

**MINUTES OF THE PLANNING AND URBAN FORM SPC MEETING**

**HELD ON TUESDAY 26 FEBRUARY 2019**

1	<b>Minutes of the meeting 27th November 2018</b>	<b>5 - 8</b>
2	<b>Matters arising</b>	
3	<b>Basement Impact Assessment</b>	<b>9 - 22</b>
4	<b>Z 6 / Z 7 Lands Review</b>	<b>23 - 30</b>
5	<b>Liffey Street Pedestrianisation</b>	<b>31 - 38</b>
6	<b>List of completed Acquisitions 01/07/2018 to 31/12/2018</b>	<b>39 - 44</b>
7	<b>Vacant Sites ( 10 largest sites with a planning history)</b>	<b>45 - 52</b>
8	<b>Motions</b>	

a) **Motion in the Name of Cllr. Ciaran O'Moore**

In light of the housing crisis situation and the vast number of temporary log cabins in gardens across Dublin. Can Dublin City Council request that the planning dept. demonstrate a degree of flexibility in the planning regulations and grant for example a five year licence to allow a cabin in the garden. This licence could only be applied for when a relative allows a son or daughter / immediate relative to place a temporary cabin in their garden. This will give families or individuals an opportunity to save for a deposit for a house. Currently the average house price in Dublin is 375,000, if people are paying excess of 2000 euros a month rent they will never be able to save the deposit of 37000 thousand euro.

This is a positive step forward in supporting people to save for a deposit to come out of the rental market.

b) **Motion in the name of Cllr. Rebecca Moynihan:**

In light of the possible development of Player Wills that this Area Committee agrees that the addition of Player Wills to the record of

protected structures is expedited as a matter of urgency and that this motion is forwarded to the Planning SPC and the full DCC council meeting for agreement.

c) **Motion on the name of Cllr. Dermot Lacey:**

This Committee requests a Report from the Manager on how DCC is engaging with the HSE and the Department of Heritage and Culture to recognize and enhance the great historic value of these sites.

(This is a hugely important historic burial ground, it dates from the 1690s

It is currently neglected and dilapidated as you can see from attached photo.

It is owned by the HSE, as is the Weir Home adjoining a Protected Structure and on the NIAH.

Is it possible to engage with the HSE to get conservation led improvements to the burial ground, and carry out a study of its historic importance, who is buried there etc

The latter would be a significant contribution to Liberties and indeed national history, including on religious diversity, minorities, immigration, urban development and industrial initiatives.

There are links between the Dublin Quaker community at that time with America so there is an international dimension.

Conservation led improvement schemes for St Luke's and St James burial grounds in the Liberties are a model.)

9      **A.O.B**

10     **Date of Next Meeting:**

**Next meeting:** Scheduled for the 30<sup>th</sup> April 2019 @ 3.30 in the Council Chamber, City Hall

**Councillor Andrew Montague**

**Chairperson**

**Tuesday 26 February 2019**

**Attendance:**

**Members:**

Andrew Montague  
(Chairperson)

Cathleen Carney Boud  
Gaye Fagan  
Graeme McQueen

**Members:**

Aine Clancy  
Dermot Lacey  
Ann Mulcrone

**Members:**

Daithi De Roiste  
John McGrane  
Ciaran O'Moore

Valerin O'Shea

Odran Reid

**Officers**

**Apologies:**

Kieran Binchy  
Hazel de Nortuin

Janice Boylan  
Rebecca Moynihan

Patrick Costello

**Non-Members:**



**MINUTES OF THE PLANNING AND PROPERTY DEVELOPMENT SPC MEETING**  
**HELD ON TUESDAY 27<sup>TH</sup> NOVEMBER 2018**

**1. Minutes of meeting 24<sup>th</sup> April 2018**

Minutes of Special Joint Meeting 25<sup>th</sup> September 2018

Minutes of Meeting 25<sup>th</sup> September

**Minutes Agreed**

**2. Matters arising**

Apologies from Cllr. Janice Boylan and John Mc Grane

The Chair offered congratulations to Odran Reid on getting funding approval for research/study on The Santry River Greenway.

Poolbeg West SDZ: An Bord Pleanála looking for further information on Parking, Public Realm and existing Community Facilities, information to be back to the Department by the 20<sup>th</sup> January 2019.

Agreed to circulate copy of submission made to the Department re. the “Draft Urban Development and Building Height: Guidelines for Planning Authorities”.

**3. Resourcing of Enforcement relating to Short Term Accommodation Units.**

Discussion followed.

**Agreed: Report noted**

**4. List of Acquisitions 01/01/2018- 31/06/2018**

List circulated. Discussion followed.

**Agreed: List Noted**

## **5. Vacant Sites Register**

Report circulated. Discussion followed.

**Agreed: Report Noted**

## **6. Motions**

- Motion in the name Of Cllr. Dermot Lacey:**

*This Committee request the Manager to report on what consideration is given to previous An Bord Pleanála decisions in relation to specific sites when new applications are being made for the same site and what legislative measures the Manager believes may be desirable or necessary to help ensure that best planning decisions can be arrived at in these circumstances consistent with the precedent of An Bord Pleanála decisions and hence avoiding unnecessary and repetitious appeals."*

**Agreed: Report to Councillor**

- Motion in the name Of Cllr. Dermot Lacey:**

*"In light of the increased number of construction projects and to ensure disruption caused by such projects to residents are kept to a minimum, this Committee agrees to discuss and request a report from the Manager on a strengthening of the Planning Enforcement regime to include some or all of the following:*

- 1. The Planning Enforcement Office at Dublin City Council are required to publish a list of active construction sites in the catchment area of Dublin City Council with details of the owner of the site, the developer, the main contractor and all sub-contractors working on the site as may be the case from time to time.*
- 2. It will be a requirement of the main contractor of a construction site to provide a contact number with a live person available 24 hours a day for the duration of their involvement on the site.*
- 3. It will be a requirement within the planning conditions granted to all construction sites that seven days notice of an Out of Hours permit request is notified to local residents within a 500 meter distance of the boundary of the site so they may lodge objections and that the issuing officer in Dublin City Council must write their reasons for granting or denying a permit and that decision must be made available to anyone on an Freedom of Information request.*
- 4. Out of Hours work permits will be restricted to a maximum of six hours past the normal working hours stipulated in the planning conditions. The normal working hours shall be set at 7am to 6pm Monday to Friday and 8am to 2pm on Saturday. Public holiday weekends from the 2pm finish time on that Saturday will not be considered for Out of Hours permit requests.*
- 5. The Planning Enforcement Office at Dublin City Council must maintain and publish monthly reports on the Dublin City Council website with details of complaints made by the public against construction sites for breeches of*

*planning conditions on the grounds of Out of Hours work where prior permission would be required. In addition, the Planning Enforcement office will be required to give a detailed report on the investigation they carried out on foot of the complaint.*

*6. The Planning Enforcement Office will be required to accept and consider any evidence supplied by a complainant in their investigation of the complaint.*

*7. The Planning Enforcement Office must complete their investigation of a complaint within six weeks of receipt of a complaint. Where a complaint requires additional time to complete the investigation a senior manager in the Planning Office may extend the period to no more than a second six week period.*

*8. Fines and penalties for breaches of Out of Hours work shall be set at 4% of the total budget of the construction project. This will apply to site owners, main contractors connected to the site. All sub-contractors working on the site will be subject to a fine of 4% on the total contract they have agreed with the commissioning party, i.e.: the site owner, the developer or the main contractor.*

*9. In the event of repeated breaches of the Out of Hours planning conditions, officers of Dublin City Council may clamp all vehicle and heavy machinery related to the site to prevent the main contractor or sub-contractor from removing them until all fines are paid.*

#### **Agreed: Report to SPC Members**

- Motion in the name of Cllr. John Lyons:**

*To amend Section 16.10.14 of the Dublin City Development Plan, namely the Ancillary Family Accommodation section which deals with providing a member of the immediate family with temporary accommodation, to remove the following provision” **The proposed accommodation is not a separate detached dwelling unit and direct access is provided to the rest of the house”***

*And replace with*

***“The proposed accommodation can be either an attached dwelling unit with direct access provided, or a free standing structure to the rear or side of the main family dwelling.”***

Discussion followed. The SPC members were generally supportive of the principle behind the motion, as amended. However, it was explained that a proposal to initiate a variation process would be on the foot of a planning assessment of the issues carried out by the Executive, and that a decision on a proposed variation is a function of the elected members of the City Council.

As such, it was indicated to the SPC that a headed report would be brought to the February meeting of the City Council, which would include issues raised in recent cases, such as residential amenity, precedent, enforcement and implications for back land development generally.

