and setting out a methodology in which to address them in a constructed manner appropriate to the plan or programme. Scoping is carried out in consultation with the appropriate bodies.

**Strategic Environment Assessment:** This is a statutory process of assessment to examine the likely significant environmental effects of a plan or programme, prior to their adoption. It identifies consequences of actions prior to implementation and requires appropriate mitigation measures to remove identified impacts as part of the plan or programme. The SEA process came into force in July 2001 from an EU Directive (EU Directive 2001/42/EC).

**Sustainable Development:** Sustainable development is a very important term in planning and development policies and is used to describe the character of development that minimises negative impacts on the environment and its natural resources. The definition of Sustainable Development comes from the Brundtland Commission (1983) which states it as development "that meets the needs of the present without compromising the ability of future generations to meet their own needs". The Brundtland Commission was convened as a world commission on the environment amid growing concern for the deterioration of the natural environment,
the depletion of natural resources and consequences for social and economic development.

**Sustainable Urban Drainage Systems:** A form of drainage that aims to control run-off as close to its source as possible using a sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.

**Synergies:** This term refers to strong connections between different locations, a complimentary character in terms of activities and types of uses and correspondingly strong interactions between the locations with frequent movement patterns between the locations.

**Taking in Charge:** This is a term to describe when a local authority takes over the running/maintenance/ownership of lands that were developed privately but which have public access and a wider public benefit in their provision. The local authority thereafter looks after these areas for the public. Examples are residential estate roads and public parks.

**Traffic/Transport Assessment:** Also referred to as a Traffic Impact Assessment, this is a detailed assessment of the impacts of a proposed development on the transportation systems of the surrounding environment and is used to help inform decisions on design, access proposals, quantum of new car parking etc. It assesses the capacity of the existing street network to absorb additional quantities of trips and makes recommendations for traffic management, promotes integration with public transport etc.

**Urban Form:** This term is a collective reference for the various separate important elements that create an urban area. These elements include at a broad level the relationship between streets, blocks, individual buildings, open space etc. Understanding the urban form of a particular area can identify strengths and weaknesses of the existing area’s character and can inform positive ideas for new proposals to respect or restore the urban form.

**Urban Sprawl:** A term used to describe unco-ordinated or haphazard expansion of urban type development into undeveloped and rural areas that adjoin the boundary of a town or city. Urban sprawl can erode the lines of division between urban locations and the countryside.

**Water Framework Directive:** A European Community Directive (2000/60/EC) designed to integrate the way we manage water bodies across Europe. It requires all inland and coastal waters to reach “good status” or “good ecological potential” in the case of heavily modified water bodies by 2015.