



An
Bord
Pleanála

Board Order 29S.ZD.2013

Planning and Development Acts 2000 to 2018

Planning Authority: Dublin City Council

Poolbeg West Planning Scheme Interim Publication

Planning Authority Reference: PWSDZ

An Bord Pleanála Reference Number: 29S.ZD.2013

WHEREAS the Poolbeg West Planning Scheme Interim Publication was deemed to have been made by Dublin City Council on the 2nd day of October, 2017 under section 169(4)(b) of the Planning and Development Act, 2000, as amended,:

AND WHEREAS Sandymount and Merrion Residents Association care of Joan MacArthur of 36 Park Avenue, Sandymount, Dublin and others appealed the decision of the planning authority in relation to the planning scheme:

Decision

An Bord Pleanála decided under the provisions of section 169 (7) of the Planning and Development Act, 2000, as amended, to APPROVE the making of the planning scheme based on the reasons and considerations under and subject to the modifications set out below.

Matters Considered

In making its decision, the Board had regard to those matters to which, by virtue of the Planning and Development Acts and Regulations made thereunder, it was required to have regard. Such matters included any submissions and observations received by it in accordance with statutory provisions.

Reasons and Considerations

Having regard to:

- the provisions of Part IX of the Planning and Development Act, 2000, as amended,
- the designation by the Government of this area as a Strategic Development Zone by S.I. No. 279 of 2016, Planning and Development Act, 2000 (Designation of Strategic Development Zone: Poolbeg West, Dublin City) Order 2016,
- national and strategic policy and guidelines as set out in Project Ireland 2040 - The National Planning Framework (NPF) and the National Development Plan 2018-2027 (NDP), the Regional Planning Guidelines for the Greater Dublin Area 2010-2022, the National Transport Authority's Transport Strategy for the Greater Dublin Area, 2016-2035, and the Dublin Port Masterplan 2012-2040 and Dublin Port Masterplan Review published in April, 2018,
- the provisions of the Dublin City Development Plan, 2016-2022 and the current Housing Strategy for the area,

- the Urban Development and Building Heights Guidelines for Planning Authorities, issued by the Department of Housing, Planning and Local Government on the 7th day of December, 2018,
- the Strategic Environmental Assessment Environmental Report and the SEA Statement,
- the existing pattern of development in the area, the effect the scheme would have on any neighbouring lands and the effect the scheme would have on any place which is outside the area of the planning authority,
- the documentation and submissions on file, the Natura impact statement and Appropriate Assessment,
- the report of the Inspector, who conducted an Oral Hearing, and the Inspector's addendum report,

the Board considered that, subject to the modifications set out below, the Poolbeg West Planning Scheme Interim Publication dated October, 2017, additional detail and supporting documentation, including that submitted to An Bord Pleanála on the 27th day of November, 2018, complies with the relevant statutory requirements and provides for the comprehensive planning and sustainable development of the site in accordance with the requirements of the Strategic Development Zone designation, and would, therefore, be in accordance with the proper planning and sustainable development of the area.

The Board concluded, generally in agreement with the reporting inspector that the Planning Scheme as modified:

- provides for an appropriate development of housing and related uses which will allow the coherent development of the Poolbeg West area,
- allows for an appropriate mix of land-uses, at development densities that are acceptable having regard to the location and character of the site,
- provides for adequate leisure, community, educational, commercial facilities and public realm for future residents of the area,
- provides for sustainable transport modes appropriate to the central location of the site,
- provides for adequate infrastructural facilities to service the area,
- allows for a suitable phasing mechanism which will ensure development is carried out in association with the associated infrastructure,
- allows for the creation of an attractive urban quarter,
- makes provision for an appropriate variety of urban uses and forms which will allow for place definition, and
- makes provision for appropriate access and interconnection both with the surrounding urban area and between the varied elements of the Planning Scheme.

Appropriate Assessment

Stage 1:

The Board considered the Screening Report for Appropriate Assessment, the Natura impact statement and all other relevant submissions and carried out an appropriate assessment screening exercise and an appropriate assessment in relation to the potential effects of the proposed development on designated European Sites. The Board noted that the proposed development is not directly connected with or necessary for the management of a European Site and considered the nature, scale and location of the proposed development, together with the report of the Inspector.

