



With Reference to the Chief Executives Report on the Consultation Programme carried out on Proposed Variation (No. 33) of Dublin City Development Plan 2016 – 2022 (Lands at Jamestown Road and St Margaret’s Road/McKee Avenue, Finglas, Dublin 11)

Executive Summary

The Variation

It is proposed to vary the Dublin City Development Plan 2016-2022, by changing the land use zoning of circa 43.11 hectares of lands at Jamestown Road, McKee Avenue, and St Margaret’s Road, Finglas, Dublin 11 from Land Use Zoning Objective Z6 (Employment and Enterprise) to Land Use Zoning Objective Z14 (Strategic Development and Regeneration Area). It is also proposed to designate the lands as a Strategic Development and Regeneration Area (SDRA).

The Purpose of the Variation

The Planning Authority is proposing this Variation in order to facilitate the regeneration of the lands having regard to the site-specific circumstances, including the proposed Luas extension from Broombridge to Charlestown via Finglas, and the intent of DCC to implement brownfield regeneration policies of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) and to support the economic revitalisation of Finglas village.

Submissions

In total **201 submissions** were received, including a submission from the following prescribed bodies: Office of the Planning Regulator (OPR); the Eastern and Midlands Regional Assembly (EMRA); National Transport Authority (NTA); Transport Infrastructure Ireland (TII); Department of Education and Skills (DES); the Office of Public Works (OPW); Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media; Irish Water; the Irish Aviation Authority; Health and Safety Authority; and the Environmental Protection Agency.

Issues Raised

The submissions received from prescribed bodies generally support the proposed variation. The Irish Aviation Authority notes the proposed variation. The remainder of the submissions received raised issues relating to the following areas:

- Proposed Re-Zoning and Land Use
- Masterplan
- Urban Form
- Housing
- Community
- Traffic and Transport
- Green Infrastructure
- Utilities, Drainage and Flooding
- Environmental Assessment
- Consultation
- Miscellaneous

Submissions received from land owners support the variation in principle, but request amendments. The majority of the submissions received did not support the variation.

Summary of Proposed Responses by Chief Executive

1. The addition of the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas to reflect the observation of the OPR.

Under the heading of Requirement for Masterplan:

To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the entire SDRA by all landowners, which responds to the guiding principles above, to be agreed with the Planning Authority, before the lodgement of any planning application. **Consultation on the masterplan shall take place with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively.**

2. Amend the following text in Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Urban Structure: (3rd bullet point):

- All proposed streets shall comply with the requirement of the Design Manual for Urban Roads and Streets (DMURS) ~~(2013)~~, **DTTaS and DECLG, (2019)**.

3. Insert the following new text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas following the observations from the OPR and OPW relating to the control of outflow to the River Tolka.

Under the heading of Requirement for Masterplan:

- **Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.**

4. Insert the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas, based on the recommendation from the NTA.

Under the heading of Requirement for Masterplan:

- A mobility management strategy (MMS) shall be prepared for the subject lands and inform the preparation of the masterplan. **The MMS shall:**
 - 1) **Promote the principle of filtered permeability to provide a competitive advantage for users of sustainable modes and restrict private car through trips.**
 - 2) **Identify the location of a number of modal filters to enable pedestrians, cyclists and public transport access, but restrict private car access.**
 - 3) **Seek a high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.**
- **The Planning Authority will engage with the National Transport Authority (NTA) in relation to the planning and design of Luas Finglas. This ongoing engagement shall inform the Masterplan for these lands.**

5. Insert a new map in Section 4.4 of the SFRA to illustrate: Extract from Composite Flood Zone Map Dublin City (Appendix 5 of Volume 7 of the Dublin City Development Plan 2016-2022 Strategic Flood Risk Assessment (SFRA)) which outlines the lands subject to proposed Variation No. 33, based on the recommendation received from the OPW.

6. Insert new text into Section 4.4 of the Strategic Flood Risk Assessment an (SFRA) for Proposed Variation No. 33, based on the submission received from the OPW to include reference to www.floodinfo.ie.

7. To consult with the Department of Education and Skills and Fingal County Council as part of the Development Plan process to identify a suitable site for a new post-primary school that can serve the existing and future population of the area.

8. Having regard to the rationale for designating the Jamestown Lands an SDRA, the Chief Executive considers that consideration is given to extending the SDRA to include Finglas village, as part of the preparation of the Draft City Development Plan.

9. Update Figure 38A SDRA Framework Plan in Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas, to provide a new annotation to include 'Proposed Cycle / Pedestrian / Amenity Link' along Jamestown Road and McKee Avenue.

Reason: In the interest of providing clarity, illustrating the Guiding Principles of the SDRA, and demonstrating Dublin City Council's commitment to improving the public realm and streetscapes along the interface of the subject lands.

10. Insert the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas 'Guiding Principles for the SDRA'.

6. Climate Change

- All multi-unit buildings utilising a combined heating system and all larger scale commercial buildings (over 1,000 sq.m) ~~must be~~ **will be encouraged to be** district heating enabled.

Requirement for Masterplan

- All new multiple unit and commercial developments are ~~required~~ **encouraged** to be district heating enabled **and must demonstrate how they comply with National and Development Plan policies on climate change and renewable energy.**

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1.0 Introduction

The purpose of this Chief Executive Officer's Report is to present the outcome of the consultation programme carried out on the Proposed Variation No. 33 to the Dublin City Development Plan 2016-2022 (the Development Plan), to respond to the submissions made during the consultation period and to make recommendations concerning Proposed Variation No. 33, where appropriate.

2.0 Proposed Variation

It is proposed to make a Variation to the Dublin City Development Plan 2016 – 2022 by **changing the Land Use Zoning Objective** of a circa 43.11-hectares of lands at Jamestown Road, St Margaret's Road and McKee Avenue, Finglas, Dublin 11,

from Land Use Zoning Objective **Z6** (Employment / Enterprise) "To provide for the creation and protection of enterprise and facilitate opportunities for employment creation" **to** Land Use Zoning Objective **Z14** (Strategic Development and Regeneration Areas): "To seek the social, economic and physical development and/or rejuvenation of an area with mixed-use, of which residential and 'Z6' would be the predominant uses".

It is also proposed to designate the lands a **Strategic Development and Regeneration Area (SDRA)**.

The proposed changes to the Development Plan are as follows:

- (i) Land Use Zoning Map (Map A) to **Z14 (Strategic Development and Regeneration Areas)** to replace the existing Z6 (Employment / Enterprise) zoning.
- (ii) Amend Map K, to include the new **Strategic Development and Regeneration Area**.
- (iii) Amend Chapter 15, to insert new Strategic Development and Regeneration Area (SDRA) **Guiding Principles** for the subject lands.
- (iv) Amend Chapter 2, to include the SDRA lands into the Core Strategy.

These lands are located to the immediate north of Finglas village and are bound by Jamestown Road to the east, McKee Avenue, and St Margaret's Road to the west and interfaces with the administrative boundary of Fingal County Council to the north, where the lands are currently characterised by employment/industrial uses.

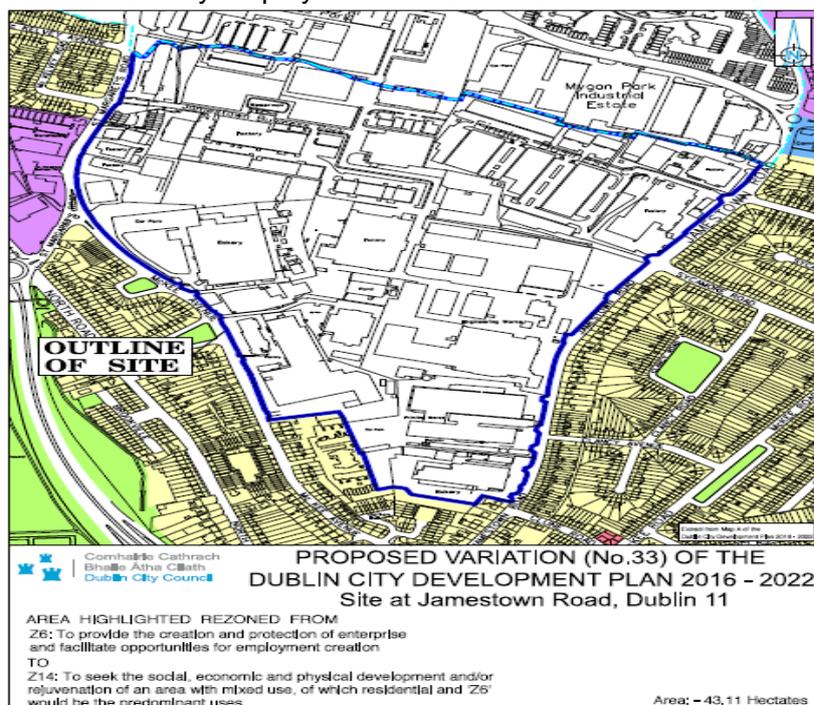


Figure 1: Extract from Map A, Volume 3 of the Dublin City Development Plan 2016 – 2022, showing proposed Z14 Zoning.

3.0 Purpose of Proposed Variation

The reason for the proposed Variation is to facilitate the regeneration of the lands having regard to the site-specific circumstances, including the proposed Luas extension from Broombridge to Charlestown via Finglas, and the intent of DCC to implement brownfield regeneration policies of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) and to support the economic revitalisation of Finglas village.

4.0 Procedure Followed

On 18 March 2021, Dublin City Council (DCC) gave notice that it had prepared Proposed Variation No. 33 to the Development Plan, according to Section 13 of the Planning and Development Act 2000 (as amended).

The public consultation period took place from 18 March 2021 to 16 April 2021 inclusive (a period of 4 weeks) during which time information on proposed Variation No.33 to the Development Plan and environmental reports (Strategic Environmental Assessment (SEA) Screening Report, Appropriate Assessment (AA) Screening Report, and Strategic Flood Risk Assessment (SFRA)) were disseminated to the public and submissions were invited as follows:

- Notification of the preparation and display of Proposed Variation No. 33 to the Development Plan, including Planning Report and Environmental Reports for public consultation was placed in the Irish Independent on 18th March 2021 with information on the public consultation programme and an invitation for submissions.
- Letters that provided notification of Proposed Variation No. 33 consultation programme and an invitation for submissions were distributed to, inter alia, the Minister for Housing, Local Government and Heritage, and relevant prescribed authorities.
- A public information display of proposed Variation No. 33 and Environmental Reports were made available by appointment only at the offices of Dublin City Council, Public Counter, Planning and Property Development Department, Block 4, Ground Floor, Civic Offices, Wood Quay, Dublin 8. Details were also available on the City Council's website at www.dublincity.ie.
- Briefing for Elected Members on 8th March 2021.

Outcome of the Public Consultation Programme

A total of **201 submissions** were received. All submissions were read, analysed, and summarised. A list of all the persons/bodies that made submissions within the public consultation period is provided in Table 1 below, together with a reference number.

Strategic Environmental Assessment (SEA) Screening

Having regard to the provisions of Article 13K and Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulation 2004-2011, and following the appropriate consultation period and consideration of the submissions/observations received, the Planning Authority has determined that the proposed Variation No. 33 would not likely have a significant effect on the environment.

The Planning Authority has considered that a Strategic Environmental Assessment (SEA) is not required in respect of Proposed Variation No. 33 of the Dublin City Development Plan 2016-2022.

Appropriate Assessment (AA) Screening

Having regard to Article 6(3) of the Habitats Directive, the Planning and Development Act 2000 (as amended), the guidance contained in the Department of Housing Planning Community and Local Government's "*Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities*" (2010) and based on the objective information provided in the "*Appropriate Assessment Screening Report Proposed Variation No. 33 of the Dublin City*

Development Plan 2016 – 2022” (the AA Screening Report), Dublin City Council as the Competent Authority determines that the Variation, individually, and in combination with other plans and projects, does not have the potential to give rise to likely significant effects on the Special Conservation Interests / Qualifying Interests and their respective Conservation Objectives of any Natura 2000 site, and does not require an Appropriate Assessment.

The prescribed bodies were notified of the above determinations concerning SEA and AA, and no objections to the conclusions were received within the appropriate period.

5.0 Next Steps

This Chief Executive’s Report on the public consultation for the proposed Variation is hereby submitted to the Elected Members of DCC for consideration.

The Planning and Development Act 2000 (as amended) outlines that the Elected Members of DCC have up to 6 weeks to consider the Chief Executive Report and the Proposed Variation. The Chief Executive intends for the Report to be considered at the City Council Meeting on 14 June 2021.

The following decision options available to the members for the proposed Variation, as set out in legislation are summarised as follows:

- (a) Make – Resolution to make the proposed Variation, subject to variations that are minor in nature and do not constitute a material alteration. The Proposed Variation is effective immediately.
- (b) Make – Resolution to make the Proposed Variation, subject to variations and modifications which constitute a material alteration*.
- (c) Not Make- Resolution not to make the Proposed Variation.

**The Planning Authority shall determine if the variations and modifications to the Proposed Variation are material alterations. Material alterations will result in an additional public consultation stage and consideration of AA and SEA implications.*

6.0 List of Submissions Received

The following persons or bodies made submissions or observations in relation to the proposed variation of the Development Plan.