## **7. A.O.B.**

**Dates for SPC Meetings 2019**  
**26<sup>th</sup> February**  
**30<sup>th</sup> April**

**Next meeting:** Scheduled for 26<sup>th</sup> February 2019 @ 3.30 in the Council Chamber, City Hall

**Councillor Andrew Montague**

**Chairperson**

**Tuesday 27<sup>th</sup> November 2018**

**Attendance:**

**Members:**

Andrew Montague  
(Chairperson)  
Dermot Lacey  
Odran Reid

**Members:**

Áine Clancy  
Daithí De Róiste  
Gaye Fagan

**Members:**

Patrick Costello  
Valerin O'Shea  
Ann Mulcrone

**Officers**

Richard Shakespeare  
Paul Clegg  
John O'Hara

Niamh Lambert  
Helen McNamara

Donal Brennan  
Aileen Mac Dermott

**Apologies:**

John McGrane  
Janice Boylan  
Hazel De Nortúin

Kieran Binchy  
Cathleen Carney Boud

Graeme McQueen

**Non-Members:**

John Lyons

Mannix Flynn

# Basement Impact Assessment Policy

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E&T and Planning Departments

26<sup>th</sup> February 2019



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

## **Requirement for a Basement Policy:**

- With a shortage of development land and with high land values – basements can provide additional space without requiring relocation
- Basements can be used for a variety of functions – commercial, retail, leisure and more recently, residential
- Make efficient use of Dublin's limited land.... however.....
- Basements have the potential to;
  - Impact on Groundwater flows - cause drainage, flooding problems or damage to the ecosystem
  - Affect the stability of adjacent buildings either during construction or in the long term
  - Be at risk of flooding themselves – such risks requiring limitations to the usage of basements
  - Damage the character of areas and the natural environment
  - Cause considerable disruption and environmental impact during construction (see also Ground Anchors)



## **Proposed Basement Policy Overview:**

- Certain controls on basement construction already contained in DCC Development Plan – relates mainly to small domestic basements applications
- Intended to introduce a new policy document to formalise the planning requirements for all below ground structures i.e. basements, regardless of their function
- Basement policy to be read in conjunction with existing policies
- Amendments to the Development Plan may be required to indicate to Developers and Planners of the requirements and intentions of the policy
- BIA is be required for all “below ground” structures
- Extent of a BIA is to dependent on scale of the development



## **Basement Policy Overview (contd.):**

- If potential impacts are identified as part of the BIA investigations mitigation measures need to be identified and incorporated into the development proposals
- All costs to undertake the necessary investigations and BIA preparation will be borne by the Developer
- The DCC Basement Policy proposal mirrors policies which are already in place in other large cities e.g. London Boroughs
- The responsibility is on the developer / applicant to demonstrate to the satisfaction of DCC that the proposed basement will not have significant negative impacts
- BIA (and content) is to become a material consideration in the conditioning of a planning application



## BIA Principal Objectives

- To ensure that new basement construction shall protect and enhance the existing natural and built environment i.e.
  - Protection of existing groundwater body and ability for future groundwater movement maintained
  - Stability of existing neighbouring structures to be accounted for
  - Flooding of proposed basement and existing neighbouring basements (as a result of proposed basement construction) to be accounted for



## BIA Principal Objectives (contd.)

- BIA requires submission of a “*Construction Management Plan*” which is required to contain details relating to:
  - Ensuring the safety and stability of neighbouring properties (condition surveys before and after construction works)
  - Dewatering of the site – groundwater level fluctuation limits to be set – avoid potential settlement of adjoining buildings
  - Site working hours
  - Construction methodologies and sequences
  - How noise, dust and vibration impacts are to be mitigated against during construction
  - The management of construction traffic – routes etc.
  - Whether permanent or temporary works are to extend outside the site boundary
  - Construction Management Plans to be certified by suitably qualified personnel and submitted as part of BIA planning application submission

# Proposed Basement Policy;

The proposed policy includes two main documents;

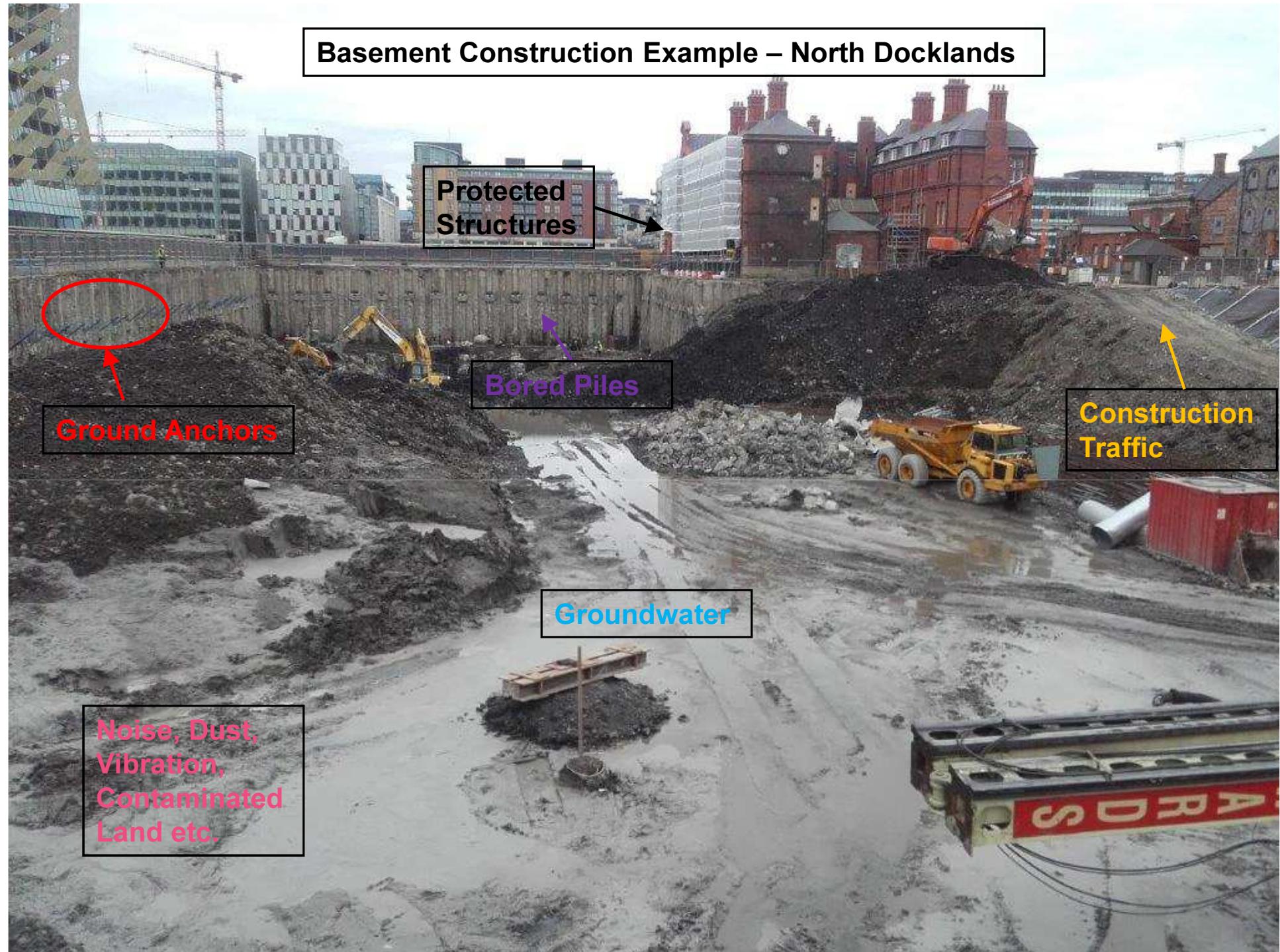
- “*Basement Development Policy Document*” – outlines broad DCC policy relating to construction of basements
- “*Basement Development Guidance Document*” – describes detailed measures for Developers to help them comply with DCC requirements
- In drafting the documents;
  - Guidance received from DCC Planning Department
  - Technical input provided by external industry experts



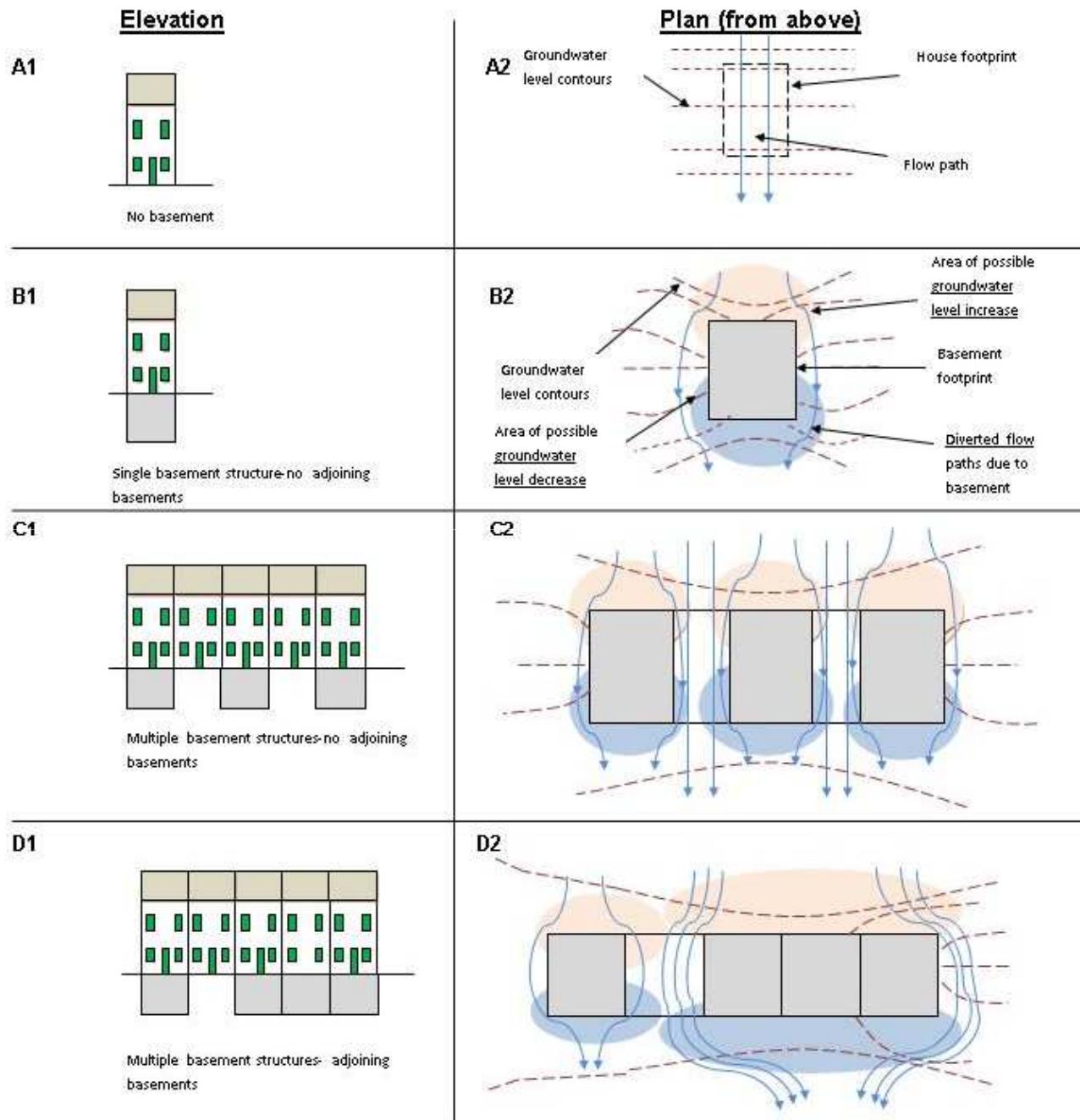
## **Basement Impact Assessment Format:**