The Board agreed with the screening assessment and conclusion carried out in the Inspector's report that South Dublin Bay Special Area of Conservation (Site Code: 000210), North Dublin Bay Special Area of Conservation (Site Code: 000206), Baldoyle Bay Special Area of Conservation (Site Code: 000199), South Dublin Bay and River Tolka Estuary Special Protection Area (Site Code: 004024), North Bull Island Special Protection Area (Site Code: 004006) and Baldoyle Bay Special Protection Area (Site Code: 004016) are the European Sites for which there is a likelihood of significant effects.

The Board was satisfied that all other European Sites could be screened out of any further assessment because of the nature of the European Sites, the absence of an aquatic connection between the European Sites and the Strategic Development Zone site, or the location of the European Sites, located at such a distance from the Strategic Development Zone that effects are not foreseen.

Appropriate Assessment

Stage 2:

The Board considered the Natura impact statement and all other relevant submissions and carried out an appropriate assessment of the implications of the proposed development for European Sites in view of the sites' conservation objectives (South Dublin Bay Special Area of Conservation (Site Code: 000210), North Dublin Bay Special Area of Conservation (Site Code: 000206), Baldoyle Bay Special Area of Conservation (Site Code: 000199), South Dublin Bay and River Tolka Estuary Special Protection Area (Site Code: 004024), North Bull Island Special Protection Area (Site Code: 004006) and Baldoyle Bay Special Protection Area (Site Code: 004016). The Board considered that the information before it was adequate to allow the carrying out of an appropriate assessment.

In completing the assessment, the Board considered, in particular, the likely direct and indirect impacts arising from the proposed development both individually or in combination with other plans or projects, the mitigation measures which are included as part of the current proposal and the conservation objectives for these European Sites, the iterative manner of assessment that prioritises the avoidance of effects in the first place and mitigates against these where these cannot be avoided, and the fact that the Planning Scheme is a lower tier plan of the Dublin City Development Plan, and that all developments proposed under the Planning Scheme will themselves be subject to appropriate assessment when further details of design and location are known.

The Board considered the modifications below and determined that these modifications do not constitute material changes and would not constitute a change in the overall objectives of the Planning Scheme. It is also considered that the extent and character of any modification would not be likely to have a significant effect on the environment (within the meaning of Annex II of Directive 2001/42/EC) or on any European Site.

In completing the appropriate assessment, the Board accepted and adopted the appropriate assessment carried out in the Inspector's report in respect of the potential effects of the proposed development on the aforementioned European Sites, having regard to the sites' conservation objectives. In overall conclusion, the Board was satisfied that the Planning Scheme (including modifications), by itself and in combination with other plans and projects, would not adversely affect the integrity of any European Sites in view of the sites' conservation objectives.

Strategic Environmental Assessment

The Board noted the Strategic Environmental Assessment process followed in the development of the Planning Scheme and noted the content of the Environmental Report. The Board took the foregoing into account in considering the Poolbeg West Planning Scheme Interim Publication dated the 2nd day of October, 2017, additional detail and supporting documentation including that submitted to An Bord Pleanála on the 27th day of November, 2018 and agreed that the relevant requirements of the Planning and Development Acts and the Planning and Development Regulations have been fulfilled with the regard to the Strategic Environmental Assessment process.

The Board, therefore, approves the Planning Scheme, subject to the modifications set out below.

A copy of the consolidated Planning Scheme, hereby approved and as modified by this Order, shall be prepared by the Development Agency prior to the publication of notice of approval of the Scheme as required under section 169(7)(d) of the Planning and Development Act, 2000, as amended. The consolidated Planning Scheme shall be used by the planning authority in assessing all planning applications in the Scheme area.

The Strategic Environmental Assessment Statement for the Planning Scheme and all accompanying reports shall be amended to reflect the modifications (below) applied by this Order. This includes the following Objectives from Table 2.1 Mitigation Measures; Objective IU11 (Modification 15), Objective IU1 (Modification 12), Objective IU9 (Modification 14), Objective IU5 (Modification 13) and additional Objectives US6 and US7 (Modifications 23 and 25).

Modifications

Deleted text is typically denoted with a ~~strikethrough~~.

Additional text is typically denoted by **bold text**.