Table 1: List of Submissions Received

Submission No	Name	Organisation / Company (if applicable)
DCC-C28-VAR33-1	Will McCarthy	
DCC-C28-VAR33-2	Sue Murphy	
DCC-C28-VAR33-3	Robert McMahon	
DCC-C28-VAR33-4	Andrew Gillick	Platinum Land
DCC-C28-VAR33-5	Bernie Kenny Meehan	
DCC-C28-VAR33-6	IZABELA Drozdek	
DCC-C28-VAR33-7	Maria Keeley Kenny	
DCC-C28-VAR33-8	Sharon Wall	
DCC-C28-VAR33-9	Jemma Shine	
DCC-C28-VAR33-10	Vanessa Espinet Dorney	
DCC-C28-VAR33-11	Michelle Carroll	
DCC-C28-VAR33-12	Paddy Kelly	

Submission No	Name	Organisation / Company (if applicable)
DCC-C28-VAR33-13	William Lawlor	
DCC-C28-VAR33-14	Eimear Murphy	
DCC-C28-VAR33-15	Environmental Protection Agency	Environmental Protection Agency
DCC-C28-VAR33-16	Pamela Lawlor	
DCC-C28-VAR33-17	Mark Cullen	
DCC-C28-VAR33-18	Joy Mullen	
DCC-C28-VAR33-19	Guy Incognito	
DCC-C28-VAR33-20	Dermot Johnson	
DCC-C28-VAR33-21	Adam Johnson	
DCC-C28-VAR33-22	Tony O'Donnell	
DCC-C28-VAR33-23	Anne Martin	
DCC-C28-VAR33-24	Maria Fernandez	
DCC-C28-VAR33-25	Sean Conroy	
DCC-C28-VAR33-26	Valerie Murphy	
DCC-C28-VAR33-27	Gerard Blaney	
DCC-C28-VAR33-28	Ciara Resident	
DCC-C28-VAR33-29	Mary Cobbe	
DCC-C28-VAR33-30	John Moore	
DCC-C28-VAR33-31	Jorge Frutos Ecenarro	
DCC-C28-VAR33-32	Antoinette Morley	
DCC-C28-VAR33-33	Ray Waldron	
DCC-C28-VAR33-34	Carol Fenton	
DCC-C28-VAR33-35	Noeleen Reilly	
DCC-C28-VAR33-36	Lindsey O'Connor	
DCC-C28-VAR33-37	John Brady	
DCC-C28-VAR33-38	Paul Casey	
DCC-C28-VAR33-39	Orla Tynan	
DCC-C28-VAR33-40	Paula O'Connor	
DCC-C28-VAR33-41	Sinéad Mullaney	
DCC-C28-VAR33-42	Robbie Shaw	
DCC-C28-VAR33-43	Paul Walsh	
DCC-C28-VAR33-44	Lauren O'Brien	
DCC-C28-VAR33-45	Clíodhna Daly	
DCC-C28-VAR33-46	Carol McGinn	
DCC-C28-VAR33-47	Gareth Connolly	
DCC-C28-VAR33-48	Mary Gallagher	
DCC-C28-VAR33-49	Niall Downes	
DCC-C28-VAR33-50	Derek Eustace	
DCC-C28-VAR33-51	J Byrne	
DCC-C28-VAR33-52	Stephen Poynton	
DCC-C28-VAR33-53	Irish Aviation Authority	Irish Aviation Authority

Submission No	Name	Organisation / Company (if applicable)
DCC-C28-VAR33-54	Tony Boyle	Sigma Wireless Communications Ltd
DCC-C28-VAR33-55	Paul Kinna	
DCC-C28-VAR33-56	Transport Infrastructure Ireland	Transport Infrastructure Ireland
DCC-C28-VAR33-57	H Lawlor	
DCC-C28-VAR33-58	Health and Safety Authority	Health and Safety Authority
DCC-C28-VAR33-59	Elizabeth Quinlan	
DCC-C28-VAR33-60	Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media	Department of Tourism, Culture, Arts, Gaeltacht, Sports and Media
DCC-C28-VAR33-61	Sean Boyle	
DCC-C28-VAR33-62	Office of Public Works	Office of Public Works
DCC-C28-VAR33-63	Corinna Linehan	
DCC-C28-VAR33-64	Cornelius Linehan	
DCC-C28-VAR33-65	Cara Cahill	
DCC-C28-VAR33-66	Sandra Coleman	
DCC-C28-VAR33-67	Christine Kelly	
DCC-C28-VAR33-68	Elisha Kelly	
DCC-C28-VAR33-69	Carrie Behan	
DCC-C28-VAR33-70	Amanda Lauanders	
DCC-C28-VAR33-71	Gail Richardson	
DCC-C28-VAR33-72	Kenneth Deegan	
DCC-C28-VAR33-73	Naomi McFadden	
DCC-C28-VAR33-74	Linda Parnell	
DCC-C28-VAR33-75	Julie Deegan	
DCC-C28-VAR33-76	Jade Kane	
DCC-C28-VAR33-77	Aine Morris	
DCC-C28-VAR33-78	Rita Fernandez	
DCC-C28-VAR33-79	Dave Core	
DCC-C28-VAR33-80	Mark Lane	
DCC-C28-VAR33-81	Aodhan Mc fadden	
DCC-C28-VAR33-82	Stephanie Fleming	
DCC-C28-VAR33-83	Leia Sacopaso	
DCC-C28-VAR33-84	Lisa Teeling	
DCC-C28-VAR33-85	Kevin Hickey	
DCC-C28-VAR33-86	Kealin McNulty	
DCC-C28-VAR33-87	Sophie Linehan	
DCC-C28-VAR33-88	Fiona Connolly	
DCC-C28-VAR33-89	V Watson	
DCC-C28-VAR33-90	Lisa Jackson	
DCC-C28-VAR33-91	Philip Brogan	
DCC-C28-VAR33-92	Johnny Keenaghan	
DCC-C28-VAR33-93	Joe Kavanagh	

Submission No	Name	Organisation / Company (if applicable)
DCC-C28-VAR33-94	Philomena & Eamonn Murphy	
DCC-C28-VAR33-95	Annmarie Kavanagh	
DCC-C28-VAR33-96	Grainne Gaffney	
DCC-C28-VAR33-97	Ruth Doherty	
DCC-C28-VAR33-98	Irish Water	Irish Water
DCC-C28-VAR33-99	Conor Molony	
DCC-C28-VAR33-100	Peter Crowley	
DCC-C28-VAR33-101	Paul McAuliffe	
DCC-C28-VAR33-102	Bernard Dee	Apophis Finance Limited
DCC-C28-VAR33-103	Neill Hughes	
DCC-C28-VAR33-104	Aoife Gillen	
DCC-C28-VAR33-105	Sigma Wireless Communications Limited	Sigma Wireless Communications Limited
DCC-C28-VAR33-106	Emaoifrob	
DCC-C28-VAR33-107	Juan Fernandez	
DCC-C28-VAR33-108	Jimmy Maher	
DCC-C28-VAR33-109	Susan FogRTY	
DCC-C28-VAR33-110	Alan Daly	
DCC-C28-VAR33-111	Niall Robinson	Sigma Wireless Communications Limited
DCC-C28-VAR33-112	Sinead Maher	
DCC-C28-VAR33-113	Damien Smith	
DCC-C28-VAR33-114	Maria Markey-Greene	
DCC-C28-VAR33-115	Patrick Rattigan	
DCC-C28-VAR33-116	Carol McGinn	
DCC-C28-VAR33-117	Alex Stankevics	
DCC-C28-VAR33-118	National Transport Authority	National Transport Authority
DCC-C28-VAR33-119	Eddie Whelan	
DCC-C28-VAR33-120	Louise Coroner	
DCC-C28-VAR33-121	Eastern and Midland Regional Assembly	Eastern and Midland Regional Assembly
DCC-C28-VAR33-122	Ailís Ni CHARTHAIGH	
DCC-C28-VAR33-123	Clúid Housing	Clúid Housing
DCC-C28-VAR33-124	Sinn Féin	Sinn Féin
DCC-C28-VAR33-125	Lanesborough Residents Association	Lanesborough Residents Association
DCC-C28-VAR33-126	Sandra Devlin	
DCC-C28-VAR33-127	Heather McMeel	Avison Young
DCC-C28-VAR33-128	Ian Livingstone	Jamestown Village Limited
DCC-C28-VAR33-129	Laura Moher	
DCC-C28-VAR33-130	Padraig Fallon	
DCC-C28-VAR33-131	Róisín Shortall	

Submission No	Name	Organisation / Company (if applicable)
DCC-C28-VAR33-132	Blaine Cregan	Development 8
DCC-C28-VAR33-133	Keith Murphy	
DCC-C28-VAR33-134	Stephen Purcell	Finglas Employer Group
DCC-C28-VAR33-135	Edel Murphy	
DCC-C28-VAR33-136	Office of the Planning Regulator	Office of the Planning Regulator
DCC-C28-VAR33-137	Jason King	
DCC-C28-VAR33-138	Department of Education	Department of Education
DCC-C28-VAR33-139	Dolores Finnegan	
DCC-C28-VAR33-140	Valerie and Kieran Hayes	
DCC-C28-VAR33-141	Liam and Geraldine Dawson	
DCC-C28-VAR33-142	Joann and Tom Kavanagh	
DCC-C28-VAR33-143	Stephen Mahaer	
DCC-C28-VAR33-144	Frank Cassidy	
DCC-C28-VAR33-145	P Maher	
DCC-C28-VAR33-146	A Maher	
DCC-C28-VAR33-147	C L	
DCC-C28-VAR33-148	Connie L	
DCC-C28-VAR33-149	John Healy	
DCC-C28-VAR33-150	Chris Quinlan	
DCC-C28-VAR33-151	Peter and Cecily Carr	
DCC-C28-VAR33-152	Eileen and Tom Hennessey	
DCC-C28-VAR33-153	Duffy Family	
DCC-C28-VAR33-154	Malcolm Keatley	
DCC-C28-VAR33-155	Matt V	
DCC-C28-VAR33-156	P C	
DCC-C28-VAR33-157	Dermot Marshall	
DCC-C28-VAR33-158	J H	
DCC-C28-VAR33-159	Maureen Dunne	
DCC-C28-VAR33-160	Jean Sean	
DCC-C28-VAR33-161	Amy and Derek Eustace	
DCC-C28-VAR33-162	Lyndsey Williams	
DCC-C28-VAR33-163	Keith Williams	
DCC-C28-VAR33-164	Anne Marie and Paul Mahon	
DCC-C28-VAR33-165	Lady	
DCC-C28-VAR33-166	Jennifer Vourszeji	
DCC-C28-VAR33-167	Paul C	
DCC-C28-VAR33-168	Richard and Dee Illingworth	
DCC-C28-VAR33-169	Margaret White	
DCC-C28-VAR33-170	Joan White	
DCC-C28-VAR33-171	L O'Neill	
DCC-C28-VAR33-172	Sarah McCloskey	

Submission No	Name	Organisation / Company (if applicable)
DCC-C28-VAR33-173	Barbara McCloskey	
DCC-C28-VAR33-174	Maureen Reilly	
DCC-C28-VAR33-175	M Blessington	
DCC-C28-VAR33-176	David Patterson	
DCC-C28-VAR33-177	Nancy McPartlin	
DCC-C28-VAR33-178	Margaret Boland	
DCC-C28-VAR33-179	Laura Kavanagh	
DCC-C28-VAR33-180	A Meaney Juliette Blackstock	
DCC-C28-VAR33-181	Margaret Burke	
DCC-C28-VAR33-182	Muriel Collins	
DCC-C28-VAR33-183	Sorcha Ni Dhuaing	
DCC-C28-VAR33-184	Rita and Christy Spratt	
DCC-C28-VAR33-185	Margaret O'Brien	
DCC-C28-VAR33-186	Rory Richardson	
DCC-C28-VAR33-187	Helen O'Halloran	
DCC-C28-VAR33-188	Mary Halligan	
DCC-C28-VAR33-189	Sinead Maher	
DCC-C28-VAR33-190	Adrienne V	
DCC-C28-VAR33-191	Steven Lawlor	
DCC-C28-VAR33-192	Sharon and Helen Fanning	
DCC-C28-VAR33-193	Clune Road	
DCC-C28-VAR33-194	Clune Road 2	
DCC-C28-VAR33-195	Clune Road 3	
DCC-C28-VAR33-196	A O'Brien	
DCC-C28-VAR33-197	Paul and Kathleen Boylan	
DCC-C28-VAR33-198	Catherine Emmett	
DCC-C28-VAR33-199	Richard L	
DCC-C28-VAR33-200	Anne Pat Conor Dwyer	
DCC-C28-VAR33-201	A Body	

7.0 Summary of Issues Raised by Prescribed Bodies

7.1 Office of the Planning Regulator (OPR)

Summary of Submission:

The Office of the Planning Regulator (OPR) assessed the Proposed Variation in terms of consistency with legislative and policy planning requirements and deemed the submission to be made in accordance with such. The Office notes that the purpose of the proposed Variation is to provide for a more varied and intense mixed-use development on existing underutilised employment zoned lands within the M50 and built-up area of the City close to public transport infrastructure.

The submission makes comments under several headings as set out below, and includes three specific observations to be taken into account/ addressed.

1. Consistency with the National Planning Framework (NPF):

The proposed Variation entails the re-zoning of underutilized employment (Z6) zoned brownfield lands within the M50 and built-up area of the City close to public transport infrastructure (existing and planned) to allow for more varied and intense mixed-use development. This will facilitate infill development and the regeneration and revitalisation of urban areas consistent with National Strategic Outcome 1 (NSO 1) of the National Planning Framework.

The proposed Variation is consistent with National Policy Objective 2a (NPO2a), NPO 3b, and NPO6 concerning the proportion of national population growth to be delivered in the cities, compact growth targets for Dublin City, and the regeneration and rejuvenation of cities respectively.

The proposed Variation will support the key growth enablers for Dublin in the NPF, in particular for regeneration and the relocation of less intensive uses outside of the M50 ring road.

2. Core Strategy, Compact growth, and Regeneration

This proposed Variation seeks to amend the core strategy by increasing the extent of residential lands in the city (43.11ha) and the number of additional housing units (approximately 2,200) that potentially can be accommodated. It is noted that the strategic justification for the proposed rezoning of the subject low-intensity employment lands was assessed as part of a wider study of the City's employment / industrial lands in 2018/19. While the review's findings have not been detailed as part of this proposed Variation they were included in the planning report for Variations 8-27 of the Dublin City Development Plan 2016 -2022. In this regard, the Planning Authority is advised to cross-reference the Industrial Land Study as appropriate in the Chief Executives Report on submissions received to this variation to demonstrate this evidence-based approach.

The proposed Variation sets out to increase the overall potential of additional long-term housing development through accommodation of planned, integrated brownfield development and will remain consistent with the Core Strategy and its defining principle of achieving compact sustainable mixed-use growth supported by high-quality public transport. Furthermore, the capacity provided by these lands will aid the Council in meeting its future housing targets in tandem with the other designated Strategic Development and Regeneration Area (SDRA) lands and it will be particularly relevant to the brownfield targets of the NPF.

To ensure that the development of the subject lands occurs in a sustainable and coherent manner, the proposed Variation states that a masterplan shall be prepared as per the guiding principles of the SDRA by all the major landowners, to be agreed with the Planning Authority, before the lodgement of any planning application. While this is welcomed, the OPR also considers that there is a need to consider other stakeholders given the size of the regeneration area and its immediate proximity to the boundary with Fingal County Council. In this regard, the OPR advises of the need for a more comprehensive and coordinated approach to informing the masterplan for the subject lands and the provision of infrastructure therein in consultation with several statutory bodies and interested stakeholders.