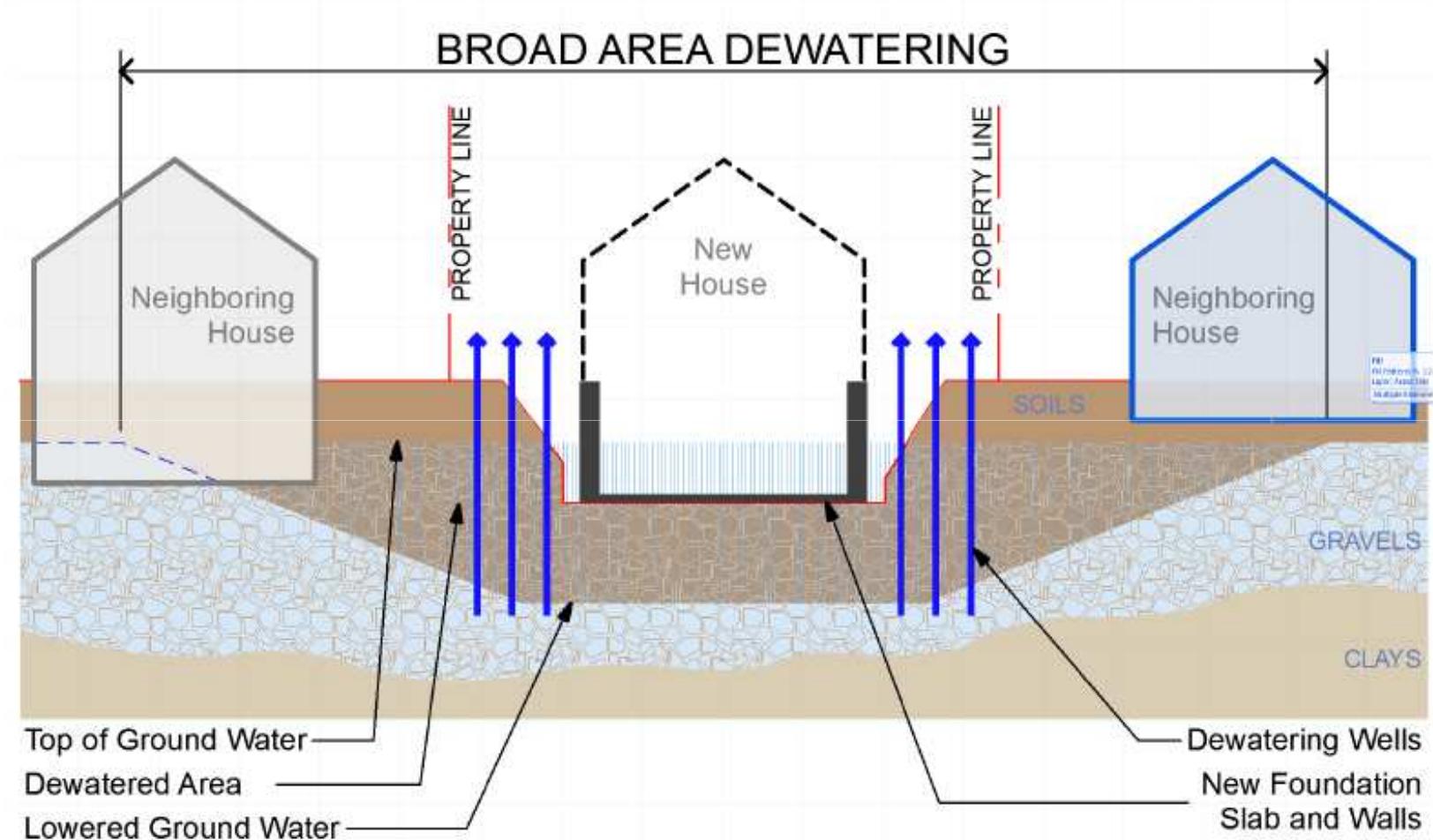
- The BIA is intended to follow the structure of an Environmental Impact Assessment process and is to be specific to each site and the proposed development.
- As a minimum it shall contain the following stages;
  - Scoping (identify potential impacts)
  - Ongoing study and monitoring of the scope based on inputs from the site investigation
  - Impact Assessment and Development of mitigation measures
  - Review and Decision making by Planning Authority

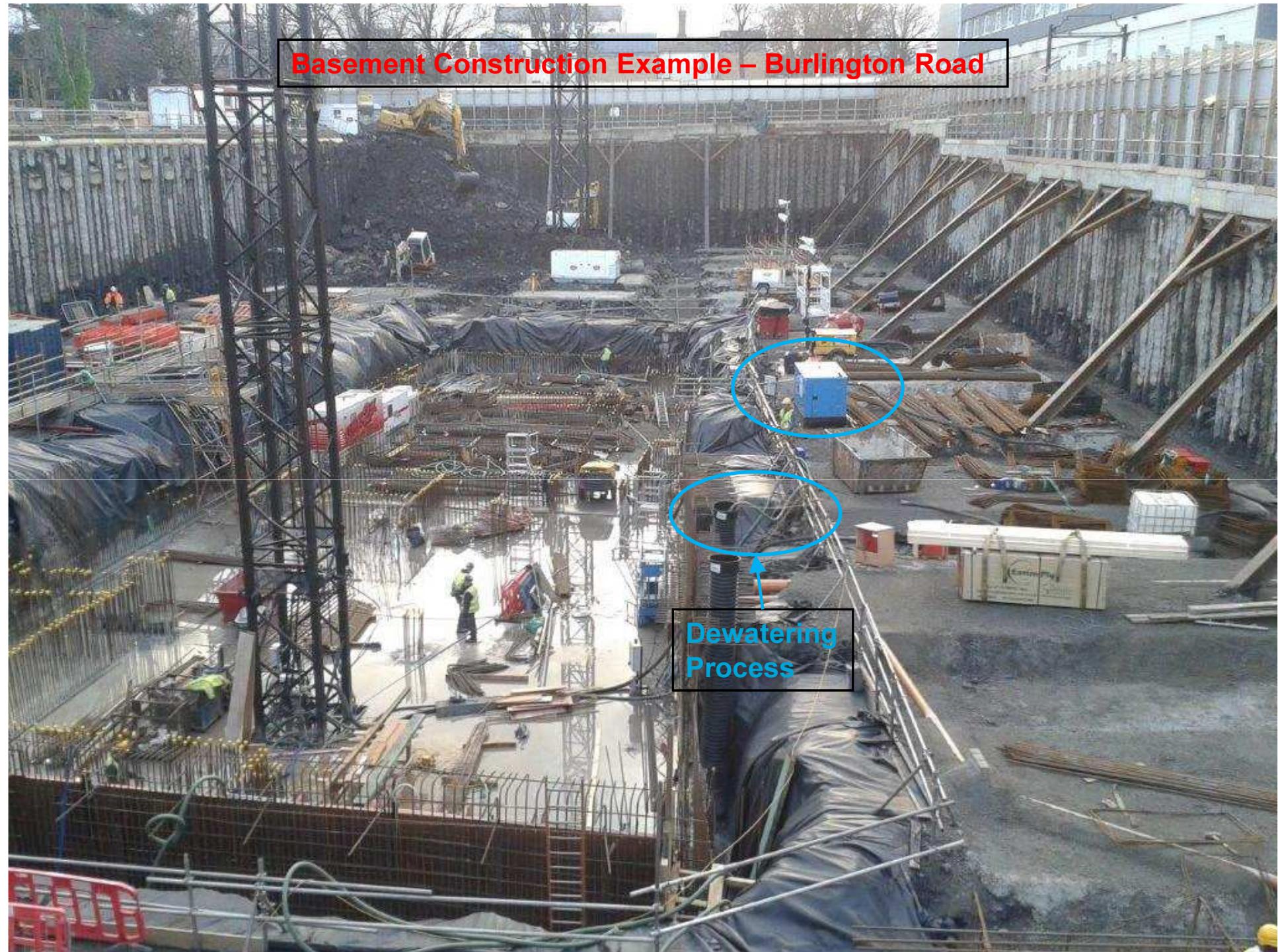




## Cumulative Effect:









## **Next Steps for “Basement Construction Policy”**

Over the next number of months it is intended to progress the policy through;

- Public Consultation period
- Receive Feedback
- Receive Council Approval
- Policy adoption



**Planning and Property Development  
Strategic Policy Committee  
February 2019**

**Z6/Z7 Report**

**Introduction:**

The City Development Plan 2016 – 2022 contains the following objective:  
CEE04 :

- (i) To carry out a targeted survey of those industrial estates with likely redevelopment potential and to make recommendations on how that redevelopment potential might be best achieved.*
- (ii) To carry out a study on the potential of lands zoned for enterprise and employment space, the adequacy of such potential supply, and the issue of under-utilised/vacant lands.*

On foot of this Objective the Council has been undertaking a study of all of the lands zoned for industrial and employment uses (Z6 and Z7) in the current Dublin City Development Plan. The purpose of this study is to examine the most appropriate policy and zoning response following a detailed examination of the lands, having regard to the future needs of the city. Regard is also had to the National Planning Framework (NPF) and Draft Regional Spatial and Economic Strategy (RSES) objectives on urban consolidation and compact growth together with the new brownfield / infill emphasis and targets set out in those documents. These statutory planning documents have significant policy and zoning implications in the context of the City Development Plan's Z6 / Z7 Land Use Objectives.