Modification 1

All relevant document text and illustrations shall be amended to reflect the modifications and the additional detail and supporting information submitted by the Development Agency to An Bord Pleanála on the 27th day of November, 2018, except as may otherwise be required in order to comply with the following modifications.

Reason: In the interest of clarity.

Modification 2

Replace Objective PR1 with the following: (Page 55 of Planning Scheme)

~~PR1 That an Overall Public Realm Masterplan is prepared for this Planning Scheme within one year of the publication of the Planning Scheme, based on Dublin City Council's public realm strategy in consultation with the Docklands Oversight and Consultative Forum addressing in detail public realm design, including inter alia, materials, planting and street furniture, for key components of the development lands, including (i) major streets; (ii) minor streets; (iii) parks, open space and green routes and screening; and (iv) courtyards.~~

~~Unless agreed otherwise,~~ Owners of landbanks within the SDZ area ~~will~~ **shall** prepare public realm masterplans for their respective ~~areas~~ **blocks, internal courtyards and surrounding streets**, for adoption into an Overall Public Realm Masterplan for the entire SDZ area, to be approved by Dublin City Council. ~~Prior to the preparation of this Overall Masterplan, the~~ **The** exact layouts and widths of streets and spaces within the SDZ area are to be confirmed and agreed with relevant agencies and Dublin City Council **and each masterplan shall include details relating to the following:**

- **surfacing, materials, planting, street furniture, play equipment, lighting and public art, and their arrangement and location within the street,**
- **proposals for active soft edges/defensible spaces where residential units meet the public realm,**
- **proposals and locations for highly permeable frontages to ground floor businesses opening out onto streets,**
- **allocation of street space for each mode of movement based on the priority hierarchy set out in the Design Manual for Urban Roads and Streets, and**
- **parking details including exact number of off-street and on-street spaces, loading spaces and accessible spaces.**

Within one year of the publication of the Planning Scheme, detailed landscape plans shall be prepared for the Village Green and the Coastal Park based on the development and design codes and public realm strategy submitted to An Bord Pleanála on the 27th day of November, 2018.

Reason: In the interest of clarity and to ensure that the Poolbeg West neighbourhood is developed as a high-quality people-focused urban quarter.

Modification 3

Amend Section 3.5: (Page 12 of Planning Scheme)

~~Of the 3,500 new homes permissible on the site under this Planning Scheme, 900 will be delivered as either social and/or affordable units including units for senior citizens. A minimum of 350 (10%) will be delivered as social housing in accordance with the provisions of Part V of the Planning and Development Act 2000, (as amended). In addition, given public investment in enabling infrastructure for the area and in order to ensure a proper and sustainable tenure mix, a commercial agreement with confirmed funding will be entered into, prior to commencement of development, between Dublin City Council, the Department of Housing, Planning, Community and Local Government and the owners/developers of the residential element of the overall SDZ area which will ensure the delivery of the balance of the social/affordable homes.~~

10% of new residential units provided on the lands included in this Planning Scheme shall be delivered as social housing in accordance with an agreement made with the planning authority pursuant to Section 96 of the Planning and Development Act 2000, as amended.

- Prior to commencement of development, subject to confirmed funding and value for money considerations, a commercial agreement shall be entered into between Dublin City Council, the Department of Housing, Planning and Local Government and the owners/developers of the residential element of the Planning Scheme for the delivery of 15% of the residential units approved on the lands included in this Planning Scheme for social and affordable housing purposes. These units shall be additional to the housing provided for social housing purposes as required above.**

Reason: To ensure compliance with the provisions of Part V of the Planning and Development Act, 2000, as amended, and to ensure an appropriate tenure mix of housing is provided at this large and city-centre proximate location and, thereby, implementing Government policy on sustainable and compact urban development, as set out in Rebuilding Ireland and the National Planning Framework.

Modification 4

Amend Objective H5: (Page 13 of Planning Scheme)

Where the scheme is a dedicated build-to-rent, proposals including studios/shared accommodation, the mix shall comply with table 3.2. To avoid domination of any particular unit mix or tenure, any such build to rent proposal shall be limited to one scheme in the range of 100-150 units within each ~~urban block~~ **of the four urban blocks.**

Reason: To allow for a greater mix of tenure throughout the neighbourhood.