Observation 1 Strategic Development Regeneration Area (SDRA)

Having regard to the scale of the Strategic Development and Regeneration Area (SDRA), the surrounding land use context, and the proximity of the land to Fingal County Council's administrative area, the planning authority is requested to include a further guiding principle for the SDRA in Section 15.1.1.22 to require that the masterplan be developed in consultation with Fingal County Council and various statutory stakeholders including the Eastern and Midland Regional Assembly, National Transport Authority, Transport Infrastructure Ireland, Irish Water, Department of Education and Skills and others as necessary to ensure that

supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively.

3. Economic Development & Employment

The proposed Variation will result in a substantial land bank of approximately 43ha being rezoned from employment uses to mixed uses. The framework plan set out in the proposed Variation is welcomed along with the requirement for a masterplan to be prepared for these lands which will ensure that the future development of the lands occurs in a coordinated and sustainable manner that can act as a catalyst to regenerate and support the revitalization of Finglas village.

4. Transport and mobility/accessibility

These lands shall be developed to support and avail of the proposed public transport infrastructure (existing and proposed) and the development of a sustainable and compact urban form. The Office welcomes the potential that this proposed Variation can deliver in integrating land use and transportation as per NPO28 and NPO33 of the NPF and Regional Policy Objective 8.3 (RPO 8.3) and RPO 8.4 of the Regional Spatial and Economic Strategy (RSES) /Dublin Metropolitan Area Strategic Plan (MASP), encouraging a compact urban form with integrated land use and sustainable transportation. It is considered that the proposed Variation is also consistent with the Transport Strategy for the Greater Dublin Area 2016 – 2035.

It is noted that the framework plan refers to 'The Design Manual for Urban Roads and Streets, DTTs and DECLG (2013)' rather than the revised 2019 version.

Observation 2 –The Design Manual for Urban Roads and Streets, DTTaS, and DECLG (2019)

The planning authority is requested to update the references in the framework plan to the revised 2019 version of 'The Design Manual for Urban Roads and Streets, DTTaS and DECLG'.

5. Climate Action

The Office strongly supports the guiding principles for this SDRA which require that green infrastructure will be a key input as well as enabling the transition to a low carbon future through a range of measures including sustainable urban drainage systems, (SUDS) requirements for district heating and electric charging points. The OPR is satisfied that the proposed Variation has the potential to have a positive impact in terms of climate action under section 10(2) (n) of the Act by enabling more compact and sustainable urban development.

6. Management of surface water

The OPR notes that a Strategic Flood Risk Assessment (SFRA) was published with the proposed variation which determined that these lands are situated within flood zone C, and thus have a low risk associated with fluvial flooding and therefore, the justification test is not required having regard to *The Planning System and Flood Risk Management, Guidelines for Planning Authorities (2009)*.

It is recognised that there is an opportunity to manage surface water, through green infrastructure, having regard to the impact any future development may have on watercourses downstream and, in this regard, the five recommendations set out in Section 5.2 and 5.3 of the SFRA are welcomed. It is advised that the recommendations should be included in full within the masterplan requirements of the Variation given the capacity constraints which exist in the area.

Observation 3 – Strategic Flood Risk Assessment

The planning authority is requested to include all of the recommendations set out in Section 5.2 and 5.3 of the SFRA in the masterplan requirements of the variation and specifically include that “Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change”

The planning authority is advised to address the matters raised in the three observations set out above.

The OPR concludes that the proposed Variation is generally consistent with national and regional planning policies and the Dublin City Development Plan 2016 –2022.

Chief Executive’s Response:

The Chief Executive welcomes the submission of the office of the Planning Regulator which supports the proposed Variation; acknowledging that it is compliant with the legislative requirements and is in compliance with the National Planning Framework.

The recommendation to cross-reference the proposed variation with the previous wider study of the City’s employment / industrial lands is noted, and further detail is set out in the response to submissions raised concerning rezoning and proposed use of the land.

In response to **Observation 1** Strategic Development Regeneration Area (SDRA), the Chief Executive recommends the inclusion of additional text to require consultation with key stakeholders in preparation of the proposed Masterplan requirement. Such consultation is deemed appropriate to ensure the timely delivery of associated services to the site and to ensure that cross-county boundary issues with Fingal County Council are sufficiently addressed, in particular concerning issues such as future school provision.

In response to **Observation 2** –The Design Manual for Urban Roads and Streets, DTTaS and DECLG (2019); the Chief Executive will update the references in the framework plan to the revised 2019 version of ‘The Design Manual for Urban Roads and Streets, DTTaS and DECLG’.

In response to **Observation 3** – Strategic Flood Risk Assessment; -

The Chief Executive agrees that this site offers an opportunity to sustainably manage surface water through quality green infrastructure provision, thus having a positive impact on watercourses downstream. The request to include all of the recommended objectives of the Strategic Flood Risk Assessment prepared in conjunction with this proposed Variation is noted. It is also noted that a number of these objectives are already provided for within the SDRA and also within the Dublin City Development Plan 2016-2022, where for example Objective SI03 requires sustainable urban drainage systems in all new development and SI08 requires a site-specific flood risk assessment. The proposed SDRA under the heading of “*Green Infrastructure*” requires the provision of a green infrastructure strategy “*that provides for the retention of existing open watercourses with an appropriate riparian zone and explores opportunities to de-culvert existing watercourses*”. Taking account of these existing provisions it is recommended that the addition of text as specifically requested, will enhance the robustness of the SDRA and provide for adequate flood risk protection and climate change adaption provision. The following text is recommended for inclusion:

“Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change”

Chief Executive's Recommendation:

Recommendation No. 1:

Insert the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the entire SDRA by all landowners, which responds to the guiding principles above, to be agreed with the Planning Authority, before the lodgement of any planning application. **Consultation on the masterplan shall take place with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively.**

Recommendation No. 2:

Amend the following text in Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Urban Structure: (3rd bullet point):

- All proposed streets shall comply with the requirement of the Design Manual for Urban Roads and Streets (DMURS) ~~(2013)~~, **DTTaS and DECLG, (2019)**.

Recommendation No. 3:

Insert the following new text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

- A Green Infrastructure Strategy that provides for i) retention of existing open watercourses with an appropriate riparian zone ii) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible.
- An Integrated Surface Water Management Strategy for the entire development lands shall be prepared to ensure necessary public surface water infrastructure is in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.
- **Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.**

7.2 Eastern and Midland Regional Assembly

Summary of Submission:

The Eastern and Midland Regional Assembly (EMRA) notes provisions of the Planning and Development Act 2000, as amended, which requires the Planning Authority, when making or varying the City Development Plan, to ensure that it is consistent with the Regional Spatial and Economic Strategy for the Eastern and Midland Region (RSES), thus ensuring full alignment between local, regional and national planning policy.

The EMRA welcomes the proposed Variation which will provide for the consolidated growth of Dublin as a city of international scale, following the requirements for compact growth set out in Project Ireland - the National Planning Framework, the Regional Spatial and Economic Strategy (RSES), and Chapter 5 - Dublin Metropolitan Area Strategic Plan (MASP). The proposed Variation, which has the potential to deliver over 2,000 additional residential units on existing urban brownfield lands, will support the achievement of compact growth targets of 50% of all new homes within or contiguous to the built-up area of Dublin City and Suburbs.

The EMRA supports the intensification of underutilised and infill /brownfield lands as set out in Chapter 3 –Growth Strategy, RPOs 3.2 and 3.3 of the RSES and RPOs 5.4 and 5.5 of the RSES and to support the compact sustainable growth and accelerated housing delivery in the MASP. In this regard, it is considered that the development of this significant land bank, subject to the requirement for a Masterplan and compliance with Guiding Principles for the SDRA, will support a plan-led approach to area regeneration and offers an opportunity to create a sustainable, mixed-use community and deliver significantly improved amenities, permeability, and public realm while continuing to support sustainable levels of employment and the retail and commercial functions of Finglas village.

The submission states that the proposed Variation will support the delivery of the Strategic Development Areas (SDAs) in Table 5.1 of the MASP, which identifies the development potential of “older industrial estates” in the city centre within the M50, linked to the delivery of key public transport projects, including Luas extension and Bus Connects, to promote more efficient use of urban lands and to maximise investment in public transport infrastructure. It considers that the long-term horizon for these SDRA lands is in line with the phasing and infrastructure requirements set out in the MASP Table 5.1 and that the additional zoning will remain consistent with the Core Strategy of the current City Development Plan.

As the subject lands share a boundary with Fingal County Council the EMRA considers that the redevelopment and Masterplan of this strategic landbank should be undertaken in the context of the overall potential for regeneration of lands along the route of the planned extension of the LUAS Greenline, which is proposed to terminate at Charlestown Shopping Centre in Fingal. In this regard, the submission notes that the MASP Implementation Group provides a forum for cross-boundary coordination and cooperation between transport agencies, infrastructure providers, and local authorities.

“Subject to compliance with the aforementioned points, it is considered that the proposed Variation No.33 to the Dublin City Development Plan 2016-2022, is consistent with the RSES for the Eastern and Midland Region.”

Chief Executive’s Response:

The Chief Executive welcomes the submission of the EMRA which supports the proposed Variation and acknowledges that it is compliant with the legislative requirements and is in compliance with the National Planning Framework. The Assembly state that the Variation is consistent with Chapter 3 “Growth Strategy” of the RSES the following Regional Policy Objectives concerning “*Compact Growth*” and “*MASP Housing and Regeneration*”.

The Chief Executive welcomes the Assembly’s recommendation that the existing MASP Implementation Group provides “a forum for cross-boundary coordination and co-operation between transport agencies, infrastructure providers and local authorities”. DCC already participates in the MASP Implementation Group. The implementation of the variation can be included as an item on the agenda of the meeting.

Chief Executive’s Recommendation:

No amendment to the Variation.

7.3 Transport Infrastructure Ireland (TII)

Summary of Submission:

The submission from TII, notes that land use planning issues relating to the proposed Luas Finglas project are a matter for the National Transport Authority (NTA). However, TII recommends that, concerning lands directly adjacent to existing and future public transport stations/ stops, great care be taken in development planning to ensure access to and from the stops are enhanced, improved, and protected to promote sustainable modal choice for both the new and existing communities.

Chief Executive's Response:

The Chief Executive welcomes TII submission which supports the proposed Variation. The matters raised by TII will be dealt with at the planning consent stage.

7.4 National Transport Authority (NTA)

Summary of Submission:

Policy

The NTA supports the proposed variation in principle, as it is broadly consistent with the land use principles of the "Transport Strategy for the Greater Dublin Area 2016" (the Transport Strategy) for the following reasons:

- It comprises the redevelopment of a large brownfield site close to Dublin City Centre and as such will contribute to the objective of consolidation of development into the existing urban area of the city;
- The area in question is intended to be served by the extension of the Luas Green Line to Finglas and Charlestown;
- The area in question is served by high-quality bus services and will benefit from enhanced services under the BusConnects Network Review; and
- The development of this site – and the associated opening up of new links through the site – provides additional opportunities for public transport, walking, and cycling within Finglas and environs and between centres such as Finglas Village, Charlestown, and areas to the east such as Ballymun, Santry, and Glasnevin.

Permeability

Concerning the SDRF Framework Plan and associated text, the NTA recommends that the principle of filtered permeability is provided to provide a competitive advantage for users of sustainable modes. A road and street network which facilitates private car through traffic in a convenient manner is not supported at this location, as it would be inconsistent with the Transport Strategy, which states:

"Developments should provide for filtered permeability. This would provide for walking, cycling, public transport, and private vehicle access but at the same time would restrict or discourage private car through trips".

The NTA recommends that Figure 38A is amended to show a number of modal filters where pedestrians and cyclists can travel through, and where public transport could be facilitated, but where private cars are not permitted to pass. It is also recommended that the text of the variation is amended accordingly.

The NTA notes the provision for "indicative connectivity" at the southern end of the site into Finglas Village via Gofton Hall. On the assumption that this refers to pedestrian and cycle connectivity only, the NTA recommends that this link is retained in the making of the variation as an important means by which the redevelopment of these lands can be knitted into the existing urban fabric of Finglas and provide benefits for existing as well as future residents in

terms of connectivity. An additional statement that commits the local authority to provide this as a high-quality, well-lit, and safe link would be welcome as part of the variation.

Subject to changes reflecting the above being made, the NTA is satisfied that the proposed variation is consistent with the Transport Strategy and recommends that it is approved.

Finglas Luas

The NTA acknowledges the ongoing engagement of the Dublin City Council Planning Department concerning the design and planning work on Luas Finglas and concerning planning matters in this area. The continuation of this engagement through the making of the Masterplan for these lands and subsequent planning applications would be welcome.

Chief Executive's Response:

The Chief Executive welcomes the NTA submission which supports the proposed Variation which is consistent with the policy articulated in the Transport Strategy. No amendment is needed to the Variation.

The recommendation that the SDRA Framework Plan is amended to support the principle of filtered permeability is accepted. This is a non-material amendment to the Variation which can be included as additional text.

The recommendation that Figure 38A is amended to show a number of modal filters are considered premature pending the completion of a mobility management strategy which is a prerequisite of the masterplan. Therefore no amendment is recommended to the Variation.

The recommendation that provision is made in the SDRA Framework Plan for an "indicative connectivity" at the southern end of the site into Finglas Village via Gofton Hall as a high quality, well-lit and safe link is accepted in principle. This is a non-material amendment to the Variation which can be included as additional text.

The Planning Department will continue to engage with the NTA on the planning and design of Finglas Luas as part of the preparation of the Masterplan. This is a non-material amendment to the Variation which can be included as additional text.

Chief Executive's Recommendation:

Recommendation No. 4:

Insert the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

- A mobility management strategy (MMS) shall be prepared for the subject lands and inform the preparation of the masterplan. **The MMS shall:**
 - 4) **Promote the principle of filtered permeability to provide a competitive advantage for users of sustainable modes and restrict private cars through trips.**
 - 5) **Identify the location of a number of modal filters to enable pedestrians, cyclists, and public transport access, but restrict private car access.**
 - 6) **Seek high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.**
- **The Planning Authority will engage with the NTA concerning the planning and design of Luas Finglas. This ongoing engagement shall inform the Masterplan for these lands.**

7.5 Environmental Protection Agency

Summary of Submission:

The Environmental Protection Agency (EPA) in their role as a Strategic Environmental Assessment (SEA) environmental authority, assessed the SEA Screening Report for the Proposed Variation No. 33 to the Dublin City Development Plan 2016-2022.