**National Planning Framework (NPF) (Project Ireland 2040)**

The NPF sets out both the national strategic outcomes (NSO's) and national policy objectives (NPO's) for the future growth and sustainable development of the country to 2040. There is a major new policy emphasis on compact growth and urban consolidation. This is to prevent urban sprawl and to secure the provision of housing, jobs, amenities and services within our cities (National Strategic Outcome No. 1). The NPF sets a target that half (50%) of future population and employment growth will be focused in the Country's cities and suburbs (National Policy Objective 2a).

As the country's leading global city of scale the NPF acknowledges the critical role that Dublin City plays in the county's competitiveness. It therefore supports Dublin's growth (jobs and population) and anticipates the city and suburbs to accommodate an extra 235,000 / 293,000 people by 2040.

To support and manage Dublin's growth, the NPF is seeking that the city needs to accommodate a greater proportion of the growth it generates within its footprint than was the case heretofore and that housing choice, transport mobility and quality of life are key issues in the future growth of the city. The NPF therefore sets a target of at least 50% of all new

homes targeted for Dublin City and suburbs are delivered within its existing built-up footprints (NPO 3b).

To achieve these targets of compact growth and urban consolidation, the NPF identifies as key, the reusing of large and small ‘brownfield’ land, / infill sites, and underutilized lands at locations that are well served by existing and planned public transport. The NPF particularly highlights the need to focus on underutilised lands within the canals and the M50 ring. The benefits of such an approach for Dublin city are manifold and include: the potential to achieve more home and jobs in the city through high quality and high density mixed use development; continued support of existing services and infrastructure and facilitating people to live, work and recreate within a reasonable distance. Such an approach also facilitates the transition to a low carbon future.

To achieve these objectives the NPF sets out the following **Key Future Growth Enablers for Dublin:**

- Identifying a number of ambitious large scale regeneration areas for the provision of new housing and employment throughout the city and metropolitan area and the measures required to facilitate them as integrated, sustainable development projects;
- Determining a limited number of accessible locations for significant people intensive employment to complement the city centre and docklands area.
- Relocating less intensive uses outside the M50 ring in particular and from the existing built-up area generally;
- Delivering the key rail projects set out in the Transport Strategy for the Greater Dublin Area including Metro Link, DART expansion and the Luas green line link to Metro Link;
- The development of an improved bus based system, with better orbital connectivity and integration with other transport networks;
- Delivery of the metropolitan cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal river and coastal corridors;
- Facilitating the growth of Dublin Port through greater efficiency, limited expansion into Dublin Harbour and improved road access, particularly to / from the southern port area.

The strategic objectives of the NPF are aligned and underpinned by a new 10 year National Development Plan (NDP) which sets the framework for national capital investment to 2027. Additionally an *Urban Regeneration and Development Fund* has been put in place to support the objectives of the National Planning Framework for urban areas such as Dublin.

The NPF is to be implemented through the Regional Spatial and Economic strategy which in turn will set the parameters for the City Development Plan. The Draft Regional Spatial and Economic Strategy for the Eastern and Midland Regional Area is currently at Draft stage.

### **The Draft Regional Spatial and Economic Strategy for the Eastern and Midland Regional Area.**

The Draft Regional Spatial and Economic Strategy for the Eastern and Midland Regional Area (Draft RSES) sets out the vision for growth (homes and jobs) and Regional Policy Objectives (RPO) for the Eastern and Midland Region (9 counties). It also includes a *Metropolitan Area Strategic Plan* for the Dublin metropolitan area.

The growth and settlement strategies of the Draft RSES reflects the compact growth / urban consolidation objectives of the NPF; in that it seeks the consolidation and re-intensification of infill, brownfield and underutilised lands with Dublin City and its suburbs with 50% of all new

homes targeted for Dublin and its suburbs to be located in the existing built up area in tandem with the delivery of key infrastructure to achieve, in Dublin City Council's administrative area, an increase in population of circa 100,000 people by 2031.

Regional Policy Objective RPO (Consolidation and Re-Intensification) 4.3:

***Support the consolidation and re-intensification of infill / brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin city and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.***

A more detailed planning and investment framework for the Dublin Metropolitan Area is set out in the *Dublin Metropolitan Area Strategic Plan (MASP)*. To support Dublin's sustainable growth and continued competitiveness MASP identifies a number of large scale strategic sites (strategic development lands), based on key corridors that will deliver significant development (housing and employment development) up to the year 2031. These key corridors include:

- Within the M50 (Multi – Modal)
- North South Corridor (DART Expansion)
- Maynooth Dunboyne Line (DART Expansion)
- South West Corridor (Kildare Line – Luas red line)
- Metrolink Corridor (Metrolink / Luas Greenline extension).

The strategic development lands within the City Council's area include Dublin Docklands, Poolbeg West and the potential of c.700 ha of brownfield lands in the Naas Road area straddling the DCC and South Dublin County Council's administrative areas. It identifies the Docklands and St. James Diageo and Industrial lands generally in the city as Strategic Employment locations seeking the intensification of all employment lands within the M50 (RPO 5.6 refers).

The MASP recognises that strategic sites, other than those outlined in the Plan, will come forward during the lifetime of the MASP through the ongoing provision of brownfield / infill intensification development.

The Z6 / Z7 Study is therefore timely in the context of the need to consider and meet National and Regional (draft) housing and employment (brownfield / infill / intensification) objectives and targets.

#### **Context:**

The core strategy of the current Development Plan approved by Council in 2016 identifies a need to provide a minimum of 30,000 new housing units during the 6 year life of the Plan. The Core strategy also demonstrates there is sufficient suitably zoned and serviced land to provide for 52,000 units. This reflects the reality that not all residential serviced sites will come on stream at once; particularly when addressing complex brownfield lands. The Council has the responsibility of managing all land resources with a view to providing for a sustainable long term approach, as there is a limited supply of land likely to be available for development and there is a clear need for a balance between the need to provide for housing and to provide for growth in employment in the City region.

Development Plans are required to zone lands for future uses. In this regard the City Development Plan has a number of zoning objectives, including Z1, to provide for residential development. In more recent development plans, the Council has introduced new zoning objectives including Z10 and Z14, which provide for sustainable mixed use development. Z10 allows for mixed use form of development to ensure local employment is provided for in combination with residential uses. Z14 provides for a similar sustainable mixed use approach at a larger scale in key growth areas of the City typically identified as Strategic Development and Regeneration Areas (SDRAs). As such, the analyses of Z6/Z7 Industrial Lands will require careful consideration of the most appropriate zoning for the future needs of the City, and the most effective mechanism for achieving the objective (LAPs, Guiding Principles etc).

Over 600,000 people work in Dublin (City and County), with approximately 75% of these living within Dublin. Ensuring the vitality of Dublin City is dependent on providing affordable places to live and places to work within a reasonable distance of each other, to allow people a good quality of life and to ensure a sustainable pattern of development. In examining these lands, it is essential that the Council ensures that a sustainable mix of uses are retained across the City, and that areas of the City do not become mono-use in their entirety. The City area contains many types of employment, some locally focussed and service based, some national and international from small start-ups to global firms. A balance is required to ensure that a strong mix of types of employment and essential local services are retained within the City. The mixed-use approach promoted in Z10 and Z14 objectives in the City Development Plan seeks to ensure that this balance is maintained in a sustainable manner. In examining the lands zoned Z6 and Z7, this "mix of use" philosophy plays an important part of the assessment and direction of the study.

The Council has a responsibility to ensure that the future of the City is one of a vibrant, attractive, functional City, based on a sustainable policy framework that allows for mixed uses within the City so that people can live and work and avail of services within a reasonable distance of each other. Land within the City is a precious resource, and ensuring that the best use is made of these lands is a core function of the Council, both as a Planning Authority, and also as a landowner.

### **The Z6 / Z7 Study:**

The Z6 (Employment / Enterprise) Land Use Objective and the Z7 (Employment - Heavy) Land Use Objective amounts to c. 863 hectares of the 10,000 hectares that make up the City. The Z6 lands total c.607ha and this represents 6% of the City Council's administrative area and the Z7 Land Use Zoning Objective comprises c.256ha representing 2.5% of the city. These employment zonings are located in all five administrative areas of the City. In assessing the Z6/Z7 lands a total of 82 study employment study areas / landbanks were identified. These study areas range in size, make up and profile. They include the 243ha Dublin Port lands; sizable Z6 landbanks comprising industrial estates located just inside / close to the M50; inner city former factory sites and clusters of high quality office buildings in the Dublin 2 and Dublin 4 areas.

Under the Z6 / Z7 land use zoning objectives a range of other uses related to employment are 'permitted in principle' or 'open for consideration' and therefore a range of other uses including local support businesses and retail and retail warehousing have been provided / permitted on Z6 lands.

The project team visited and examined each landbank recording the types of industry / business / service provided; the planning history of the site; adjoining land uses (existing and proposed) and identified key issues including public transport access, flood risk, drainage and planning history. Each of the sites has been photographed and mapped and a database of this information created. This documentation and research process is nearing completion.