Modification 5

Amend second paragraph of Section 4.4.2: (Page 16 of Planning Scheme)

The planning scheme will seek to ensure that developments in Poolbeg West contribute to the 5% allocation of space in the docklands area to be used for social, **community**, cultural, creative and artistic purposes.

Reason: In the interests of clarity and consistency.

Modification 6

Amend CD8: (Page 18 of Planning Scheme)

- (i) To require all developments over 200 residential units/10,000m² to provide 5% social, community, **cultural**, creative and artistic space(s) in the SDZ as identified in an updated 2015 Cultural and Community Audit, to be completed within 6 months. This space can be provided in tandem with needs identified through the cultural and community audits to achieve viable economies of scale. Each application must demonstrate how this is to be provided for as part of the implementation of the SDZ scheme set out in Chapter 12. The scheme shall aim to provide for artists' studios comprising 10 – 20 studios in one or more clusters, delivering a minimum of 40 artist studios of varying size.

Reason: In the interests of clarity and consistency.

Modification 7

Amend Section 6.2 (3rd bullet point): (Page 24 of Planning Scheme)

The eastern By-Pass reservation corridor needs to be accommodated within the SDZ to comply with the NTA Transport Strategy for the Greater Dublin Area 2016-2035. The section of the Bypass route extending from the southern end of the Port Tunnel to the South Port area (i.e. SPAR, **now referred to as M50 Dublin Port South Access**) is to be delivered within the lifetime of the NTA Transport Strategy for the Greater Dublin Area. This will have an impact on potential land uses within the SDZ; **however, it should not impact on lands to the south of South Bank Road, and development can proceed in this area in advance of any further route selection studies.** The development of the Planning Scheme is not contingent on the construction of the Eastern bypass from the east end of South Bank Road southwards.

Reason: In the interest of clarity.

Modification 8

Amend Section 6.5: (Strategic Links - 2nd paragraph) (Page 27 of Planning Scheme)

Planned strategic route investment for the area includes the Eastern bypass (alignment preservation) and associated South Port Access route, and the Dodder Bridge. Important for the long-term development of this area is the protection of an alignment for the South Port Access Route protected within the Eastern By-Pass corridor and is similarly protected for the future in accordance with the National Transport Authority Transport Strategy for the Greater Dublin Area. **Dublin City Council will also work with Transport Infrastructure Ireland and the National Transport Authority to refine the route of the South Port Access/Eastern Bypass Corridor Reservation.** The SPAR scheme would either terminate at Seán Moore Road roundabout or at a new junction further east. Because the South Port Access route will not be delivered for some time, the matter of heavy traffic on South Bank Road needs to be addressed. In this regard, it is intended to provide in the short term a new access as an 'Alternative (South) Port Access Route' to the south port area north of the proposed new junction of Seán Moore Road/South Bank Road.

Reason: In the interest of clarity.

Modification 9

Amend Section 6.7 (new text proposed by Development Agency in response to information request by An Bord Pleanála): (Page 17 of Development Agency submission to An Bord Pleanála on 27th November, 2018)

The car parking standards for Blocks A1-A4 are addressed at block level and at site level based on:

- (i) The likely provision of shared basements including areas beneath the ~~Village Green~~, Neighbourhood Square, the reserved school site and some of the streets: and
- (ii) The need for a level of flexibility that allows for some individual developments to provide greater than the standards but maintains controls on the overall car parking allowance at the level of the block.

For the purposes of this section, the basement beneath the School Site is incorporated in Block A3. ~~and the basement beneath the Village Green in Block A4.~~

Reason: To achieve the vision for the Village Green and to allow its early delivery.

Modification 10

Amend Section 6.7 (new text proposed by Development Agency in response to information request by An Bord Pleanála): (Page 18 of Development Agency submission to An Bord Pleanála on the 27th day of November, 2018)

The residential car park allocation within the basements does not include provision for visitors. Visitors will be accommodated on-street where there is capacity for some 165 spaces to include not less than 20% accessible spaces and 40% electric charging bays. **All car parking within basements shall be provided, by the developer, with electric charging points. All visitor parking will be provided with ducting for electric charging.**

Reason: In the interest of sustainable development.