The submission makes comments under several headings as set out below.

Proposed SEA Determination:

The EPA notes the determination that Strategic Environmental Assessment is not required for the Variation. The submission refers to their previous correspondence/submission dated, 24th February 2021, which should be taken into account.

As a priority, the EPA focuses on reviewing and commenting on key sector plans. For land-use plans at the county and local level, the EPA provides a 'self-service approach' via the guidance document '*SEA of Local Authority Land Use Plans – EPA Recommendations and Resources*'. The submission states that there is merit in taking this guidance document into account and incorporating any recommendations as relevant and appropriate to the Variation.

Sustainable Development:

In proposing and implementing the Variation, Dublin City Council should ensure that the Variation is consistent with the need for proper planning and sustainable development. Adequate and appropriate critical service infrastructure should be in place or required to be put in place, to service any development proposed and authorised during the lifetime of the Variation.

In considering the Variation, Dublin City Council should take into account the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional, and local climate adaptation plans.

Dublin City Council should also ensure that the Variation aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Eastern and Midlands Regional Spatial and Economic Strategy.

EPA AA GeoTool:

The EPA's AA GeoTool application has been developed in partnership with the NPWS and is available at: <http://www.epa.ie/terminalfour/AppropAssess/index.jsp>

Environmental Authorities:

Under the SEA Regulations, before making a SEA determination DCC should consult with:

- Environmental Protection Agency;
- Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media (formerly Minister for Culture, Heritage and the Gaeltacht (functions transferred from Minister for Environment, Heritage and Local Government/ Minister for Housing, Planning and Local Government to Minister for Culture, Heritage and the Gaeltacht by S.I. 192 of 2011);
- Minister for Environment, Climate, and Communications (formerly Minister of Communications, Climate Change and the Environment);
- Minister for Agriculture, Food and the Marine; and
- Any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan proposed variation or local area plan.

Chief Executive's Response:

The Chief Executive acknowledges the submission of the Environmental Protection Agency (EPA) which notes the determination that Strategic Environmental Assessment is not required for proposed Variation no 33. In making this determination, correspondence received from the EPA, dated 24th February 2021 was considered. Additionally, following the requirements of the Planning and Development Acts 2000 (as amended) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011, Dublin City Council consulted with the relevant prescribed bodies.

The recommendation that the proposed variation should be consistent with the need for proper planning and sustainable development, and that adequate and appropriate critical service infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the variation is noted.

It is also noted that the SDRA, requires the preparation of a masterplan to ensure that the development of the subject lands occurs sustainably and coherently. The requirements of the masterplan include the preparation of a Green Infrastructure Strategy and an Integrated Surface Water Management Strategy for the entire land to ensure necessary public surface water infrastructure and nature-based SUDS solutions are in place to service new development. It is also noted that the SDRA accords with Dublin City Council's Climate Action Plan, which in addition to the above, promotes the use of sustainable energy and heating. The Chief Executive welcomes the comments from the Office of the Planning Regulator stating that the proposed Variation 'has the potential to have a positive impact in terms of climate action under section 10(2) (n) of the Act by enabling more compact and sustainable urban development.'

There is a requirement that this masterplan is agreed with the Planning Authority, and by the recommendation from the Office of the Planning Regulator, with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills and others as necessary, before the lodgment of any planning application. It is also a requirement that all planning applications in the SDRA will comply with the Masterplan and the Principles outlined in the SDRA.

It is, therefore, the opinion of the Chief Executive that the proposed variation is in accordance with the principles of proper planning and sustainable development; climate change mitigation and adaptation; and aligns with the relevant objectives and policy commitments of the National Planning Framework and the Eastern and Midlands Regional Spatial and Economic Strategy.

Chief Executive's Recommendation:

As per Recommendation No. 1 above;

Insert the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the entire SDRA by all landowners, which responds to the guiding principles above, to be agreed with the Planning Authority, before the lodgement of any planning application. **Consultation on the masterplan shall take place with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively.**

7.6 Irish Water

Summary of Submission:

Irish Water acknowledges the proposed Variation No. 33 to the Dublin City Development Plan 2016-2022 and states the following:

The majority of the subject lands currently drain to the North Dublin Drainage Network, where there are significant capacity issues. In particular, capacity exceedance will occur more frequently where rainwater from a roof or paved surfaces is drained to the wastewater system, most notably in areas served by combined networks.

Additional flows, as part of future redevelopment of this area, are therefore likely to be diverted to the Northern Interceptor Sewer – Ballymun PS – North Fringe Sewer system. A drainage impact assessment using modelling will need to be undertaken. Irish Water will have a Drainage Area Plan model available mid-2023. If an assessment is required before 2023 then network surveys, to enable a model build, will have to be undertaken. It is not anticipated that there will be capacity issues on the Northern Interceptor Sewer or the North Fringe Sewer gravity systems. Some upgrades may be required at Ballymun Pumping Station.

Separation of combined systems for any redevelopment will be key, given the issues with the network. This should include the removal of any existing hard-standing areas that are misconnected, in advance of any new connections being permitted. Sustainable Urban Drainage Systems and Green Infrastructure can provide an effective and sustainable means of managing stormwater and keeping water pollution at source and surface water out of combined sewers.

New Developments/future planning applications for the site should check the availability of services (and apply for connection agreements) through Irish Water's Connections and Developer Services section on their website, at this link <https://www.water.ie/connections/developer-services/>

Chief Executive's Response:

The Chief Executive notes the submission of Irish Water, including the significant capacity issues that exist in the North Dublin Drainage Network and the requirement for the separation of combined systems for any redevelopment. It is also noted that Irish Water state that Sustainable Urban Drainage Systems and Green Infrastructure can provide an effective and sustainable means of managing stormwater and keeping water pollution at source and surface water out of combined sewers.

The Chief Executive agrees with Irish Water and notes that the proposed SDR requires the preparation of a masterplan which includes the preparation of a Green Infrastructure Strategy and an Integrated Surface Water Management Strategy for the entire lands, before the lodgment of any planning application. Additionally, the recommendations of the Strategic Flood Risk Assessment (SFRA) have been incorporated into the text of the SDR. Furthermore, in accordance with the recommendation of the OPR, additional text will be included in the SDR to read:

Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.

Chief Executives Recommendation:

As per Recommendation No. 1 above;

Insert the following new text into Section 15.1.1.22 SDR 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

- A Green Infrastructure Strategy that provides for i) retention of existing open watercourses with an appropriate riparian zone ii) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible.
- An Integrated Surface Water Management Strategy for the entire development lands shall be prepared to ensure necessary public surface water infrastructure is in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.
- **Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.**

7.7 Office of Public Works

Summary of Submission:

The Office of Public Works (OPW) is the lead agency for flood risk management in Ireland.

The OPW welcomes the acknowledgment of the *Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009)*, hereafter referred to as the 'Guidelines'. In particular, the OPW welcomes:

- The commitment to managing flood risk in line with the Guidelines
- That an Integrated Surface Water Management Strategy for the lands shall be prepared, including a modelling exercise to determine the extent of existing flood zones
- The requirement for SuDS

The following comments highlight opportunities for the Draft Plan before it is finalised.

Flood Map:

A map or an image in the SFRA illustrating the location of the lands proposed for re-zoning and the Flood Zones would be considered useful.

Surface Water:

The OPW welcomes the policy objectives concerning surface water and SuDS, particularly that "*An Integrated Surface Water Management Strategy for the entire development lands shall be prepared to ensure necessary public surface water infrastructure and nature-based SUDS solutions are in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones*".

The recommended objective in the SFRA that, "*Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change*", does not appear to have been included in the text amendments to the Plan.

Consideration of Climate Change Impacts:

The OPW welcomes the requirement of climate change to be taken into account for all future proposed developments.

Historic Flooding:

The OPW notes that the SFRA references historic flood events from www.floodmaps.ie. It is noted that this website is no longer available and historic flood events are now available on www.floodinfo.ie.

Chief Executive's Response:

The Chief Executive welcomes the submission from the Office of Public Works (OPW), which specifically welcomes the commitment to managing flood risk in line with the *Guidelines on*

the Planning System and Flood Risk Management (DECLG/OPW, 2009) and the policy approach to surface water management and SuDS. In particular, it is noted that the OPW welcomes the requirement that an Integrated Surface Water Management Strategy is prepared for the entire lands ‘to ensure necessary public surface water infrastructure and nature-based SUDS solutions are in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones’.

The Chief Executive notes that the recommended objective in the SFRA that, “*Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change*”, is not included in the text of the SDRA. Having regard to the existing provisions of the SDRA and the recommendations of the SFRA, the Chief Executive agrees that the inclusion of additional text, as also specifically requested by the Office of the Planning Regulator, will enhance the robustness of the SDRA and provide for adequate flood risk protection and climate change adaptation provision. The following text is recommended for inclusion:

Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.

The OPW notes that it would be useful to include a map or image in the SFRA, which illustrates the proposed variation lands and the flood zones. While it is noted that the SFRA contains specific map extracts from the Dublin City Development Plan 2016-2022 SFRA, including, Pluvial Flood Depth and Pluvial Flood Hazard maps, it is considered that the addition of a map illustrating the proposed variation in the context of flood zones in Section 4.4 of the SFRA would enhance clarity.

The OPW notes that the SFRA references www.floodmaps.ie and advises that this website is no longer available and historic flood maps are now available on www.floodinfo.ie. The Chief Executive notes that Section 4.4 of the SFRA considers the Strategic Flood Risk Assessment that was prepared as part of the Dublin City Development Plan 2016 – 2022. It is stated that this ‘*SFRA was based on the historical information such as floodmaps.ie...*’ It is also noted that Section 4.5.2 ‘Fluvial or river flooding’ includes a figure that references floodinfo.ie. While it is considered that the reference to floodmaps.ie is appropriate in the context of the SFRA of the City Development Plan, in the interest of clarity it is recommended that the addition of the following text is included in Section 4.4 of the SFRA.

The SFRA was based on the historical information such as floodmaps.ie (as updated by www.floodinfo.ie) and predictive flood maps sourced from the CFRAM and FloodResilientCity pluvial programmes.

Chief Executive’s Recommendation:

As per Recommendation No. 1 above;

Insert the following new text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret’s Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

- A Green Infrastructure Strategy that provides for i) retention of existing open watercourses with an appropriate riparian zone ii) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible.
- An Integrated Surface Water Management Strategy for the entire development lands shall be prepared to ensure necessary public surface water infrastructure is in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.

- **Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.**

Recommendation No. 5:

Insert a new map in Section 4.4 of the SFRA to illustrate: Extract from Composite Flood Zone Map (Appendix 5 of the Dublin City Development Plan 2016-2022 Strategic Flood Risk Assessment (SFRA)) which outlines the lands subject to proposed Variation No. 33.



Extract from
**Composite Flood Zone Map
 Dublin City**
 Strategic Flood Risk Assessment
 (SFRA), Volume 7, Appendix 5,
 Dublin City Development Plan
 2027-2022

- Proposed Variation No. 33*
- Flood Zone A*
- Flood Zone B*
- Flood Zone C*
- Defended Area*
- County Borough Boundary*

See Appendix 3 Strategic Flood Risk Assessment report for details

Recommendation No. 6:

Insert new text into Section 4.4 of the Strategic Flood Risk Assessment (SFRA) for Proposed Variation No. 33, to include:

The Dublin City Development Plan 2016 – 2022 was also reviewed. Strategic Flood Risk Assessment (SFRA) was prepared as part of the Dublin City Development Plan 2016-2022. The SFRA informed the strategic land use planning decisions by providing an assessment of all flood risks within Dublin City. The SFRA contains inter-alia, a Composite Flood Map, flood management policies and objectives, and justification Tests. The SFRA was based on the historical information such as floodmaps.ie (as updated by www.floodinfo.ie) and predictive flood maps sourced from the CFRAM and FloodResilientCity pluvial programmes.

7.8 Department of Education and Skills (DES)**Summary of Submission:**

The submission from the Department of Education and Skills (DES) notes that the proposed re-zoning and potential for new residential units will likely give rise to a requirement for new schools in this area. In this regard, the proposed primary school site is welcomed. The DES also welcomes the proposal to reserve 10% of the land bank for social/community/education purposes.

The DES notes that the subject area adjoins similar industrial zoned lands which lie in the administrative area of Fingal County Council (FCC) and queries whether the adjoining lands are also to be re-zoned to residential use in line with the principle of compact development within the M50. It is stated that if further re-zoning in FCC is anticipated, the DES requests that the educational needs of the area should be considered holistically. Furthermore, the submission notes that the proposed population for the SDRA, in addition to the young population in Charlestown/Meakstown, will result in a very likely required to provide a new post-primary school to serve the combined needs of the area, to which there is no site yet identified in that regard. For this reason, the DES would welcome if there could be joint planning between Dublin City Council (DCC) and FCC concerning the SDRA and the lands immediately to the north of it which lie inside the M50 and are part of the FCC administrative area.

Chief Executive's Response:

The Chief Executive notes the submission received from the Department of Education and Skills (DES) and in particular notes that the identification of a proposed primary school site within the subject lands and the requirement that 10% of the land should be for social/community/education purposes is welcomed by the DES.

The Chief Executive confirms that Dublin City Council (DCC) has liaised with Fingal County Council (FCC) concerning the proposed SDRA and in particular concerning the wider educational needs for the area. While the future use of the adjoining industrial/employment lands within the administrative area of FCC is a matter for the said Local Authority, the wider educational needs are noted, and in particular the need for a post-primary school that can serve the existing and future population of the wider area, both within the administrative areas of FCC and DCC. The function of DCC is to reserve appropriate school sites within its administrative area for the DES (the competent authority in this regard). To this end, a site for a future primary school has been identified in the SDRA. It is noted that the SDRA requires that a masterplan is prepared for the subject lands in association with multiple stakeholders. In line with the recommendation of the Office of the Planning Regulator, the DES will also be consulted as part of this masterplan requirement.