### **Categories of Industrial Lands**

For the purposes of the review of employment / industrial lands (Z6/Z7), five categories of employment / industrial lands have been identified and these are shown below.

#### **Category 1: Small Scale Sites:**

For these sites, due to their particularly small scale and the nature of surrounding uses, a change to more appropriate zoning policy would allow for the redevelopment of the site and address issues of poor street frontage and/or blight, provide new housing and/or new retail units and/or a denser level of employment use and local services. These will be considered for a future variation, following a more detailed assessment of the sites in question.

#### **Category 2: Medium Scale Sites:**

Other sites of a slightly larger scale, which contain a level of vibrancy and employment, but are operating at low volume of use and have the capacity to intensify, it is proposed to ensure that the site develops a mixed use character with a

good level of employment use, but is allowed grow to accommodate residential as part of this and to allow for regeneration at a site level. A future variation to reflect this will be considered for some of these sites, with others considered as part of the next Development Plan.

#### **Category 3: Economically Strategic Sites:**

For some sites, due to their specific location close to the M50, and/or Dublin Port and Tunnel and the Airport, the nature of their use for logistics and distribution and their strategic importance to the economy; or due to their specific local context, the Z6/ Z7 zoning will remain the most appropriate zoning.

#### **Category 4: Larger Sites needing Framework Plans etc:**

For a number of sites, which on their own total over 270 hectares - 45% of the total Z6:- it is intended to progress a more detailed study. All of these locations are of a strategic and regional level of significance; and change has implications to the current Core Strategy of the City Development Plan. For these sites, the scale of the lands involved means that any change would need to be addressed within a more detailed planning framework- such as an SDRA, LAP or SDZ.

#### **Category 5: Other Miscellaneous Sites:**

For some sites, the zoning is no longer a good reflection of the current use / their location, but any zoning change in the short term has no significant impact on the future use of the site or facilitate significant new development. For such sites, it is proposed that the zoning will be re-visited as part of the preparation of the next City Development Plan.

As part of the review each study area has been provisionally categorised as per the five categories above. The lands not identified as 'Economically Strategic Sites' (Category 3) or 'Larger Sites needing Framework Plans etc.' (Category 4) may be considered for intensification / mixed use potential. The following preliminary findings of this categorisation exercise are set out below:

#### **Preliminary Findings**

##### Economically Strategic Sites - Z7 (Employment - Heavy)

The Z7 zoning objective (c.256 ha) relates to lands at Dublin Port and St. James/Diageo. The Z7 zoning objective also relates to a small land bank (c. 0.2ha) located at Kylemore Park West. Due to the strategic national importance of Dublin Port and the regional strategic importance of the St. James/Diageo lands, it is considered that the Port lands and St. James/Diageo lands should remain as Z7 lands (Employment - Heavy). The remaining Z7 lands at Kylemore Park West are considered below in the context of 'Larger Sites needing Frameworks Plans etc.'

##### Economically Strategic Sites - Z6 Lands

C. 217 ha of Z6 lands (c.**35%** of total Z6 lands) should remain as Z6 'Employment and Enterprise' due to the economically strategic nature / potential of these lands.

##### Other Z6 Lands - Potential Re-Zoning

The preliminary assessment of the remainder of the Z6 lands indicates the following breakdown of the potential re-zonings of these lands.

- Z1 (Residential Zoning): **5%**,
- Z14 (Regeneration) New Growth Areas: **45%**
- Other Z14 Mixed Zoning: **5.5%**,
- Z10 (Mixed Use Zoning): **9%**,
- Other Mixed Use Zonings (Z3 (Neighbourhood Centre), Z4 (District Centre) and Z5 (City Centre): **0.5%**).

While the Z6 rezoning outcomes is likely to evolve as the study progresses, the rezoning breakdown illustrates the mixed use / regeneration approach / outcomes envisaged in the Core Strategy of the Development Plan.

##### Potential Z14 (Regeneration) New Growth Areas

As outlined above potential New Key Growth Areas of the City are emerging which on their own total over 270 hectares - **45%** of the total Z6 lands. These are:

1. Jamestown Business Park/Finglas Business Centre,
2. Dublin Industrial Estate (DIE), Ballyboggan Road,
3. Oscar Traynor Road/Malahide Road/Coolock Drive and Malahide Road Industrial Park / Newtown Industrial Estate,
4. Kylemore Road/Park West Road (including small Z7 landbank) and Inchicore Works and Lands East of Kylemore Road.

In light of NPF and Draft RSES policy to target significant future growth (housing and employment) to brownfield lands within the M50 along high quality public transport corridors, these identified lands have the potential to contribute significantly to the achievement of regional housing objectives and employment land intensification objectives in Dublin City. The rezoning of these lands has, however, implications for the current Core Strategy of the City Development Plan. This must be fully assessed and Elected Members updated. These lands are significant in scale, and a change to their use cannot be piecemeal. For these sites, the scale of the lands involved means that any change would need to be addressed within a more detailed planning framework- such as an SDRA, LAP or SDZ. Changes for such large sites need to be framed around the Development Plan policies of place-making, creating/expanding amenities, examination of community needs, including schools provision; movement and connectivity and providing a good range of local services and ensuring quality employment locations proximate to where people live. The Council has gained considerable experience in regeneration from recent Development Plans, other local plans and SDZ Schemes.

#### Z10 Land Use Zoning Objectives

The text of the Z10 Land Use Zoning Objective may need to be reviewed. This is to ensure, for example, that existing quality employment, where it exists, is retained and that the mixed use rationale of the zoning objective can be easily and effectively applied to rezoned Z6 lands throughout the city. Other land use zoning objectives, including the Z6 land use zoning objective may need to be reviewed.

#### **Next Steps**

Section 12 (e) (18) of the amended Planning and Development Act, states there is a statutory obligation to ensure that the development plan is consistent with (a) the national and regional development objectives specified in (i) the National Planning Framework, and (ii) the regional spatial and economic strategy. It is anticipated that in order to comply with an adopted RSES, the development plan may need to be varied late 2019 / early 2010.

In respect of the Z6/Z7 review, it is proposed that work on the sites identified for a possible future variation will now commence. This will involve internal consultation and consultation with Elected Members in each area.

The Council will also now move forward utilising approved funding under the Department of Housing, Planning & Local Government Urban Regeneration & Development Fund to commence a detailed study of the Z6 lands at Naas Road/Kylemore Road and also commence examination of other Z6 key sites.

The next step will also examine the implications of any proposed changes to the Core Strategy and related objectives and policies contained within the Development Plan, with the possibility of incorporating any required changes into a future variation or variation.

**John O'Hara  
City Planner  
15<sup>th</sup> February 2019**



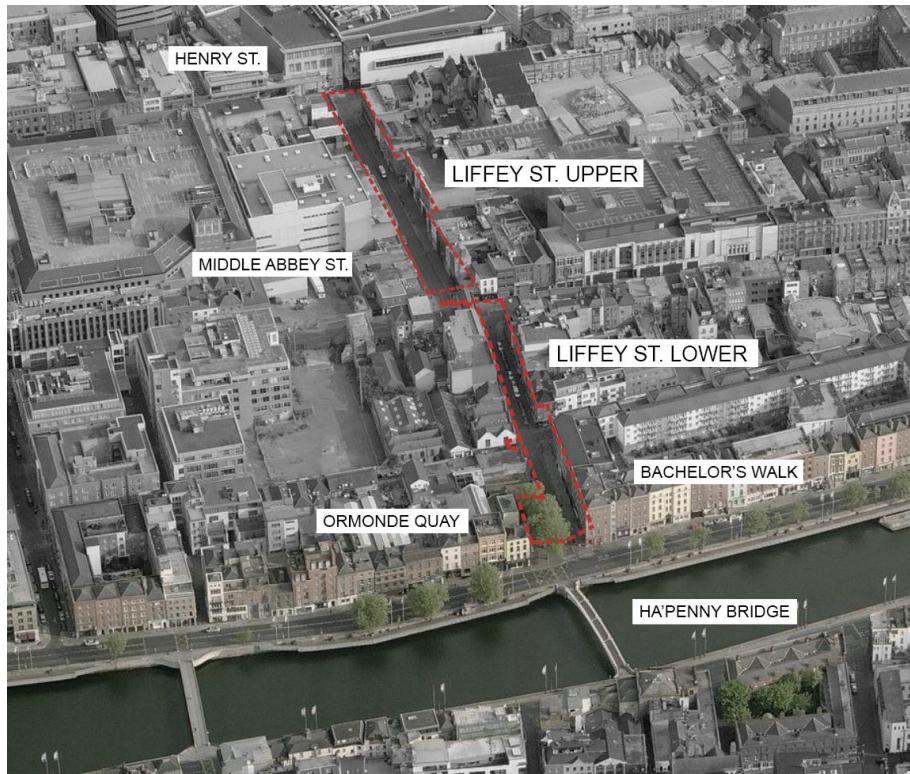


## Liffey Street Upper & Lower Public Realm Improvement Works

**Update March 2019**

### Site Location

The project comprises the entire lengths of Liffey Street Lower, between Bachelors Walk and Middle Abbey Street, and Liffey Street Upper, between Middle Abbey Street and Henry Street.



*i Site Location Aerial Photograph*

### Project Overview

Dublin City Council has established a public realm coordination group to bring forward projects and drive improvements in the public realm. Guided by the Public Realm Strategy, the City Centre Masterplan and the Reimagining Dublin One Study, Liffey Street Upper & Lower is one of these projects.

The objective is to bring forward and implement a proposal that improves the quality and experience of the public realm for the local community, business and visitors to the area while effectively dealing with all the challenges that are associated with a complex public realm refurbishment project.