Modification 11

Amend Section 6.8 (new text proposed by Development Agency in response to information request by An Bord Pleanála): (Page 19 of Development Agency submission to An Bord Pleanála on the 27th day of November, 2018)

For the purposes of the Bicycle Parking Strategy, the basement beneath the School Site is incorporated in Block A3. ~~and the basement beneath the Village Green in Block A4.~~

Reason: To achieve the vision for the Village Green and to allow its early delivery.

Modification 12

Amend Objective IU1: (Page 35 of Planning Scheme)

To require all proposed developments to carry out a site specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (Department of the Environment, Heritage and Local Government, November 2009, as may be revised/updated).
- The prevailing Dublin City Development Plan.
- **Recommendations contained within Section 4 of the Strategic Flood Risk Assessment for the Poolbeg West Planning Scheme.**

Reason: In the interest of clarity.

Modification 13

Amend Objective IU5: (Page 36 of Planning Scheme)

To ensure that development is permitted in tandem with available waste water, surface water and water supply, and to manage development, so that new schemes are permitted only where adequate water supply resources exist or will become available within the life of a planning permission.

Developers shall prepare and implement local network plans for water supply and wastewater treatment in accordance with the requirements and subject to the approval of Irish Water.

Provision shall be made within Strategic Development Zone lands for an easily accessible below ground wastewater pumping station and associated above ground kiosk, with flexibility as to the precise location, subject to the approval of Irish Water and designed in accordance with Irish Water standards.

The build out of the Planning Scheme shall ensure that all critical infrastructure is not built over and appropriate clearance is made available to facilitate maintenance.

Reason: In the interest of clarity and to ensure a proper standard of development.

Modification 14

Amend Objective IU9:

~~That all proposed developments of an appropriate scale be district heating-enabled in order to provide an environmentally sustainable option for heating and cooling.~~

That all developments shall be District Heating enabled and this shall be demonstrated through compliance with the Dublin City document “Dublin District Heating System – Technical Information Pack for Developers”, (February, 2018) and future updated versions of this document. All streets from initial construction shall have outgoing and ingoing district heating pipes with connections for each development as part of a wider district heating network

Reason: In the interest of clarity and to provide for sustainable development.

Modification 15

Amend Objective IU11: (Page 37 of Planning Scheme)

That all undeveloped sites be remediated to internationally accepted standards **which shall be consistent with the land use types set out in the Planning Scheme. Developers will be required to carry out a full contaminated land risk assessment and to implement a contamination interception, monitoring and mitigation management system.** All applications shall be accompanied by a report from a qualified, expert consultant detailing compliance with the remediation measures as outlined in the Remediation Measures Report. The remediation shall incorporate international best practice and expertise on innovative ecological restoration techniques including specialist planting and green initiatives that create aesthetically improved sites, healthy environments and contribute to the provision of new green open spaces as integral parts of newly created areas.

Treatment/management of any contaminated material shall comply as appropriate with the Waste Management Act 1996 (waste licence, waste facility permit) and under the EPA Act 1992 (Industrial Emissions licensing, in particular the First Schedule, Class 11 Waste).

These measures will ensure that contaminated material will be managed in a manner that removes any risk to human health and ensures that the end use will be compatible with any risk.

Reason: In the interests of public health and safety.

Modification 16

Amend Chapter 9 as follows:

- (a) Point 7 in Table for Phasing Area A, Phase 1 (Page 48 of Planning Scheme)

~~New amenity space developed (either village green or coastal park) adjoining housing, with parts of central boulevard & coastal link also provided.~~

New Village Green amenity space developed with parts of central boulevard and coastal link also provided.

- (b) Point 4 in Table for Phasing Area A, Phase 2 (Page 12 of Development Agency submission to An Bord Pleanála on the 27th day of November, 2018)

Community Hub Building under construction and due for opening prior to ~~occupation~~
the making available by the developer for occupation of any unit of Phase 2.

Reason: To ensure a satisfactory and timely standard of amenity and in the interest of clarity.

Modification 17

Add new point number 8 to Phase A Table - Phase 1 to number list at Section 9.4:
(Page 48 of Planning Scheme)

Infrastructure Requirements

- 8. A strategy for underground services and utilities shall be developed for Area A as a prerequisite to the approval of any planning applications within the Strategic Development Zone. This is to recognise that infrastructure and utilities are required to be dealt with at site level.**

Responsible Stakeholder – Developer/Landowner

Reason: In the interest of clarity and to facilitate comprehensive development.