While it is acknowledged that the development of the subject lands would likely occur over several Development Plans, having regard to the requirement for a masterplan and significant service and infrastructural works required before any development commencing, the need for

a holistic approach to considering the wider educational needs of the area is recognised. Therefore, considering the current requirement for a post-primary school to serve the existing population of the wider area, it is not considered that reserving a post-primary school on the subject lands would address the current demand during the lifetime of the next City Development Plan. Therefore, it is recommended that DCC actively consult with the DES and FCC as part of the Development Plan process to identify a suitable site for a post-primary school to serve the existing and future population of the area.

Chief Executive's Recommendation:

Recommendation No. 7:

To consult with the Department of Education and Skills and Fingal County Council as part of the Development Plan process to identify a suitable site for a new post-primary school that can serve the existing and future population of the area.

7.9 Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media

Summary of Submission:

The submission from the Department of Tourism, Culture, Arts, Gaeltacht, Sport, and Media outlines heritage-related observations/recommendations.

Nature Conservation:

The Department notes that the area which is the subject of this proposed Variation will be designated a Strategic Development and Regeneration Area for which an Urban Design Framework will be proposed, and that a Non-Statutory Masterplan for the area is to be drawn up which will incorporate a Green Infrastructure Strategy. The Department appreciates and welcomes very much that the GIS will include provision for the de-culverting of the branch of the Finglas Stream which drains the subject lands and the establishment of riparian zones along its banks. Such an approach should significantly improve the water quality of this stream and enhance the biodiversity of the re-zoned area.

Chief Executive's Response:

The Chief Executive welcomes the submission from the Department of Tourism, Culture, Arts, Gaeltacht, Sport, and Media, welcoming that the proposed Green Infrastructure Strategy will include provision for the de-culverting of the branch of the Finglas Stream which drains the subject lands and the establishment of riparian zones along its banks. The Chief Executive agrees with the Department that this approach should significantly improve the water quality of this stream and enhance the biodiversity of the area.

Chief Executive's Recommendation:

Submission noted. No recommendation proposed.

7.10 Health and Safety Authority

Summary of Submission:

The submission notes that the approach of the Health and Safety Authority to Land-use Planning is set out in the document '*Policy & Approach of the Health and Safety Authority to COMAH Risk-based Land-use Planning*', available at:

https://www.hsa.ie/eng/Your_Industry/Chemicals/Legislation_Enforcement/COMAH/Land_Use_Planning/.

The document should be consulted to fully understand the advice given in this letter.

The HSA expects the planning guidelines to contain:

1. An indication of planning policy concerning major accident hazard sites notified under the regulations, which reflects the intentions of Article 13 of Directive 2012/18/EU.
2. The Consultation distances and generic advice, where applicable, supplied by the Authority to Dublin City Council concerning such sites. These distances to be indicated on

the various maps included in the plan, as well as any more specific distances and advice supplied by the Authority.

3. A policy on the siting of new major hazard establishments, taking account of Article 13 and the published policy of the Authority about new developments, including developments in the vicinity of such establishments.
4. There are currently no notified establishments in the area of Variation No.33 – Lands at Jamestown Road and St Margaret’s Road/McKee Avenue, Finglas, Dublin 11.

Chief Executive’s Response:

The Chief Executive notes the submission from the Health and Safety Authority which notes that there are no major accident hazard sites within the area of proposed Variation No. 33 to which Article 13 of Directive 2012/18/EU apply.

Chief Executive’s Recommendation:

Submission noted. No recommendation proposed.

7.11 Irish Aviation Authority

Summary of Submission:

The Irish Aviation Authority notes that they have no observations on this proposed variation.

Chief Executive’s Response:

The Chief Executive notes the submission from the Irish Aviation Authority.

Chief Executive’s Recommendation:

Submission noted. No amendment to the Variation.

8.0 Summary of Issues Raised by Theme

8.1 Proposed Re-Zoning and Land Use

Submission Reference Nos:

1, 2, 6, 7, 8, 9, 12, 13, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 28, 29, 30, 31, 32, 35, 36, 37, 38, 39, 40, 41, 42, 44, 45, 47, 48, 49, 51, 52, 54, 55, 57, 59, 61, 63, 64, 65, 66, 68, 75, 76, 79, 80, 81, 82, 84, 85, 88, 91, 92, 94, 95, 96, 97, 98, 99, 101, 103, 104, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 117, 119, 120, 124, 126, 127, 129, 130, 131, 135, 137, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201.

Summary of Submissions:

A significant number of submissions object to the proposed rezoning because the land should be retained as an employment base. It was suggested that Dublin City Council should be working with the IDA and Enterprise Ireland to update the business park and to create new employment opportunities on the site. Government incentives and grants should be made available and investment is needed by owners in terms of public domain and building stock. Several submissions stated that the emphasis within this site should be on retaining and revitalising, encouraging start-ups, remote-working hubs as well as attracting larger commercial activities; that this area once employed thousands of people and could do so again with the right supports. Such positive regeneration would in turn provide meaningful change for generations.

There was also a focus on the high unemployment levels currently experienced in Finglas and Ballymun and it was stated that this site should be used to encourage and provide employment and training opportunities for young people. Links between unemployment locally and anti-

social activity were made. Many feel that the proposed re-zoning will hinder employment generation for the community and lead to a further loss of jobs locally.

It was put that the location next to the M50, Port Tunnel and Dublin Airport make this site an ideal location for enterprise. The point was also made that the newer commercial units to the north of this site are operating well demonstrating that there is a demand for the current permitted use. Concerns were raised in relation to current owners/ businesses within the site; how will 30% of jobs be retained? What measures can be put in place to retain them? Will some businesses relocate within the site or relocate out of the area? What employment studies have been carried out? It was stated that there is not enough detail on how this aspect will work.

Some submissions queried the location of housing alongside extant/ new industrial uses. A submission from An Post which operates a Delivery Service Unit within the site at Jamestown Business Park, whilst welcoming the proposal for new development opportunities, expressed concerns over potential conflict between established commercial and industrial uses in the area and new residential/ community uses. This submissions raised the issue that many operators within the industrial estate operate HGVs, often work outside normal working hours/ 24 hrs, may generate noise and smells etc. The location of An Posts operation next to a proposed area of open space/ community use may impact their ability to provide their service. Their submissions request Dublin City Council to ensure that:

- The operational requirements existing businesses in Jamestown Business Park are protected;
- That any subsequent operational needs of established industrial/commercial businesses within the industrial park are facilitated where required; and
- That support is given to the enhancement/expansion of existing industrial/commercial activity within Jamestown Business Park in the future.

It was also stated that new residential developments constructed in the area provide a readily available workforce for this site, and that local employment enables people to work locally, travel sustainably and not have to travel out of the area to access employment.

Many submissions note the need for housing within the City but state that the land in question is inappropriate for housing development. It is stated that this site should not be permitted for additional housing due to the overpopulated nature of the area; too many houses have already been built in recent years locally and there are not enough amenities and services in place to support the population. Concerns were raised that the proposed rezoning is a means to solve the homeless crisis, and it was also suggested that this site should not be rezoned until apartment standards are revised ensuring larger apartments with more storage, better open space, play facilities etc.

There is also concern that the proposed rezoning will destroy the village of Finglas; that shops in the village will move into this new area further compounding its dereliction. Requests to extend the rezoning to include Finglas Village were made.

Several submissions called for alternative community uses to form the focus of any regeneration, and that lands should be used to provide schools, sports, medical centre, allotments, green space/ municipal park, new shops, outdoor swimming pool, skate park, cycle track, space for arts, music, drama etc; with some submissions stating these should be the only uses on the site; whilst others are seeking such uses alongside new residential or new employment uses. It was put that there needs to be a greater understanding of the community needs of young people, older people and those with a disability before decisions are made.

A number of submissions from local residents support the variation proposals; acknowledging that the area is currently underused. Support for housing for the local community was expressed and that the delivery of such should be a priority for the City Council. There was also support for replacing the outdated industrial units with more modern employment spaces providing an attractive working environment, particularly in such close proximity to the proposed Luas. Some support a more mixed approach, retaining more employment uses but permitting residential on the vacant lands, whilst others support new housing provided that the appropriate amenities are put in place alongside new development.

Support for change was also expressed by several people who currently work within the industrial estates. It was stated that existing working environments within the estates are poor with many old buildings now unfit for purpose. Concerns were raised that employers may relocate out of the area due to the poor environment. Submissions noted support for existing employers to upgrade facilities and provide modern working environments which would enhance local employment.

From landowners

Submissions were received from several key landowners within the site, namely Jamestown Village Ltd., Development 8 and a consortium under the heading of Finglas Employers Group which is made up of local landowners: Sigma Wireless Communications Limited, KSG group, Haribo property and CEL Limited. A separate submission was also made by the owner of Sigma Wireless. All of these submissions are supportive of the proposed rezoning from Z6 to Z14.

The submission from **Jamestown Village Ltd.** relates to a vacant site on Jamestown Road. The former factory closed in 2007, the building demolished and the site is currently on the vacant sites register. It is argued by Jamestown Village Ltd that their site which is located in the 'Jamestown' character area is more suited to residential development, located in close proximity to the Luas stop and the village of Finglas. As the site is currently vacant it should be prioritised for the early delivery of housing to act as a catalyst for further redevelopment. Adjoining land uses within the industrial estate are considered compatible with such a use, while residential uses across the road support a sequential approach to residential development.

Development 8 is a real estate management and development company that owns c. 14ha of land within Jamestown Business Park, comprising former and currently active warehouses/ industrial use. Their submission quotes low levels of employment within the Finglas Business centre. The company is seeking to bring forward a residentially led development on their lands. The submission from the **Finglas Employers Group** relates to a total of c.8.4ha of lands. It is stated that these lands currently accommodate a mix of operational, part-operational and non-operational buildings, many of which incorporate large areas of surface car parking. They accommodate a variety of light industrial/ manufacturing/office uses within low-rise part two/part three storey buildings with no active street frontage and very low street interaction. In recent years the lands have fallen into a cycle of vacancy or, for those that continue to operate, have fallen into disrepair and require redevelopment and replacement. It is stated that these lands currently employ c. 200 people which is a major underutilisation of this land. This group of businesses together wish to redevelop these lands for employment and residential uses. The individual submission from Sigma Wireless supports the proposed re-zoning. The current premises which was built in 1956, is not fit for purpose and requires replacement. It states that the company, which has a long presence in Finglas, wishes to stay and anchor their business in premises that are modern and fit for purpose, promoting clean technology, and states that this re-zoning is essential to achieving this. The company which currently employs 50 people, states that they intend to expand its workforce in the future.

It is stated that the redevelopment of these lands will transform underutilised, brownfield lands into a mixed-urban environment, thus sustaining existing and generating thousands of new jobs, providing homes for a growing population, and delivering a high-quality public realm and civic space.

To support their proposals the submissions quote policy and objectives from the National Planning Framework, the Regional Spatial and Economic Strategy and the MASP, which supports consolidation and intensification within the urban form, referencing residential urban growth targets for the City. Reference is also made to the National Development Plan, and commitments for Bus Connects and future Luas line serving Finglas, which is considered to be a catalyst for change in the area.

While submissions from these landowners support the rezoning proposal, several concerns are raised concerning the SDRA requirements and the land use allocation associated therewith. It is put that the SDRA land-use allocation of 50% residential, 30% employment/commercial, 10% public open space and 10% community/ education is too prescriptive and unviable and is likely to stall future redevelopment. Rather than a mixed-use redevelopment approach, a more residentially-led development is requested with an alternative land use mix of 70% residential, 10% employment, 10% open space, and 10% community sought.

It is argued that the percentage allocated to employment uses is unviable and research carried out by CBRE is cited to support this. The CBRE report cites vacancy rates of over 14% of office accommodation in the north suburbs equating to c. 36,500 sq.m and states that it is not commercially viable to develop new offices at this location. Similar challenges also face the industrial and logistics sectors; where demand for modern, large-scale purpose-built facilities on accessible sites is not compatible with residential use. The logistics/ warehouse employment use is deemed to provide too low a density of employment when considered in the context of proximity to a future LUAS stop. The CBRE report also considers that the 30% of commercial space, based on a plot ratio of 2.0:1 could provide in the order of c. 258,000 sq. of commercial space, and result in c. 12,900 employees; which is considered an unrealistic scale of commercial development at this location. A ratio of 10%, as sought, would provide in the region of 4,300 jobs, which is more realistic and is 3 times higher than at present.

It is further argued that 50% allocation of land for residential use is an underutilisation of the land and that 70% residential is required to address the housing shortage in the city. Housing is needed to support the City and new transport investment. Current residential completions for the City indicate that housing targets are not being met. Using data from the ESRI the submissions state that Dublin City has not completed 4,000 units a year since 2008 as required under the DCDP 2016-2022, and instead has completed just 11,672 units in the past 10 years, or an average of 1,167 units per annum. In the period 2010-2020, housing completions in Dublin City were only 28.5% of the targets set in the Regional Planning Guidelines.

Finally, several submissions raised the point that rezoning lands does not guarantee delivery of results and that it is difficult to imagine the outcome of the current framework. It was expressed that there is a lack of clarity around what the development will facilitate apart from the provision of new houses, and concern that the rezoning will facilitate more apartments and not amenities. Also noted is the fact that the current zoning allows for investment in new employment and also an element of amenity such as retail alongside the provision of housing, therefore the need to rezone is queried. It is also submitted however that the current zoning restricts office based uses (open for consideration outside the Canal) and is therefore restrictive for future regeneration.

Chief Executive's Response:

The decision to bring forward the subject lands for rezoning from "Z6" to "Z14" is based on strong planning rationale governed by national, regional and local planning policy and forms part of an on-going review of Dublin City Council's industrial land banks.

In response to the recommendation to cross reference the proposed variation with the previous wider study of the City's employment / industrial lands, as set out in the submission of the Planning Regulator, further detail is provided below in setting the context for this proposed rezoning and change in land use.

Firstly it is noted that the land use approach governed by the proposed rezoning and SDRA framework is supported by the Office of the Planning Regulator, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, the Office of Public Works and other national prescribed bodies as noted above. The redevelopment and intensification of underutilised brownfield sites, located within the built-up fabric of the City and in proximity to high quality public transport infrastructure (existing and planned), amenities and services are at the core of the National Planning Framework and the Regional Spatial and Economic Strategy.

Context

The **National Planning Framework (NPF) (Project Ireland 2040)** states that at least 50% of all new homes for Dublin City and suburbs are required to be delivered within and adjoining its existing built-up footprint. To achieve these targets the NPF identifies the reusing of large and small 'brownfield' land / infill sites, and underutilised lands at locations 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. In a Dublin context it seeks the relocating of less intensive uses outside the M50 ring from the existing built up area.