A multi-disciplinary design team led by dhbArchitects was appointed by DCC in May 2018 to deliver on the project objectives. The design team has worked closely with the Steering Group, the Public Realm Working Group and stakeholders to develop and gain consensus on the proposals.

The project involves street improvement works to *Liffey Street Upper & Lower*. The proposals aim to declutter the streetscape while creating a pedestrian-friendly environment through a series of safe and enjoyable public spaces linking the Ha'penny Bridge to Henry Street. The importance of the axis as a connector between the north and south commercial and cultural quarters of the city is combined with the place's importance as a destination in its own right, in terms of its own history and character as well as its

own commercial offering. Prioritising the needs of the pedestrian over the vehicle is central to the concept, and pedestrian numbers can be expected to increase once the proposals have been implemented.

The project will consist of the following elements:

1. Refurbishment and upgrade of existing pavements and road surfaces
2. Pedestrianisation of area of Liffey Street Lower (outside Woollen Mills) to form new plaza area.
3. Facilitating deliveries to pedestrian streets during delivery hours up to 11am.
4. Provision of additional trees & planting.
5. Provision of new water feature to Liffey St Lower Plaza.
6. Upgrade and provision of pedestrian crossings throughout scheme.



*ii View of proposed Liffey Street Lower Plaza looking north.*

## Public Consultation

The design team have consulted widely with the internal departments of DCC, local stakeholders and national public bodies.

Internal consultations have consisted of regular design team meetings. These were generally held on a monthly basis and attended by relevant departments within DCC. Additional meetings were held with DCC departments as required. Open communications were established within our team with DCC and have facilitated a collaborative approach to date, particularly with respect to the development of the design proposals.

External consultations have consisted of meetings with local stakeholders and relevant public bodies. These meetings allowed the design team to formulate the brief and gain an understanding of the local stakeholder requirements and concerns.

Three non-statutory public workshops have been arranged to facilitate public involvement in the development of the design proposals to date. The first workshop followed a prescribed format and was focused on understanding the aspirations and concerns of local stakeholders. Attendees were assigned to groups and completed tasks which focused the discussion on the public realm and maximised the output from the meeting. Two subsequent workshops consisted of presentation of the proposals followed by a Q&A session. These workshops were completed in order to inform the public of the proposals, gather feedback and to update interested parties of the status of the project. Invitations to the first two workshops were issued to elected representatives, local residents, local businesses, national & local interest groups, including Fáilte Ireland, the Dublin Civic Trust, representatives from the PPN etc.

Invitations to the third workshop were to issued to all members of the PPN which was undertaken in January 2019.

The next stage shall include the formal public consultation period following lodgement of the Part 8 application in the coming weeks.



*iii Photograph from Workshop 1 held on 6th September 2018*

## Description of Design Proposals

*Pedestrianisation* (except during delivery times until 11am daily) is being proposed for the plaza area between Ormond Quay and the Lotts/Strand Street, and to the whole of Liffey Street Upper.

A traffic study was conducted and showed an average of 1,000 vehicle movements a day along Liffey Street Lower and 32,000 pedestrian movements along the same axis in both directions. Liffey Street has become the preferred pedestrian connection between Temple Bar and the Henry/Mary St commercial area, including the links to Parnell Street and the north inner city. Pedestrian movements heavily outweigh vehicular movements and this is not reflected in the current layout of the streets. The proposals include for widening of existing pavements to cater for existing and anticipate pedestrian demand.

*Permanent vehicular access*, for all but the larger delivery vehicles will be maintained between Middle Abbey Street and The Lotts/Strand Street junction with an exit to Capel Street along this route.

*Bicycle parking* will be provided for at street entry/exit points via bicycle stands located within the ‘service bands’ that are a feature of the proposed layout.

### *Loading, deliveries and rubbish collection*

On Liffey Street Lower designated loading bays are proposed to be relocated to Strand street to facilitate the upper section of Liffey Street Lower (between The Lotts and Middle Abbey Street). The remaining premises between Strand St. and the Quays will be serviced by an existing loading bay on the quays and within a designated bay within pedestrian area before 11am daily.

On Liffey Street Upper delivery traffic shall enter the street from Middle Abbey Street during delivery times until 11am daily. This traffic shall exit via Henry St. and coincide with delivery times to this street. Designated loading bays will be provided on Liffey Street Upper. Access for deliveries to Hotel Yard is provided during delivery times. Delivery times to pedestrian areas shall be enforced through the use of automated bollards within the carriageway.

The requirements for delivery and rubbish collection etc have been discussed with the local traders, including the future hotel management, and our proposals have been designed with due regard to turning circles and swept path lines etc for its delivery and access purposes.

*Materials selection* will comply with DCC's recommended palette of materials, with an emphasis on the use of Leinster granite, and a contrasting colour in either granite or limestone to differentiate the vehicular routes within the pedestrian areas. Carriageways will be delineated from footpaths with granite kerbing and finished in either asphalt or reclaimed Dolerite setts.

*Designing for disability* will include the use of continuous guidance strips for the visually impaired as well as kerbs to demarcate vehicular surfaces from pedestrian ones. Pavements will be kept clear of obstructions using suitably placed bollards and street furniture. Wheelchair access will be facilitated by dishing at crossing points and through the maximising of shared surface within pedestrian areas. Footpaths will be a minimum of 2m in width. There are no noticeable changes in level over the length of the streets and non-slip paving will be used throughout.

*Public lighting* will be as discreet as possible, with catenary lighting being used to declutter street areas and bespoke lampstands to create an effect in keeping with the design theme of the arch. All lighting will be in compliance with DCC Public Lighting specifications.

*Street furniture* consists of bollards (both fixed and retractable), benches, bicycle stands, service points (including mini-pillars) and advertising screens (of which there are two to be retained). In general, these elements are to be confined to the 'service bands' shown on the drawings. Retractable anti-hostile bollards will be used where protection of public space (PPS) is required and fixed bollards everywhere else. Bollards will be of robust timber and/or granite construction to withstand displacement by vehicle contact.

*Trees and planting* consist of the preservation of the existing 4 no. London Plane trees at the Woollen Mills plaza and the planting of groups of new trees within kerb-height planted beds as per the layout shown on the drawings. The species of tree proposed are Cherry (either Prunus Serrulata or Prunus Kanzan) and Ginkgo.

A water feature consisting of a line of water jets is being considered for the Woollen Mills plaza.

*Drainage and surface water* are being dealt with according to the SUDS specifications in compliance with DCC's own requirements in this regard.

*Arts and culture* are specifically addressed through the proposed relocation of the Jackie McKenna sculpture (consisting of the bronze ladies and their handbags along with their granite bench) and references to the River Liffey in the paving design. Permission to move the sculpture will be sought from the Arts and Culture Advisory Group of DCC using its standard procedure, as part of the Part 8 process.

*Archaeology and conservation* have been addressed at survey stage and no particular issues have been flagged as a result of the desktop studies. Where cellars under footpaths (if any) are encountered the contractor shall notify design team and DCC. There is only one protected structure on both streets – The Lotts Pub: The Woollen Mills which is also protected is listed under Ormond Quay, Liffey Bridge (Hal'penny Bridge) is a protected structure. Ormond Quay is within an ACA.



*iv Material precedent for Leinster Granite at the pedestrian entrance to Dublin Castle.*

## **Programme**

The current programme envisages a 6 to 8 month construction period to commence next September / October with a completion date due in Spring 2020.

The detail design stage will be completed in the coming months and a comprehensive tender package is expected to be complete by June 2019. The tender procurement period will run from June-August 2019.

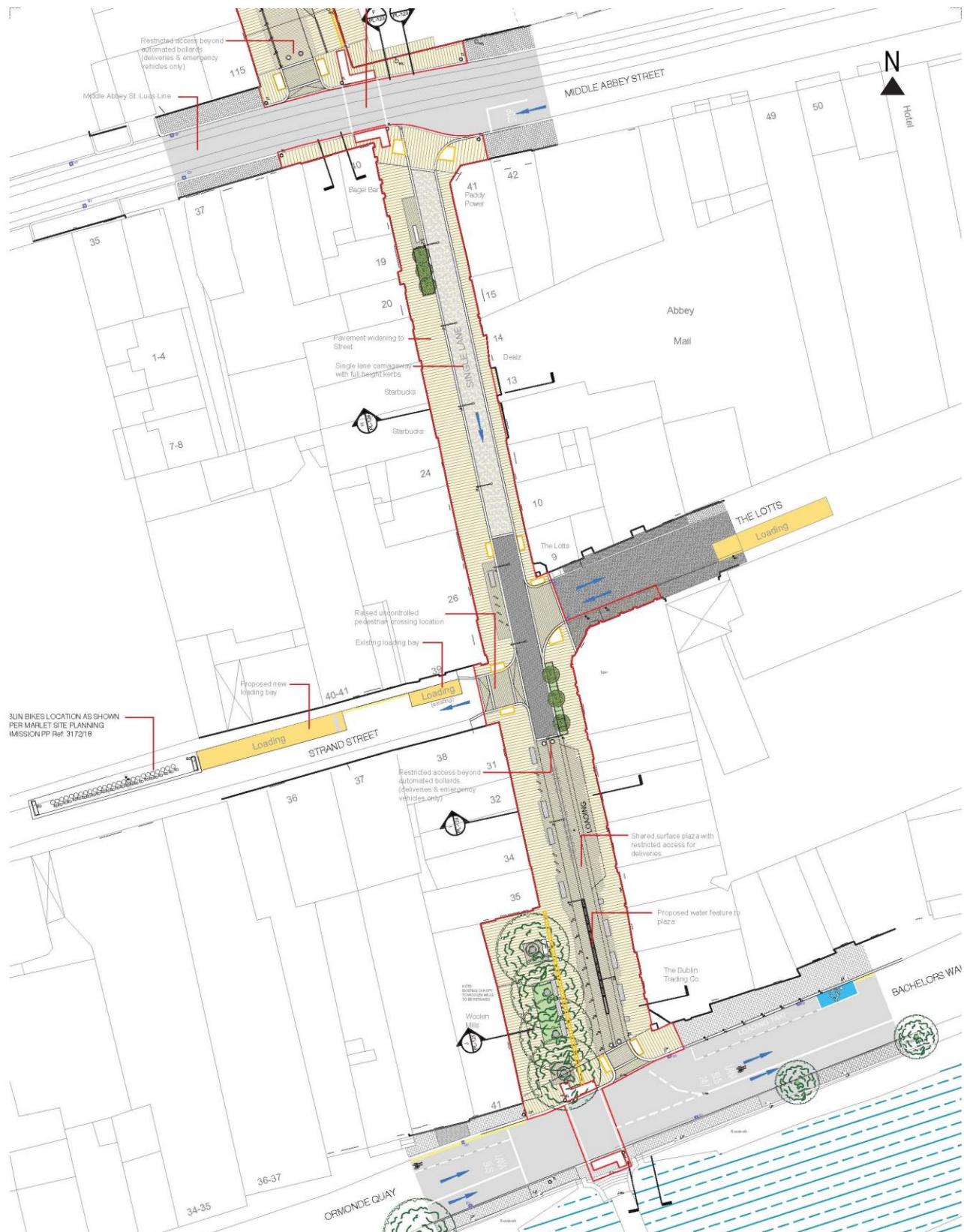
The next steps involve;

