



STATUTORY INSTRUMENTS.

S.I. No. 297 of 2007

DUBLIN DOCKLANDS DEVELOPMENT AUTHORITY ACT 1997
(SECTION 25 PLANNING SCHEME) ORDER 2007

(Prn. A7/1127)

DUBLIN DOCKLANDS DEVELOPMENT AUTHORITY ACT 1997
(SECTION 25 PLANNING SCHEME) ORDER 2007

The Minister for the Environment, Heritage and Local Government, in exercise of the powers conferred on him by Section 25(1) of the Dublin Docklands Development Authority Act, 1997 (No.7 of 1997), hereby specifies the area described in the schedule to this Order as an area for which the Dublin Docklands Development Authority may prepare a planning scheme under Section 25 of the said Act.

SCHEDULE

In this Schedule—

Unless otherwise specified, any reference to a line drawn along any bridge, railway track, river, road or street, shall be construed as a line drawn along the centre of such bridge, railway track, river, road or street, as the case may be.

The part of the county borough of Dublin bounded by a line commencing at the point (hereinafter in this description referred to as the first-mentioned point) where the River Liffey is intersected by the northerly projection of Thorncastle Street, then continuing in a southerly direction along the said projection and Thorncastle Street to the point where it joins York Road, then continuing in an easterly direction where it intersects with the roundabout at Sean Moore Road and continues in a south-westerly direction along Sean Moore Road to the point where it intersects with Beach Road and continues in a south-easterly direction along Beach Road to the point where it is joined by Marine Drive, then continuing in a north easterly direction in a straight undefined line to the point where it intersects with the high water mark of Dublin Bay along the south eastern boundary of Sean Moore Park, then continuing, initially in a north easterly direction, along the said high water mark to the point where it first adjoins the southern side of the Great South Wall, then continuing due north along a line to the point where it intersects the high water mark on the northern side of the Great South Wall, then continuing, initially in a westerly direction, along the last-mentioned high water mark for a distance of 373 metres, then turning due south and continuing to the intersection point with Pigeon House Road then continuing in a westerly direction along Pigeon House Road for 492 metres, then continuing due north for 55 metres and turning west for 60 metres, then north for 71 metres, north west for 67 metres then north-east for 185 metres, then turning north along a projected line until it intersects with the high water mark and continuing along said high water mark until a point where it intersects with the northerly projection of the junction between Pigeon House Road and

*Notice of the making of this Statutory Instrument was published in
"Iris Oifigiúil" of 22nd June, 2007.*

an undefined access road immediately west of the cooling pond for the Synergen plant, then turning south to the intersection with Pigeon House Road then continuing in an easterly direction for 467 metres along Pigeon House Road to the intersection point with the access road to the Water Treatment Plant, then in a southerly direction along the eastern boundary of the access road for 63.5 metres, then in an easterly direction for 275 metres and then turning due south and continuing for 245 metres, then continuing in a westerly direction for 558 metres to the intersection point of Shelly Banks Road, then turning north along Shelly Banks Road for 106 metres, then turning west for 15 metres, then continuing in a south westerly direction for 75 metres before turning west for 90 metres, then south for 82 metres to the intersection with South Bank Road, then turning west for 215 metres along South Bank Road, then turning north for 344 metres to the intersection point with Pigeon House Road, then continuing west for 84 metres to the intersection point with Whitebank Road, then west for 287 metres to the intersection point with the northern spur of South Bank Road and continuing west to the intersection with Pigeon House Road, then continuing for 198 metres to the end of Pigeon House Road, then continuing along a north-westerly projection to the intersection point of the high water mark to the south west of the Marina and continuing along the last mentioned high water mark to the point where it joins the East Link Bridge, then continuing in a westerly direction to the first mentioned point.



GIVEN under my Official Seal,
11 June 2007

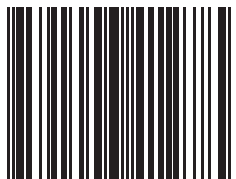
DICK ROCHE,
Minister for the Environment, Heritage and Local
Government

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51 FAICHE STIABHNA, BAILE ÁTHA CLIATH 2
(Teil: 01 - 6476834/35/36/37; Fax: 01 - 6476843)
nó trí aon díoltóir leabhar.

DUBLIN
PUBLISHED BY THE STATIONERY OFFICE
To be purchased directly from the
GOVERNMENT PUBLICATIONS SALE OFFICE
SUN ALLIANCE HOUSE, MOLESWORTH STREET, DUBLIN 2
or by mail order from
GOVERNMENT PUBLICATIONS, POSTAL TRADE SECTION,
51 ST. STEPHEN'S GREEN, DUBLIN 2
(Tel: 01-6476834/35/36/37; Fax: 01-6476843)
or through any bookseller.

€1.27

ISBN 1-4064-1278-3



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