The **Regional Spatial and Economic Strategy for the Eastern and Midlands Region** seeks the consolidation and re-intensification of infill, brownfield and underutilised lands within Dublin City and its suburbs. 50% of all new homes within Dublin City and its suburbs are to be located in the existing built up area. The RSES identifies a population target increase for Dublin City (DCC's administrative area) of circa 100,000 people by 2031. To facilitate this growth the RSES also includes a **Metropolitan Area Strategic Plan (MASP)** for the Dublin metropolitan area. MASP directs future growth to identified Strategic Development Areas located on existing and planned strategic transport corridors and anticipates future growth will also be accommodated on 'brownfield' / infill development lands in the city. 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 M50 includes existing industrial and underutilized lands.

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

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.

RPO 5.6, Employment lands:

The development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and provision of appropriate employment densities in tandem with the provision of high quality public transport corridors.

Dublin City Council Industrial Lands Review

The 2016-2020 Dublin City Development Plan 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 underutilised/vacant lands.

In 2018 on foot of this Objective and in response to the NPF and the (then draft) RSES, Dublin City Council began a study of all lands zoned for industrial and employment uses (Z6 and Z7) in the Dublin City Development Plan area. The purpose of this study was to examine the most appropriate policy and zoning response following a detailed examination of the lands and having regard to the future needs of the city.

(i) Chief Executive Report 82/2019

An initial report on the review of the industrial lands within the City was presented to Council in March 2019 (Report No. 82/2019). The report identified 82 employment study areas/ land banks ranging in size, make up and profile. At that time the City had 607 ha or 6% of the City Council’s administrative area zoned “Z6”, and c. 256 ha or 2.5% zoned “Z7”. These lands were grouped into five category sites:

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 several 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.

The land subject of this variation fall into category 4: larger sites needing framework plans. These lands are also specifically referenced within the report as one of four new growth areas with potential rezoning to “Z14”. The report states:

“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 report recommended bringing forward several sites suitable for immediate land use change and to commence work on those requiring further analysis. This report was considered and noted at the Council meeting on the 4th March 2019.

(ii) Chief Executive Reports 311/2019 and 77/2020

Two further Chief Executive Reports were brought to the Council regarding industrial land use within the City. Report no. 311/2019 which was noted at the council meeting in November 2019, provided an update on the industrial lands study. It provided detailed assessments of Category 1: small scale sites and Category 2: medium scale sites as set out previously. Each site / land bank in these categories was assessed for its potential / appropriateness for rezoning for residential and/or mixed use development through the Variation process. The report recommended 20 no. city-wide land banks for rezoning, comprising a total of c. 55ha. Concerning Category 4: large scale sites needing framework plans, as at Jamestown, the report recommended further detailed study be carried out.

The third CE report concerning the industrial lands, relates to Variations Nos. 8-27 of the Dublin City Development Plan, Report No. 77/2020. Of the 20 sites proposed for rezoning from Z6 to residential, mixed use and/ or open space, 15 no. were adopted, as Variations Nos. 8, 11-13, 15-24 and 26 of the Dublin City Development Plan 2106-2022.

Current Proposed Variation

The proposed variation has been prepared on foot of the recommendations of reports nos. 82/2019 and 311/2019 as above. The Jamestown Industrial land bank was identified within these reports as a potential new growth area to be advanced in the form of an SDRA/ LAP or SDZ (Strategic Development and Regeneration Area; Local Area Plan; Strategic Development Zone). The Jamestown land bank was prioritised within this category in response to TII’s progression of the Finglas Luas line. In 2020 Transport Infrastructure Ireland commenced consultation on the future Finglas Luas line, thereby offering greater certainty regarding the timeline and the proposed route for this key piece of public infrastructure. This advancement of the Finglas Luas line together with proposals for Bus Connects presents an opportunity to redevelop these lands more intensively thereby enabling more sustainable development of these lands; facilitating sustainable travel patterns, meeting objectives of the NPF and helping to address climate change patterns. The rezoning is accompanied by a new Strategic Development and Regeneration Area (SDRA) framework.

Response to Submissions

Opposing views were expressed concerning changing the use from primarily employment based to mixed use, with some believing that the entire land bank should be retained in 100% employment use, whilst others, and in particular the submissions from landowners, feel that the SDRA parameters are too stringent and the requirement for 30% employment across the site is overly onerous. The Chief Executive, in responding to requirements of national policy and having regard to future and existing public transport provision, has identified these lands as suitable for regeneration and intensification of development.

It is not the intention that the 30% employment ratio will be entirely office, as stated in submissions: rather the employment levels will comprise a range of employment uses from logistics/distribution to high tech, as part of the City Council Mixed Use Strategy and to reduce work to home commuting. The 30/70% ratio is not prescriptive in that the guiding principles ratio refer to “approximately”, and with a range of 10%.

By rezoning the lands from “Z6” to “Z14” the focus would change from employment to mixed-use development, with residential and community facilities considered “permissible uses”. It should be noted that the lands in question are privately owned and as such Dublin City Council does not have an active role to play in pursuing future redevelopment, rather the Development Plan provides the framework to guide appropriate new development. The City Council can however assist in terms of a collaborative approach with Fingal County Council, the Department of Education, the Regional Assembly, and NTA for example, in agreeing to principles of the required Masterplan.

The mixed-use approach to regeneration and redevelopment is governed by key factors including the need to cater for employment bases within the City, to allow for sustainable travel patterns, to address issues of unemployment and deprivation, and to provide housing alongside community facilities. Finglas has higher levels of unemployment than the City and has significant areas classified as “disadvantaged” and “very disadvantaged” under the Pobal HP Deprivation Index. Retaining accessible and local employment is a key element of the SDRA guidance. This approach is also in keeping with the RPO 5.6, Employment lands, as outlined above, which states that “*future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50*”.

The existing vacancy levels within the industrial estates and the low density nature of employment are not however optimising the employment opportunities of these lands. Future redevelopment which provides new/ updated employment centres will be key to retaining a local employment base. In response to the query as to what enterprises will stay and if some will leave, these are matters that should be addressed in the Masterplan; however it is acknowledged that less intensive uses may relocate to outside the M50 ring in accordance with the National Planning Framework. Higher density employment uses will offer significant employment to the local community and can take advantage of the proposed new Luas line. The SDRA also seeks to protect the Village as the core retail provider for the area by restricting retail provision within any future redevelopment, in order to help revitalise shops in the Village. Requests to extend the SDRA to include the Village are proposed to be dealt with as part of the new Draft Dublin City Development Plan 2022-2028, see further below.

With over 43 ha of land within the current industrial estates, this site has the potential to deliver not only an enhanced working environment but also it has the potential to deliver housing and local community services and facilities on a site between Finglas Village and Charlestown, and adjacent to the Luas line. With over 600,000 people working in Dublin (City and County), with approximately 75% of these living within Dublin, ensuring the vitality of the City is dependent on providing affordable places to live alongside places to work.

In response to the landowners/ developer's request for additional housing and the assertion that this land is essential for immediate redevelopment in order for the City Council to meet its housing target; this element is not accepted. Providing housing within this site is a key component of the rezoning and SDRA guidance, with the residential component set at 50% of development for the site. The City Council has as it stands sufficient suitably zoned land to provide for an additional 55,000 units, which is more than capable of delivering the population growth targets of the NPF and RSES, and as amended by Variation No. 7 of the Dublin City Development Plan. The surplus and the proposed Variation herein, acknowledges that not all lands zoned for housing will come on stream at once; particularly when addressing complex brownfield lands. It is envisaged however, that these lands, once Master planned can deliver in the order of 2,200 new homes for the area in a coordinated and not piecemeal manner (see section on Masterplan below). Allowing the delivery of houses on existing vacant sites alongside the existing low density enterprise units, without an over-riding approach to open space, streets, community, schools, etc. would not provide the correct environment for sustainable residential development.

The Council has the responsibility of managing all land resources to provide for a sustainable long term approach, and to balance between the need to provide for housing and to provide for growth in employment in the City region. The proposed rezoning and SDRA are seeking a balanced and mixed use approach to this area, to provide jobs, new homes and new community facilities that integrate with the surrounding community and that can maximise the investment in public transport infrastructure.

Chief Executive's Recommendation

Submissions noted. No changes proposed.

8.2 Masterplan

Submission Reference Nos:

101, 124, 128, 132, 134

Summary of Submissions:

Several submissions were received which relate to the masterplan required under the provisions of the proposed SDRA.

- Submissions received from Jamestown Village Ltd. and Finglas Employer Group both note that the requirement to prepare a Masterplan for the entire SDRA lands by all major landowners is impractical, highly prescriptive and restrictive to facilitating development.
- Jamestown Village Ltd. request that the requirement for a Masterplan is omitted, noting that the lands contain multiple ownerships including lands subject to 10-15 year leases. It is also noted that the Jamestown Village lands are contiguous to existing residential areas and therefore should be brought forward independently of a Masterplan, as a catalyst for further developments.
- Finglas Employer Group suggest that land banks to the south are ready for delivery and request that they be annotated as phase 1 lands. It is also suggested that these lands can be subject to a separate masterplan in the short term, to allow development to progress. It is suggested that lands to the north should constitute phase 2, having regard to operational businesses.
- Development 8 note that having regard to the fractured pattern of land ownership it would be very difficult to develop all proposals contiguous to existing residential development. As such, the following changes are requested to the text of the SDRA: *'It is anticipated that the re-development of the subject lands will occur incrementally and over an extended period. As such all development proposals shall occur ~~sequentially and contiguous to existing residential development~~ subject to Masterplan phasing to be agreed with DCC.'*

- A submission noted that proposing a variation at this time in the absence of a published masterplan by the developers provides little certainty for the local community.
- A submission from Sinn Fein note that a height limit of all buildings should be set out in the masterplan to prevent issues arising with future planning permissions. It stated that this height limit must have consideration for the low-rise nature of the surrounding area.

Chief Executive's Response:

The Chief Executive notes the requests received to omit the requirement to prepare a masterplan for the SDRA lands for the reasons outlined above. The request from Finglas Employer Group to prepare an independent masterplan for their lands is also noted in this regard. The requirement for a masterplan, as set out in the SDRA is:

'To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the entire SDRA by all major landowners, which complies with the guiding principles above, to be agreed with the Planning Authority, before the lodgment of any planning application. All planning applications in the SDRA will be required to comply with the Masterplan and the Principles outlined above. Minor deviations will only be considered where the change supports the implementation of the Principles and provides an improved solution.'

The masterplan is required to detail how it will deliver the guiding principles and sets out a number of requirements, including:

- Housing Needs Demand Assessment (HNDA)
- Green Infrastructure Strategy
- Integrated Surface Water Management Strategy
- Mobility management strategy

Having regard to the scale and size of the subjects lands, their potential to be transformative in terms of brownfield regeneration, placemaking and sustainability, and noting the significant infrastructural investments required to facilitate any future development and multiple land ownerships, the Chief Executive disagrees that the requirement to prepare a masterplan is restrictive. The Chief Executive considers the preparation of a masterplan to be essential in facilitating a sustainable and sequential pattern of development and the delivery of key infrastructure, in order to avoid piecemeal developments. The Masterplan provides an excellent opportunity for the landowners to pool resources to provide a coherent new neighborhood. It is also noted that the Planning Regulator welcomes the requirement that a masterplan be prepared by all major landowners and further advises of the need for a more comprehensive and co-ordinated approach to inform the masterplan for the subject lands and the provision of infrastructure therein in consultation with a number of statutory bodies and interested stakeholders. (See Recommendation No. 1). It is therefore considered that no changes to the variation are required.

The Chief Executive acknowledged the request from Development 8, concerning the requirement for sequential development. Any phasing plan agreed as part of a masterplan prepared by all the major landowners would be in consultation with the Planning Authority and several other statutory bodies and interested stakeholders, as stated. In acknowledging that the redevelopment of the subject lands is a long term vision and in the interests of facilitating a sustainable pattern of development that safeguards future residential amenity, the Chief Executive does not consider the omission of *'occur sequentially and contiguous to existing residential development'* appropriate, in the interest of providing clarity. No changes to the variation are required.

In response to the procedural question involving the timing of the variation in advance of the preparation of the masterplan, the Chief Executive states that the proposed variation involves a land use zoning change and accompanying SDRA, to set out Guiding Principles and a

Framework Plan. Any masterplan prepared must comply with the SDRA. The preparation of a masterplan in advance of establishing the Guiding Principles as per the proposed SDRA is considered premature. No changes are required to the proposed variation.

In response to the issue of future building heights, the Chief Executive notes that the masterplan will detail a height strategy, which responds to the Guiding Principles set out in the SDRA. No changes are required to the variation.

Chief Executive's Recommendation:

Submissions noted. No changes proposed.

8.3 Urban Form

Submission Reference Nos:

13, 30, 36, 46, 49, 51, 63, 64, 67, 71, 76, 77, 78, 81, 87, 88, 91, 93, 94, 95, 101, 108, 109, 110, 112, 113, 114, 116, 117, 120, 124, 128, 131, 132, 134, 135, 137, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 164, 165, 166, 167, 168, 169, 170, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 199, 200, 201

Summary of Submissions:

A large number of submissions were received which relate to urban form. The submissions received generally relate to the following themes:

- Height
- Density
- Built Form
- Urban Structure

Height

The majority of submissions received relating to height express concerns, which include:

- Concern that any limitations placed on height in a masterplan would be superseded by National Guidelines and Policy, including the *Urban Development and Building Heights Guidelines for Planning Authorities* and the *National Planning Framework*, which are considered to not respond to the suburban character of Finglas are raised.
- Róisín Shortall, TD also comments that the City Development Plan recognised Dublin's low-rise character and that it should remain primarily as such. In respecting the existing pattern of development, Dublin City Council permitted building heights up to 16m in outer city areas, such as Finglas. However, concerns are expressed that Ministerial Guidance take precedent.
- It is also considered by several submissions that height limits have not been included in the SDRA and that height limits should be introduced for the area. Similarly it was noted that there was no limit on the height that a developer could seek planning permission for.
- Concerns are expressed relating to potential overlooking and overshadowing of adjoining single and two storey properties which would impact on established residential and visual amenity and privacy.
- Taller buildings or 'high rise' buildings would not be in keeping with the low rise, suburban and residential nature of the surrounding area and would be out of context, negatively impacting the skyline, noting previous refusals for two storey residential extensions in the immediate vicinity.
- Objections are raised to high rise developments, without the corresponding amenities and infrastructure referencing Ballymun as a past example.