- Finalising the design with input from DCC internal departments and Central Area committee comments.
- Lodgement of the Part 8 planning application in March, with publication of newspaper notice, and public display of the proposal in DCC Civic Offices and Docklands Office for 4 weeks.
- A report on submissions from the public received will be prepared by the Planning and Property Development Department.
- A report on the consultation and recommendations will be given to the Central Area Committee
- The Chief Executive's report will be prepared and presented to the Council for decision.

## **Appendix Drawings**



*V Liffey Street Upper Proposed Site Plan. See draft planning drawing dPL-108.*



vi Liffey Street Lower Proposed Site Plan. See draft planning drawing dPL-109.



vii Sketch perspective of Liffey Street Lower Plaza looking north.



viii Sketch perspective of Liffey Street Upper looking north.



ix Sketch perspective of Liffey Street Upper from Henry Street looking south.

## **Report to the Planning and Property Development Strategic Policy Committee - February, 2019**

### **Listing of Completed Acquisitions from 01/07/2018 to 31/12/2018**

Houses / apts acquired for Housing & Community Department

34	Adare Avenue	Coolock	D 17
74	Annamoe Drive	Cabra	D 7
15	Dawson Place	Dublin 7	D 1
24	Ardlea Road	Artane	D 5
119	Ayrfield Drive	Ayrfield	D 13
149	Ballyfermot Road	Ballyfermot	D 10
18	Ballyshannon Road	Coolock	D 5
38	Beau Park Square	Clongriffin	D 13
179	Beauvale Park	Artane	D 5
44	Beech Park Court	Coolock	D 5
20	Belcamp Grove	Priorswood	D 17
169	Bellevue	Islandbridge	D 8
Apt 18	Bellevue	Islandbridge	D 8
Apt 96,	Bellevue	Islandbridge	D 8
206	Blackditch Road	Ballyfermot	D 10
202	Blackditch Road	Ballyfermot	D 10
22	Blackhall Street		D 7
80	Bowbridge Place	Kilmainham	D 8
125	Brandon Road	Drimnagh	D 12
220	Cappagh Road	Finglas	D 11
27A	Captains Drive	Crumlin	D 12
339	Captains Road	Crumlin	D 12
5	Carndonagh Lawn	Donaghmede	D 13
444	Carnlough Road	Cabra	D 7
230	Carnlough Road	Cabra	D 7
422	Carnlough road	Cabra	D 7
57	Casino Park	Marino	D 3
43	Chanel Avenue	Artane	D 5
14	Cherry Orchard Drive	Cherry Orchard	D 10
75	Churchwell Road	Belmayne	D 13

26	Claddagh Green	Ballyfermot	D 10
8	Claddagh Green	Ballyfermot	D 10
24	Clanmahon Road	Donnycarney	D 5
41	Clanmaurice Road	Donnycarney	D 5
154	Clanranald Road	Donnycarney	D 5
45	Ennis House	Clare Hall	D 17
19	Clogher Road	Crumlin	D 12
24	Clonmore Court	Glasnevin	D 11
2	Clonshaugh Road	Clonshaugh	D 17
27	Cloonlara Crescent	Finglas	D 11
4	Collins Row	Finglas East	D 11
49	Compass Court	Ashtown	D 15
4	Convent Lawns	Ballyfermot	D 10
59	Coolatree Park	Beaumont	D 9
59	Coolock Drive	Coolock	D 17
55	Corn Exchange	Poolebeg Street	D 2
107	Cromcastle Road	Kilmore West	D 5
278	Crumlin Road	Crumlin	D 12
334	Crumlin Road	Crumlin	D 12
120	Curlew Road	Drimnagh	D 12
1	De Valera Place	Off Dorset Street	D 7
54	Deanstown Avenue	Finglas West	D 11
1	Deanswift Road	Glasnevin	D 11
64	Decies Road	Ballyfermot	D 10
36	Donard Road	Drimnagh	D 12
13	Drapier Green, Wadelai Estate	Glasnevin	D 9
35	Dromard Road	Drimnagh	D 12
12	Dromard Road	Drimnagh	D 12
16	Drumalee Drive	Off NCR	D 7
18	Drumalee Road	North Circular Road	D 7
33	Drumcliffe Drive	Cabra	D 7
16A	Drumfinn Avenue	Ballyfermot	D 10
125	Drumfinn Avenue	Ballyfermot	D 10
52	Dunard Road	Blackhorse Avenue	D 7
37	Edenmore Avenue	Raheny	D 5
22	Edenmore Avenue	Raheny	D 5
29	Edenmore Crescent	Raheny	D 5
Apt 23	Ennis House, Clare Village	Malahide Road	D 17
14	Farnham Drive	Finglas West	D 11
20	Fassaugh Road	Cabra	D 7
115	Ferguson Road	Drumcondra	D 9
30	Finglas Park	Finglas	D 11
38	Finglas Place	Finglas	D 11
2	Finn Eber Square	Finglas	D 11
66	Glasanaon Road	Finglas East	D 11
45	Gloucester Square	Railway Street	D 1

48	Hampton Wood Drive	Finglas	D 11
37	Hampton Wood Road	Finglas	D 11
71	Harmonstown Road	Artane	D 5
29	Herberton Drive	Crumlin	D 12
22	Holly Road	Donnycarney	D 9
99	Huband Road	Bluebell	D 12
8	Hybla Court	Blackhorse Avenue	D 7
Apt 41	Hybreasal House	South Circular Road	D 8
277	Kilbarrack Road	Raheny	D 5
122	Kildare Road	Crumlin	D 12
293	Kildare Road	Crumlin	D 12
78	Kildare Road	Crumlin	D 12
146	Killala Road	Cabra	D 7
61	Kilmore Drive	Artane	D 5
150	Kilworth Road	Drimnagh	D 12
198	Kilworth Road	Drimnagh	D 12
1	Kinahan Street	Stoneybatter	D 7
175	Landen Road	Ballyfermot	D 10
232	Landen Road	Ballyfermot	D 10
276	Landen Road	Ballyfermot	D 10
7	Larchwood	Woodlawn Avenue	D 17
152	Le Fanu Road	Ballyfermot	D 10
111	Leighlin Road	Crumlin	D 12
122	Leix Road	Cabra	D 7
91	Lough Conn Road	Ballyfermot	D 10
2	Magenta Crescent	Santry	D 9
Apt 1,	Main Street	Clongriffin	D 13
Apt 67	Main Street	Belmayne	D 13
Apt 7	Main Street	Belmayne	D 13
Apt 11A	Metropolitan Apt	Inchicore	D 8
2B	Metropolitan Apts	Kilmainham	D 8
163	Millbrook Avenue	Kilbarrack	D 5
40	Moatview Court	Priorswood	D 17
10	Mountjoy Street		D 1
39	Neagh Road	Terenure	D 6
2A	Oblate View	Inchicore	D 8
Apt 88	Premier Square	Finglas	D 11
30	Rafters Avenue	Drimnagh	D 12
61	Rathborne Court,	Ashtown	D 15
37	Rathdown Square	NCR	D 7
115	Ratoath Road	Cabra	D 7
Apt 35	Ropewalk Place	Ringsend	D 4
Apt 46	Rosedale	Inchicore	D 8
62	Rossmore Road	Ballyfermot	D 10
139	Rossmore Road	Ballyfermot	D 10
Apt 103	Seven Oaks,	Inchicore	D 8

71	Shanard Road	Santry	D 9
39	Shanliss Way	Santry	D 9
32	Shanliss Way	Santry	D 9
15	Shanowen Drive	Santry	D 9
3	Slievemore Road	Drimnagh	D 12
Apt 11	Southgate	Cork Street, Dublin 8	D 8
29B	St. Canices Square	Church Street	D 11
180	St. Donaghs Road	Donaghmede	D 13
137	St. Donagh's Road	Donaghmede	D 13
6	St. Jarlath Road	Cabra	D 7
2	St. Laurence Court	Chapelizod	D 20
8	St. Laurence Glen	Chapelizod	D 20
8	Swilly Road	Cabra	D 7
8	The Chestnut, Gratten Wood	Hole in the Wall Road	D 13
Apt 318	The Distillery Road	Drumcondra	D 9
Apt 27	The Green, Larch Hill	Santry	D 9
Apt 168,	The Island, Martin Row	Chapelizod,	D 11
59	The Maltings	Bonham Street	D 8
Apt 47	The Millhouse Block C The Orchard, Greenwood	T Foley Street	D 1
55	Walk	Ayfield	D 13
Apt 28	The Park, Larch Hill	Santry	D 9
163	The Richmond	North Brunswick St	D 7
12	The Spinnaker, Arran Quay	Smithfield	D 7
Apt 6	The Watermill	Raheny	D 5
94	The Waxworks	Rathbourne Village	D 7
159	Thomond Road	Ballyfermot	D 1
26	Tulip Court	Darndale	D 17
67	Whitethorn Road	Artane	D 5
92	Woodbine Park	Raheny	D 5

#### **Other**

Werburgh Street, 1 and 2 Hoey's Court, Dublin 2.