Modification 18

Amend Section 11.3.5: (Page 58 of Planning Scheme)

~~Lands to the north and east have been retained for port related/industrial uses (Blocks B1 and B2). An urban envelope has been determined for these areas which allows for a range of uses and buildings including the predominant use for cargo storage and container storage up to 3 containers high. Should any intensification of these lands occur a general maximum height limit of 28 m applies, not including structures that are ancillary to any port/industrial use (such as chimneys, cranes or storage tanks). All such structures above 28 m shall be subject to a visual impact assessment from key vantage points along the Dublin Bay foreshore. Taller buildings may be permitted on lands directly to the north of South Bank Road to accommodate a further 50,000 sq. m. of office space and establish an urban edge that is reflective~~

~~of that to the south. It should be noted however that development of any permanent structure in the South Port Access Road/Eastern Bypass Corridor (see figure 6.3) is subject to agreement with TII.~~

Areas B1 and B2 shall be used only for temporary port facilities, port related buildings, existing uses and container storage until resolution of the Eastern Bypass route corridor. Following resolution of details of the route corridor the Planning Scheme shall be amended to allow for the development of the remainder of the B1 and B2 lands, following a more detailed consideration of appropriate urban form and long-term land use. Development in B1 and B2 lands shall have a height limit of 28 metres (other than ancillary port structures such as chimneys, cranes and storage tanks).

Reason: In the interests of clarity and consistency.

Modification 19

Amend Figures 9.1 and 9.2: (Part B - Figures of Planning Scheme, Page 8)

Remove mixed use zoning within Port Park and amend to 'Development Infrastructure/Open Space'.

Amend Figures 8.1 and 8.2: Extend Open Space/ Park Area to include existing industrial site at the south-west corner of the Port Park. (Part B - Figures of Planning Scheme, Page 7)

Reason: In the interest of the amenities of future residents of Poolbeg West and in the interest of orderly development.

Modification 20

Amend Section 11.2.1 (1st Paragraph): (Page 56 of Planning Scheme)

The main points of access to Poolbeg West are Seán Moore Road and South Bank Road via **a new network of Local Access Streets/Green Links.**

Amend Section 11.2.1 (2nd Paragraph): (Page 57 of Planning Scheme)

The street hierarchy and street layouts have been developed in accordance with the Design Manual for Urban Roads and Streets (DMURS) to create self-regulating network that prioritizes the safety of vulnerable users and the movement of sustainable modes. **The street hierarchy, including indicative cross sections and layouts are illustrated in Appendix 2. This includes:** ~~The alignment and widths of Main Access Streets/Green Links/Boulevard are fixed and comprises; (see also Appendix 2 – Street Hierarchy, Cross Sections & Layout).~~

- A. ~~The~~ **A** new 27m wide Central Boulevard (+/- 2m depending on specific site circumstances) incorporating cycle lanes, together with wide footpaths and a treed lined landscape strip integrated with SUDS (See Figure 11.4 – Central Boulevard Photomontage). This central boulevard also serves the major function of linking the maritime character of the Bay back through Poolbeg West to Ringsend/Irishtown. **The alignment of the Central Boulevard is fixed.**

- B. A new 20 m wide (+/- 2m depending on specific site circumstances) South Bank ~~link~~ **Access** Street located between blocks A1 and A2 and connecting to the retail hub/Village Green area. **The alignment of the South Bank Access Street is fixed.**

- C. A new 16m wide 'Green' coastal **and school access** route (+/- 2m depending on specific site circumstances) linking Seán Moore Road to the proposed school site, Village Green and on to the Coastal Park. **The alignment of the Coastal and School Route is fixed.**
- D. The alignment and widths of other ~~more~~ local streets (**that is, Side Streets and Home Zones**) is flexible, provided a DMURS compliant grid like network is achieved.

Vehicular access to basement car parking should be discreet **and provided from Side Streets where possible.**

Reason: To provide a greater degree of clarity.

Modification 21

Amend Section 11.5.2: (last paragraph) (Page 61 of Planning Scheme)

A greater range of block layouts may be considered in commercial areas ~~and the Neighbourhood Centre~~ where public access may be desirable to all sides of the building. **Commercial blocks may be based on full site coverage incorporating an atrium, to enable larger floor plates.**

Reason: To allow for greater flexibility in office floorplates and areas.