Submissions received from landowners are generally in favour of supporting additional height, expressing the view that the proposed SDRA is not ambitious enough in supporting additional height, including height on specific sites, in line with National and Regional policy.

- Submissions received from Jamestown Village Ltd., Development 8 and Finglas Employer Group state that the height ranges outlined in the SDRA are considered too low, restrictive and constitute blanket restrictions that are at odds with the flexible and performance-based assessment for developments described in the *National Planning Framework* (NPO13, 11) and within the *Urban Development and Building Height Guidelines for Planning Authorities*, referencing SPPR1, SPPR3 and the criteria set out in paragraph 3.2 'Development Management Criteria'. Finglas Employer Group states that there is little evidence to underpin how the statutory Height Guidelines have fully informed the approach taken by DCC, referring to the criteria applied by SPPR 3 as set out in paragraph 3.2 'Development Management Criteria' and requests that opportunities for height on the lands are considered. Similarly, Development 8 considers the limitations imposed by the proposed SDRA to limit the maximising of development opportunities, referencing SPPR1 and states that future developments should be determined by performance based standards, specifically, development management criteria set out in the respective Guidelines.
- Jamestown Village Ltd. suggest that a minimum of 6 storeys is considered for the area, stepping down to residential areas where appropriate and assessed against the above Guidelines. The submission is accompanied by an appendix (Appendix 2: by John Fleming architects), which states that the Framework Plan is limiting in terms of sites/locations for additional height. It is stated that heights are conservative and restrictive and also suggests that a minimum of 6 stories is considered, with upper height limits omitted. It is stated that it is out of date and inconsistent with national policy to create a vibrant city.
- Finglas Employer Group considers that it would be beneficial to provide planning certainty and market confidence by outlining a more ambitious opportunity to increase height to specific blocks, particularly having regard to a tiered gradation in heights from any sensitive boundaries. It is noted that it is premature to limit height without exploring the opportunity to present a detailed analysis with daylight/sunlight studies, visual and environmental impacts. This submission subsequently requests that additional height be provided on the Sigma owned lands taking into account its location on the proposed green link, which limits its development potential and its location along the key east-west link road. It is also requested that the KSG lands warrant greater height, having regard to their location adjacent to the proposed Luas corridor. A proposed alternative layout to Fig 38A was submitted as Appendix C: Finglas Key District Centre – Urban Expansion Plan, illustrating changes to the street structure, height strategy and entry points.
- Jamestown Village Ltd. also suggests that their site is a gateway entrance to the lands, located between 2 no. proposed key links and thus provides an opportunity for greater height and should be identified by a purple asterisk in the SDRA Framework Plan.

Density

Several submissions received expressed concerns that an increase in residential density in the absence of sufficient new amenities and services would place additional pressures on existing under resourced amenities in the area. Concerns are also noted that the suggested densities of 100 units per hectare, applied to 50% of the subject lands, will facilitate apartments and not houses. Concerns are noted that the stated densities appear conservative and the statistical models used for their calculation questioned.

In contrast, the landowners have generally stated that the anticipated densities are too low to support a sustainable, compact form in order to address shortages in housing, to meet targets of *Rebuilding Ireland: Action Plan for Housing & Homelessness*, and are considered to be not consistent with the NPF and RSES. Finglas Employer Group and Jamestown Village Ltd. state

that the target density is considered too low in the context of Luas and Bus Connects and its location as a “central and/or accessible urban location”, in the context of the Apartment Guidelines 2018. Both request the removal of any density caps on the sites and an assessment on a case by case basis.

A submission from Development 8 references recent permitted developments at the Royal Liver Assurance Retail Park and the former Concorde Industrial Estate, Naas Road as suitable benchmarks for what can be delivered on this site, with both sites achieving much higher densities than proposed for Jamestown. It also stated that to continue the low density pattern of existing development in Finglas would fail to meet the objectives of the NPF and RSES.

Built Form

- Several submissions were received which raise concerns that the impact of a proposed development would injure Finglas village and question how the village is part of the rationale for the lands.
- A large number of submissions expressed concerns relating to the potential for apartments as a housing typology on the lands. It is stated that apartments are not conducive to community living, are generally rented and are poorly managed. It is also stated that people want family housing and not apartments.
- It is also stated that the area contains a high number of apartment developments, with limited amenities.
- The requirement for a mixture of housing types is also noted.

Urban Structure

The submission by Finglas Employer Group noted a number of points relating to urban structure.

- It acknowledges that the framework plan is indicative only, however notes that the approach on guiding principles is prescriptive and leaves little room for developments to explore alternative movement structure or distinct urban blocks. It also claims that a ‘super block’ of approximately 200m in width is proposed at the Allegro Ltd site and including CEL lands to the east of the SDRA along Jamestown Road. It is stated that this block is well above the best practice standards proposed within the SDRA Guiding Principles and would limit permeability through the site. It is stated that a new access point here would permit key links to bisect this block to order to allow appropriate scale of developments here.
- Concerning the requirement for setbacks in certain contexts throughout the SDRA, Finglas Employer Groups request clarity on the setback limits intended, noting that this requirement, along with the exceptions outlined in the SDRA would significantly limit the development potential of the sites, including the creation of employment uses on ground floors and in facilitating active frontages.
- Furthermore, the submission notes that the CEL lands shows no open space in the Framework and questions whether there is a requirement for 10% open space.

The submission received from Jamestown Village Ltd., including its ‘Appendix 2’, states that the Framework Plan is limiting in terms of height (as noted above), and the guidelines relating to mix, density, feature corners, open space and location of amenities are considered overly prescriptive and not conducive to sustainable design. However, the architectural guiding principles are welcomed.

One submission criticises the aspirational tone for design in the SDRA, citing examples of developments in the surrounding area that are considered to not represent the high quality design. It is also noted that the proposed urban structure will create an ‘obstacle course’. An observation from Sinn Fein notes that all developments should ensure good permeable design with community safety in mind and in consultation with An Garda Síochána.

Chief Executive's Response:

Height

The Chief Executive acknowledges the significant number of submissions received that have expressed concerns concerning the potential building heights that may be facilitated on the subject lands. In particular, the following are noted: concerns relating to the impact that height may have on the existing low rise and suburban context of Finglas; the potential for overlooking and overshadowing of residential properties in the immediate vicinity of the lands; and concerns relating to the potential lack of associated amenities to serve any new development.

In response to this, the Chief Executive highlights the proposed SDRA Guiding Principles and the corresponding SDRA Framework Plan where it states, *'Height shall respond to the existing context and respect existing residential properties along McKee Avenue and Jamestown Road. Having regard to the proposed Luas, in general, there is potential for additional building height towards the north-west of the lands, subject to design and amenity safeguards.'* Potential for additional height is also identified in the interior of the lands to frame the centrally located proposed open space. Height in an appropriate context and as part of an overall strategic framework, is considered to be an important tool to enhance urban design and legibility, and as such the SDRA identifies opportunities for additional building height on corners/façades of certain proposed urban blocks. This approach is consistent with National planning policy. However, the Chief Executive emphasises that the proposed SDRA Guiding Principles provide a 'strategic blueprint' for the future development of the SDRA that also requires the preparation of a detailed masterplan which will establish and detail an overall height strategy that responds to the Guiding Principles set out. The preparation of this masterplan will ensure that existing visual and residential amenity of adjoining properties is protected and that potential overlooking or overshadowing is comprehensively assessed and mitigated at this stage, before the lodgment of any planning application. Concerning amenities, the Guiding Principles of the SDRA set out requirements for public realm, open space, community and educational uses. These would be further developed in the required masterplan. No amendment is needed to the variation.

The Chief Executive notes concerns raised relating to the provision of Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), in so far that they relate to building heights and the status of the City Development Plan and any masterplan prepared for the subject lands which may impose height limits. The City Development Plan and this Variation must comply with the provision of Section 28 Ministerial Guidelines and associated Specific Planning Policy Requirements. No amendment is needed to the variation.

In response to submissions received from Jamestown Village Ltd., Development 8 and Finglas Employer Group, which broadly stated that the height ranges outlined in the proposed SDRA would not comply with the appropriate SPPRs of *Urban Development and Building Height Guidelines for Planning Authorities* or National and Regional policy objectives on compact growth, the Chief Executive notes the submission received from the Office of the Planning Regulator who is satisfied that the proposed Variation complies with National and Regional policy. Furthermore, the Chief Executive wishes to stress the requirement that all landowners prepare a masterplan for the subject lands before the lodgment of any planning application. The height ranges and principles outlined in the proposed SDRA Guiding Principles and as illustrated on the SDRA Framework Plan are based on a strategic urban design appraisal and are consistent with National planning policy. Having regard to the existing context, prevailing building heights in the area, proposed public transport corridors and the requirement for a masterplan to be prepared, the Chief Executive does not agree that blanket height restrictions have been introduced in the proposed SDRA, which states *'building heights in the range of 4-6 stories will be encouraged in order to provide a coherent street of structure, with an*

appropriate sense of enclosure. [Bold type face for emphasis]. No amendment is needed to the variation. The Height Guidelines indicate that 4 storeys should be considered the default position outside the canals.

In response to the requests on behalf of the above landowners to specifically identify further sites for taller buildings, introduce more specific variances and gradation in height and the introduction of a minimum height of 6 storeys, it is considered that this would be premature pending the preparation of a detailed masterplan for the lands, as required under the provisions of the SDRA. Notwithstanding this, having regard to the proposed SDRA Guiding Principles and Framework Plan, the Chief Executive does not agree the introduction of a uniform minimum height of 6 storeys for the subject lands, which would be contrary to best practice planning and urban design and would fail to take into account single and two storey dwellings that are adjacent to the lands. No amendment is needed to the variation.

Density

The Chief Executive acknowledges the submissions received which relate to anticipated density on the subjects lands. In response to the submissions received, it is noted that the SDRA assumes *'a target density of 100 units per hectare'* and therefore notes that *'this land bank has the potential to deliver an indicative c. 2,220 residential units'*. The Chief Executive also notes that the SDRA identifies three character areas, which respond to the overall land use mix envisaged by the Z14 land use zoning and the specific contextual circumstances within each character area. Having regard to site specific constraints and targets for use mixes, net density ranges have been indicated for each character area. The Chief Executive also highlights that the SDRA states the following: *'deviations in use mix and in relation to density ranges of up to 10% within individual sites and quarters to meet design requirements will be accepted if the change supports overall compliance with the Guiding Principles, and where a joint agreement is proposed between landowners to accommodate certain uses within a particular area, such will be considered where the overall Principles are retained and the use and typology mix is delivered.'* Having regard to the above and pending the preparation of a detailed masterplan by the landowners, it is considered that any amendment to the density targets outlined in the SDRA would be premature. No amendment is needed to the variation.

Built Form

The Chief Executive acknowledges the submissions received which relate to built form and in particular the significant number of submissions received which raised concerns relating to potential housing typologies and tenure mixes on the lands, with a strong objection to apartments expressed. The Chief Executive notes that the proposed SDRA Guiding Principles state that *'A range of housing typologies will be required throughout the SDRA, to serve the existing and future population of the area. All character areas shall avoid the over-proliferation of any single housing typology. Having regard to the size, scale, and location of the subject lands, this is to ensure that the future development of sites are sustainable and contains mixed communities.'* Furthermore, it is a requirement of the masterplan that a Housing Needs Demand Assessment (HNDA) for the SDRA be prepared. It is also noted that the over-proliferation of a single housing tenure in any one character area, is also a requirement of the masterplan. However, it is also noted that having regard to National and Regional planning objectives relating to compact growth and development, the proximity of the lands to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor, apartment developments at an appropriate scale are likely, in order to provide a sustainable scale of development within the Dublin metropolitan area. Furthermore, it is noted that the SDRA Guiding Principles set out the requirement for community uses and amenities, in addition to open spaces and green infrastructure, in order to support existing and future residents of the area. No amendment is needed to the variation.

The Chief Executive notes that several submissions raise concerns that a proposed development on the subject lands would have a negative impact on Finglas village, with many questioning how the Variation will support the economic revitalisation of the village. While the Chief Executive acknowledges the wider regenerative impacts the proposed Variation will have on Finglas village, it is also considered that the village requires a spatial framework in order support regeneration and revitalise economic activity, including public realm interventions. The Chief Executive considers that consideration be given to extending the SDRA to include Finglas village, as part of the preparation of the Draft City Development Plan.

Urban Structure

The Chief Executive highlights that the proposed urban structure of the SDRA *'provides a strategic blueprint for the future development of the SDRA, identifying key connections, public open spaces, and building frontages that will inform an urban design-led approach to the regeneration of this strategic area.'* It is also emphasised that the SDRA Framework Plan and Guiding Principles will inform the preparation of a detailed masterplan for the SDRA lands. The Guiding Principles state that in accordance with best practice, urban blocks shall generally be between 60m-80m, but not more than 100m in width/length. Key building frontages which generally align with these principles are illustrated on the Framework Plan. Similarly the movement framework illustrates key connections, while leaving some flexibility for the provision of local access streets, which would be developed as part of the masterplan. In response to the Finglas Employer Group's claim that a 'super block' of approximately 200 m in width is illustrated, the Chief Executive does not accept this claim, noting that this is a misreading of the Framework Plan. While an internal access street is not illustrated in every landholding/block, for the reasons stated, the Chief Executive highlights that the illustrated key building frontages on the said 'block' broadly align with the best practice principles outlined in the Guiding Principles. Detailed design is a matter for the masterplan. No amendment is needed to the variation.

In response to suggestions by Finglas Employer Group and Jamestown Village Ltd. that the Framework Plan is limiting and the Guiding Principles overly prescriptive, as stated, the SDRA is intended to provide a 'strategic blueprint' to inform a detailed masterplan. No amendment is needed to the variation.