Middle Abbey Street, No. 51, Dublin 1.

Rafters Lane, Site at, Crumlin, Dublin 12.

Northside Shopping Centre, Unit 43, Coolock.

Station Square, Unit 11, Clongriffin, Dublin 13.

Amiens Street, No. 55, Dublin 1.

Newmarket, former ESB Substation, Dublin 8.

Crumlin Road, 318-320, Dublin 12. Former Funeral Home.

Old Kilmainham Mill, Rowserstown Lane, Dublin 8.

**Paul Clegg**  
**Executive Manager**





**An Roinn Pleanála agus Forbartha Maoine**  
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8  
**Planning and Property Development Department**  
Block 4, Floor 3, Civic Offices, Wood Quay, D8

**Planning and Property Development  
Strategic Policy Committee  
February 2019**

**Vacant Sites Register**

**(10 largest sites, based on valuation, with a planning history)**



VACANT SITES REGISTER - SITES WITH HIGHEST VALUATIONS (1 TO 10), DATED 20/02/2019									
Top 10 sites (Valuation Order)	VS Ref	Site Location	Site Area (Ha)	Ownership	Folio Number	Valuation	Admin Area	FunctionalArea	Planning History/Update
1	VS-0464	Former CIE Lands At, Carnlough Road, Cabra, Dublin 7	4.0657	Crekav Trading GP Ltd	Unregistered; 202351F; 124935F	€ 28,500,000.00	North West	Both	The entry of this site to the Vacant Sites Register is currently on appeal to an Bord Pleanála. A Strategic Housing Development (SHD) for 420 residential units was granted by an Bord Pleanála on 20th March 2018.
2	VS-0045	Site between 274 and 290, South Circular Road (Old John Players Site), D8	2.4092	CWTC Multi Family ICAV (Previous owner: Players Square Limited (in receivership -Stephen Tennant and Paul McCann (receivers)))	173296F	€ 23,800,000.00	South Central	Residential	3130/06 – permission granted for a total of 11 buildings ranging in height from one to eleven stories (over basement). The proposed development consists of the following development class uses: Own Door Office Units (2071.6sqm), 13 No. Retail Units (4696.4sqm), Anchor Food Retail Supermarket (1756sqm) with textile department (1373sqm) and associated staff and service facilities (1357sqm), 2 No. Restaurant/ Cafes (529sqm), School building (2420sqm), Creche (630sqm), Community Centre (145sqm) including works and service areas (824.5sqm) and ancillary infrastructure (954.8sqm). The residential component of the development comprises 484 apartment units. A submission to the Vacant Sites Section outlined that PP will be sought in January 2018 (St. Teresa's Gardens & Environs). APAS checked on 12/11/2018 - no PP application recorded in 2018. A further submission (VSR) was received on 07/01/2019 outlining that the site was sold to the current owners on 20/12/2018. Vacant Sites Register amended to reflect this update.
3	VS-0103	Dominick St	0.6909	Dublin City Council	Unregistered	€ 13,500,000.00	Central	Residential	Reg Ref PL29N.JA0025: Permission granted by An Bord Pleanala under section 175, Strategic Infrastructure Act, for phase 1 of an urban regeneration scheme. Reg Ref 3594/10: Permission to demolish apartment blocks. Reg Ref 1853/06: Part 8 permission to demolish apartment blocks. Vacant Sites Section received an update from Housing & Community Services Dept.: Letter of acceptance to issue to preferred tender and commence on site before end of 2018. A site inspection on 15/02/2019 confirmed that this site is under construction. Housing & Community Services advised to forward the date these works commenced to the Vacant Sites Section in order to remove this entry from the register.

Top 10 sites (Valuation Order)	VS Ref	Site Location	Site Area (Ha)	Ownership	Folio Number	Valuation	Admin Area	FunctionalArea	Planning History/Update
4	VS-0040	Former Boys Brigade Football Pitches	2.0921	Dublin City Council	DN150942F; unregistered	€ 12,900,000.00	South Central	Residential	Linked to proposals for St. Theresa's Gardens. <b>Housing &amp; Community Services in discussions with current owners of adjoining sites, VS-0039 (former Bailey Gibson site) &amp; VS-0045 (former John Players site), re. overall development potential. Demand for Payment of Vacant Site Levy issued 12/02/2019 for €387,000.00</b>
5	VS-0039	Former Bailey Gibson site and 40 Rehoboth Place bounded by 324 South Circular Road, Rehoboth Place, Rehoboth Avenue and the Coombe Maternity Hospital	1.5281	CWTC Multi Family ICAV (formerly Players Square Limited)	DN185031F	€ 12,500,000.00	South Central	Both	4423/06 – A 10 year Permission granted for a mixed use development with a gross floor area of c.33,162 sqm incorporating 5 blocks with a variety of building types ranging from two to twelve stories (over basement). The proposed development contains 270 No. Residential Apartments and Townhouses (c.20477 sqm), 9 No. Own Door Office Units (c.960 sqm), 5 No. Commercial/Retail Units (c.851 sqm), Medical Centre (c.144 Sqm), Leisure Centre including Swimming Pool and service areas (c.2846 sqm), Ancillary infrastructure, waste management and common areas (c.1324 sqm). 4423/06/x1 was refused permission due to the height of the proposed structures. <b>Late submission to the Vacant Sites Section outlined that site is under a caretakers agreement. Site owner advised to submit information to ABP. Entry to the VSR was not appealed to ABP. A second submission outlined that site is in use, site inspected on 31/10/2018 by Vacant Sites Section. Further information in relation to the use of this site requested from the owner (information was not received by DCC). A further submission was received on 07/01/2019 outlining that the site was sold to the current owners on 20/12/2018. Vacant Sites Register amended to reflect this update.</b>
6	VS-0142	164 Sheriff Street Upper	0.5775	KW PRS ICAV acting for and on behalf of its sub-fund KW PRS Fund (formerly National Asset Property Management Limited)	DN185648F	€ 12,500,000.00	Central	Residential	Pre. Planning Consultation in relation to this site recorded on APAS October 2015. <b>A submission to the Vacant Sites Section dated 28/09/2018 outlined that site was sold on 28/09/2019. Additional information requested and submitted. Ownership details amended 06/02/2019. APAS checked 19/02/2019, no record of new/updated planning application</b>

Top 10 sites (Valuation Order)	VS Ref	Site Location	Site Area (Ha)	Ownership	Folio Number	Valuation	Admin Area	FunctionalArea	Planning History/Update
	7	VS-0146 Site to rear of 165-182 Sheriff Street Upper, facing onto New Wapping Street and Mayor Street Upper	0.4281	KW PRS ICAV acting for and on behalf of its sub-fund KW PRS Fund (formerly Chinook Investments (receiver David Carson, Deloitte & Touche))	Unregistered	€ 9,000,000.00	Central	Residential	DSDZ2242/16 – Permission granted for the demolition of 5 no. vacant buildings (3 no. warehouse premises and a three storey office building). Demolition of existing boundary wall and fence on Castleforbes Road/ Mayor Street Upper and demolition of existing boundary wall between the former Tile Style warehouse and former Dublin Maritime Office building. <b>A submission to the Vacant Sites Section dated 28/09/2018 outlined that site was sold on 28/09/2019. Additional information requested and submitted. Ownership details amended 06/02/2019. APAS checked 19/02/2019, no record of new/updated planning application.</b>
Page 49	8	VS-0006 O' Devaney Gardens North, 10 Ashford Place, Arbour Hill	1.7775	Dublin City Council	63244F	€ 8,750,000.00	Central	Residential	<b>3607/10:</b> LAW (Part VIII) for the demolition of five blocks of flats. <b>2945/16:</b> LAW (Part VIII) for demolition of four remaining blocks. <b>Tendering is ongoing through the Competitive Dialogue Process for the development of this site. Invitations to submit final tenderers due the end of February. Demand for Payment of Vacant Site Levy issued 12/02/2019 for €262,500.00</b>
	9	VS-0013 32-40 Benburb Street	0.4378	Benburb Street Property Company Limited	Unregistered	€ 8,650,000.00	Central	Regeneration	<b>1569/04:</b> Permission granted for A. Demolition of existing storage buildings in site. B. Construction of primarily apartment building in 3 wings consisting of 4 to 6 storeys including set back penthouse facing onto Benburb Street, 8 storey slender tower feature on axis to Ellis Street (maximum 25.5m above ground level) and 7 storeys including set back penthouse levels to courtyard wing. Providing in total 166 residential units. <b>APAS checked 19/02/2019, no record of new/updated planning application. Demand for Payment of Vacant Site Levy issued 12/02/2019 for €259,500.00</b>
	10	VS-0011 Site at corner of Infirmary Road & Montpelier Hill, Dublin 7	1.0973	Dublin City Council	151686L; 198023F	€ 8,000,000.00	Central	Residential	2363/06 - Permission granted for the provision of 227 no. residential units in four blocks. <b>Demand for Payment of Vacant Site Levy issued 12/02/2019 for €240,000.00</b>