Modification 22

Add Additional Section 11.5.4 **Materials and Finishes:**

An important element in the creation of a new urban quarter is the use of high quality materials. High quality external materials can create a cohesive identity while also creating distinctiveness and visual diversity. The overall palette of materials shall respond to the site setting. Given the exposed location of the Poolbeg West site adjacent to the coast, which can experience strong weather conditions, durable and robust materials are required; materials that will maintain a good appearance over time. Materials to include stone, brick, concrete, steel and glass. Render to be used sparingly.

The building materials shall be of high sustainable standards, displaying high energy performance. All materials shall be durable to avoid long term maintenance problems.

Reason: In the interests of visual amenity and sustainable development.

Modification 23

Add Additional Objective US6:

High quality, sustainable, durable, robust materials shall be used on the exteriors of all buildings and shall be predominantly stone, brick, concrete, steel and glass.

Reason: In the interests of visual amenity and sustainable development.

Modification 24

Add Additional Section 11.5.5 **Building Entrances:**

Entrances increase activity on the street and improve surveillance, making streets safer and livelier. The primary access to buildings shall be from the street with entrances at no more than 20 metre intervals. However, entrances to commercial development fronting South Bank Road and Sean Moore Road may exceed this distance. Throughout the Planning Scheme area, other than entrances to upper floors referred to in Specific Objective A5.5.2, residential accommodation on the ground floor shall have private front doors which maximise entrances onto the street.

Reason: In the interest of creating safe, lively streets.

Modification 25

Add Additional Objective US7:

The primary access to buildings shall be from the street with entrances at no more than 20 metre intervals. The number of individual entrances to ground floor uses facing the street shall be maximised.

Reason: In the interest of creating safe, lively streets.

Modification 26

Chapter 11: Add additional Objective US6:

The Development Agency shall prepare an overarching Architectural Concept Statement for Poolbeg West and shall require individual ‘Architectural Design Statements’ to be submitted with all planning applications to ensure a holistic and coherent architectural design approach for all buildings and streets in Poolbeg West. Architectural Design Statements shall be prepared in cooperation with adjoining applications within an individual block and within the context of all blocks within a street to forge an individual street identity with emphasis on vertical features and own door access.

Reason: To facilitate the development of visually coordinated and coherent streetscapes.

Modification 27

Amend Street Hierarchy Figures in Appendix 2, Public Realm Strategy for Streets and Key Open Spaces: (Development Agency submission to An Bord Pleanála on the 27th day of November, 2018, Appendix 2, Pages 3 and 7)

Carriageway widths along Central Boulevard and South Bank Link Street shall be no more than 6m.

Reason: To limit motor vehicle speed and dominance in the interest of pedestrian and cyclist safety.

Modification 28

Amend all relevant figures and text: (Development Agency submission to An Bord Pleanála on the 27th day of November, 2018, Appendix 2, Pages 3, 5 and 7)

Raised tables or platforms shall be placed at all junctions with side streets along Central Boulevard, South Bank Road and South Bank Link Street. These raised tables shall incorporate opportunities for pedestrians to cross in all directions.

Reason: In the interests of pedestrian safety and convenience.

Modification 29

Amend relevant text: Appendix 2, Public Realm Strategy for Streets and Key Open Spaces: (Development Agency submission to An Bord Pleanála on the 27th day of November, 2018, Appendix 2, Page 7)

South Bank Link Street to include cycleway provision segregated from the carriageway/bus route.

Reason: In the interest of cyclist safety.

Modification 30

Amend Appendix 2, Public Realm Strategy for Streets and Key Open Spaces, Page 2: (Development Agency submission to An Bord Pleanála on the 27th day of November, 2018)

Include site access to John Bissett Engineering site.

Reason: In the interest of clarity.

Modification 31

Amend Appendix 5, Specific Objective A5.1.2 Land Use Mix (5th bullet point): (Appendix 5, Page 2 of Development Agency submission to An Bord Pleanála on the 27th day of November, 2018)

Community uses along the Central Boulevard/Sean Moore Road ~~should~~ **shall** include a ~~health~~**medical** centre and essential local services.

Reason: In the interest of orderly development and to ensure timely delivery of a medical centre.