In response to suggestions by Finglas Employer Group that the SDRA Framework Plan is restrictive and limiting, with regards to set backs, the Chief Executive highlights, in accordance with the SDRA that *'In general, built form shall **limit the use of set-backs on the key internal links**, are required to provide a tree planted verge and quality footpath, and, where appropriate, privacy strips, **to form an edge with the streetscape**, provide **animation and passive surveillance**.'* [Use of bold typeface for emphasis]. It states that certain exceptions apply,

*'...where required to **facilitate the Luas** and also for the **existing boundary roads at Jamestown and McKee Avenue/St Margarets Road**, where the set-back shall be provided to (i) **protect the amenities of the single and two storey houses opposite**; (ii) to provide for an **enhanced urban realm with tree planting along the full extent of the boundary** and (iii) to accommodate an **off road cycle track** to link to the village and other amenities and services. Building frontages shall respond to the movement framework and street hierarchy and address all key streets, which will enhance legibility and ensure that a **strong sense of enclosure** with tree lined streets is achieved throughout the SDRA.'* [Use of bold typeface for emphasis].

Having regard to the above, as contained within the proposed SDRA, the Chief Executive does not agree that set-backs, where required, would limit the development potential of the sites, including limiting the creation of employment uses on ground floors or in facilitating active frontages as suggested. It is considered that this level of design detail is a matter to be addressed in the required masterplan. No amendment is needed to the variation.

In response to Finglas Employer Group who question whether there is a requirement to provide 10% open space, the Chief Executive notes the requirements of the Dublin City Development Plan and relevant Section 28 Ministerial Guidelines. It is also noted that there is a requirement to prepare a masterplan for the subject lands, in response to the Guiding Principles set out in the SDRA. Site specific questions are therefore considered premature and are a matter to be explored through the masterplan process. No amendment is needed to the variation.

In response to submissions which note design quality and permeability, the Chief Executive agrees that these are essential attributes in terms of placemaking. Section 4 of the SDRA Guiding Principles is noted which states that *'High-quality architectural design and quality will be encouraged throughout the SDRA'*.

Chief Executive's Recommendation:

Recommendation No. 8:

Having regard to the rationale for designating the Jamestown Lands a SDRA, *'To support the economic revitalisation of Finglas village through the creation of a cohesive urban framework and guiding principles, to ensure that the future development of the lands occurs in a coordinated and sustainable manner that can act as a catalyst to regenerate the village.'*

the Chief Executive considers that consideration be given to extending the SDRA to include Finglas village, as part of the preparation of the Draft City Development Plan.

8.4 Housing

Submission Reference Nos:

1, 6, 11, 12, 18, 26, 30, 31, 32, 63, 64, 66, 89, 91, 107, 108, 109, 124, 131, 132, 134, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 199, 201

Summary of Submissions:

Principle of Apartments

- A large number of submission received noted objections to the provision of apartments in Finglas, noting that there is currently an over proliferation of apartments within the area with no corresponding amenities for residents. It is noted by some that this could lead to marginalisation. It is also noted that the demand in the area is for houses and not apartments with some citing the unsuitability of apartments for raising a family. It is also noted that people currently have to travel outside Dublin to avail of houses.

Tenure and Social Mix

- Several submissions note concerns relating to tenure and social mix, stating that any new homes provided in the area would likely be for the rental market or social housing, including HAP. It is noted that a high level of social apartments have been constructed in the locality. Concern is expressed that this will not solve the homeless crisis and also notes that there are no options for first time buyers who wish to settle in the area as a result.
- A submission from Sinn Fein notes that a commitment to providing a mix of housing is required. It is stated that the prevention of a transient population in the area needs to be part of any planning and it is considered that this objective must be included in the masterplan. It is stated that the social mix within the 50% designation for housing must aim to achieve an equal 1/3 of social, private and affordable housing.
- A submission from Finglas Employer Group (FEG) indicates that they have engaged into an agreement with an Approved Housing Body – Clúid Housing Association who

have agreed to act as strategic partners for the provision of mixed tenure residential. A submission received from Clúid Housing indicates that they have held discussions with the Finglas Employer Group and have expressed an interest in working with the group as local stakeholders as they develop their lands. Subject to approvals, Clúid stated that they would seek to acquire and manage residential units and support facilities on the lands that are developed by the Finglas Employer Group as a mixed tenure of residential development containing a range of categories including Affordable Housing, Social Housing, Independent Living Units for the elderly and housing for those who require support. Clúid would seek appropriate community facilities to be developed at the site which would form a community hub.

- It is recommended that Dublin City Council require the owner to sell the site to provide homes, or to build homes themselves.
- Sinn Fein state that the Housing Department should clarify if it intends to purchase some of the land for social and affordable housing.

Apartment Standards

- Roisin Shorthall TD, stated that the focus should be on delivering affordable homes, including houses, as well as encouraging people to see apartment living as a long-term option. It is noted that in order to create sustainable communities and facilitate more apartment living in line with other European cities, apartment standards need to be raised before this site is rezoned. Therefore, it is questioned how rezoning this site will meet local housing need or achieve social mix, noting that it is likely any future development would comprise of small high rise apartments.
- Homes should provide adequate space and amenities to facilitate working from home.

Chief Executive's Response:

The Chief Executive acknowledges the high number of submissions received relating to the issues of housing. In relation to the principle of developing apartments, any development proposals on the subject lands must take account of the proximity to proposed public transport corridors, in line with National and Regional Planning Policy and in line with the Government's policy on Climate Change. As such, efficient use of urban land, within the built-up area of the Dublin Metropolitan Area is fundamental to achieving compact growth and facilitating a transition towards a carbon-neutral society. These factors, alongside requirements for higher densities in such locations, will inevitably guide housing typologies.

The Variation does not stipulate specific housing typologies. The SDRA requires that the preparation of a Housing Needs Demand Analysis (HNDA). The HNDA will guide the range of housing typologies are provided, to avoid the over-proliferation of any single typology. This will include a mix of house types ranging from terraced housing, duplexes, and apartments.

The landowners will be required to address all issues associated with the development of these lands, including amenities, as part of the masterplan to be agreed with the planning authority before the lodgement of any planning application. If these issues are not addressed to the satisfaction of the planning authority planning permission will be refused planning permission.

Concerning issues raised relating to tenure and social mix, Part V of the Planning and Development Act 2000 (as amended) sets out the provision for social housing to be delivered through planning applications. 10% of all housing units for developments of nine or more units, or on a site with an area greater than 0.1 hectares must be provided for social housing. The Council cannot legally enforce any increase on this percentage on privately owned lands. At the time of writing, there is no statutory definition or requirement for the provision of affordable housing. Applications on the variation lands will be required to comply with any updated legislation in place with regard to affordable housing.

The Chief Executive notes the submissions received from Finglas Employer Group and Clúid Housing Association. The proposed SDRA requires that the masterplan for the lands is informed by a local Housing Needs Demand Assessment (HNDA) which will make recommendations about housing mix, affordability, social/affordable provision, and housing for vulnerable groups. However the whilst the HNDA can make recommendations about the provision of affordable housing in the interest of delivering a balanced community, the Council cannot legally enforce this requirement.

In response to the submission from Sinn Fein, there are no immediate plans to purchase lands to provide social and/or affordable housing. However, this may be reviewed.

Concerning the issue raised relating to apartment standards, including those raised by Deputy Shorthall, any planning application relating to the subject lands must comply with the relevant Ministerial Guidelines pursuant to Section 28 of the Planning and Development Act 2000 (as amended). Therefore, this is not a matter relevant to the subject Variation.

Chief Executive's Recommendation:

Submissions noted. No changes proposed.

8.5 Community

Submission Reference Nos:

1, 2, 6, 7, 8, 10, 11, 13, 14, 16, 17, 19, 22, 23, 24, 26, 28, 29, 31, 32, 34, 35, 36, 38, 43, 45, 50, 51, 52, 57, 59, 63, 64, 65, 67, 68, 69, 71, 72, 74, 75, 76, 77, 78, 81, 82, 84, 85, 86, 87, 88, 90, 91, 92, 93, 94, 95, 96, 97, 104, 107, 109, 110, 112, 113, 114, 115, 117, 120, 124, 125, 126, 132, 134, 135, 137, 140, 141, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 201.

Summary of Submissions:

Education

A significant number of submission were received which noted the lack of schools in the area and the related challenges in securing places for children due to capacity issues and waiting lists. Submissions noted that new residential development in the absence of additional schools would exacerbate current problems. Concerns were also raised that schools may not be provided and stated that the provision of one primary school on the lands would not solve the current problems. One submission suggested that an additional two primary and secondary schools would be required to address capacity concerns. It was also noted that a lack of schools in Charlestown and St Margaret's was exacerbating the local problem.

A submission received from the Finglas Employer Group notes:

'Based on population change between 2011 and 2016 and projected population growth to 2026 there is no identifiable need for additional school facilities within the Study Area. However, it is acknowledged that the redevelopment of the subject site will increase the resident population of the Study Area and so may impact demand on existing primary and post-primary schools. The Group is committed to engaging with the Department of Education and Skills to determine whether a site should be reserved for the provision of any new educational facilities going forward.'

A submission received from Development 8 notes a large number of non-residential uses such as the primary school, central park and community/civic centres on their landholding. While they recognise the need to provide key supporting infrastructure that state that this should be proportionate to the landholdings.

Health

A large number of submissions received notes the difficulties in obtaining a GP appointment in the area. It is considered that this will become increasingly difficult should additional residential developments be facilitated in the absence of additional services. It is noted that additional GPs and a Primary Care Centre should be provided.

A submission received from Finglas Employers Group includes a Social Infrastructure Audit and a Healthcare Gap Analysis, which shows that there are deficiencies in primary care centres. The Group state that they are committed to engaging with the Local Authority to determine whether any additional healthcare services or facilities may be required to cater for additional demand from a development and can provide as needed within the subject site. The submission suggests that the site in question would be suitable for the development of integrated care facilities to include the following:

- A primary care centre
- A medium-scale nursing home,
- Day care centre and specialised gerontology services
- Close care / independent living units and,
- Insurer led private minor injury clinic.

The submission from FEG also notes that the subject lands are unlikely to support a large capacity nursing homes, having regard to existing facilities and suggests that a smaller capacity nursing home as part of an integrated healthcare complex could be a viable options, which they state there is a gap in the market for. It is also suggested that there is capacity for close care / independent living units (ILUs), which are suggested could be used to meet social housing independent living requirements through AHBs.

Childcare

Several submissions have identified the lack of childcare facilities in the wider area and express concerns that further development in the absence of additional facilities would exacerbate this. A submission from Finglas Employer Group stated that they are committed to providing at least 2 no. new crèche facilities to ensure that childcare demand can be met locally.

Amenities, Open Space and Community Facilities

A significant number of submissions received have expressed concerns that any further residential development facilitated in the area that does not contain sufficient amenities and community facilities, would further reduce existing capacity, which is considered by many to be poor and lacking. Several submissions have suggested that further green amenity spaces and amenities for children and teenagers should be provided. One submission questions why only 10% of the lands would be given over to green space. Another notes that a range of amenities should be provided in the area to include: a skateboard and bike park; running and athletics track; community vegetable gardens; parkland and a pond for wildlife; picnic areas; dog park. Concerns are also noted that there is a lack of suitable amenities for young people in the area.

As noted above in relation to educational facilities, a submission received from Development 8 notes the following:

- A large number of non-residential uses such as a central park and community/civic centres on their landholding. While they recognise the need to provide key supporting infrastructure that state that this should be proportionate to the landholdings so as not to impact the viability of development proposals.
- Specifically, they suggest that the Variation should clarify that the new park will meet public open space requirements of residential development on the same land holding. It is also suggested that the proposed layout of the SDRA be given more consideration concerning the pattern of landholdings.

- It is also suggested that the amendment should include a proportionate allocation of community facilities among the landowners subject to phasing in tandem with development.
- The inclusion of the following objective is suggested: *Community facilities to be delivered on a phased basis in tandem with residential development in response to identified need.*
- It is also suggested that the Framework Plan should be clearly marked as indicative subject to a phasing agreement in consultation with landholders.
- Development 8 has no objection to delivering community space in suitable locations and scale in response to the needs of the future and existing population. However we submit that the requirement to provide entire ground floor of a designated block would be unfairly onerous on a single landowner. This requirement is excessive and would be difficult to deliver impacting the viability of potential development. As such the following is suggested:

In Section 'Requirement for Masterplan', requests that the Variation be amended as follows: *The masterplan shall include detailed information on the delivery of the new community facilities identified in the SDRA. The community space shall ~~extend over the entire ground floor of the designated block~~ be of an appropriate scale to meet the identified needs of the existing / future population and shall be completed to full fit out standard so it is enabled for immediate use for community purposes. Proposed uses for the space shall be agreed with DCC, informed by a community audit.*

Chief Executive's Response:

Education

The Chief Executive notes the significant number of submissions received relation to the education. It is noted that the Department of Education and Skills (DES) is the statutory body with the responsibility for the delivery of the planning, design, and construction of new schools, school extensions, and third-level institutions. Dublin City, partner with DES on the delivery of educational facilities through the partnership approach established by the Memorandum of Understanding (MoU) with the County and City Managers Association (CCMA). The MoU ensures that the most appropriate sites for new schools are acquired quickly and smoothly in areas that are experiencing a rapid increase in school pupil numbers. The Variation has identified a site to be reserved for use as a primary school, in accordance with the requirements of the Department of Education and Skills (DES). The requirement for a post-primary school will be kept under review.

While it is acknowledged that the development of the subject lands would likely occur over a several Development Plans, having regard to the requirement for a masterplan and significant service and infrastructural works required prior to any development commencing, the need for a holistic approach to considering the wider educational needs of the area is recognised. Therefore, considering the current requirement for a post primary school to serve the existing population of the wider area, it is not considered that reserving a post primary school on the subject lands would address the current demand during the lifetime of the next City Development Plan. Therefore, it is recommended that DCC actively consult with the DES and FCC as part of the Development Plan process to identify a suitable site for a post primary school to serve the existing and future population of the area.

The identification of non-residential community uses, including education on the SDRA lands is based on the most suitable locations for such uses, having regard to the wider needs of the area. Conducting a land equalisation study that addresses land ownership issues is a matter for the masterplan.

Health and Childcare

The Chief Executive acknowledges the large number of submissions received relating to health and childcare. The requirement for GP, crèches, etc. is dependent upon a qualified doctor or childcare provider deciding to establish a facility. This decision is contingent upon it being commercially viable for a doctor/childcare provider to do so. The SDRA Guiding Principles require that 10% of the lands will be used for community education uses. The landowners will be required to meet this requirement as part of the masterplan to be agreed with the planning authority before the lodgement of any planning application. If these issues are not addressed to the satisfaction of the planning authority planning permission will be refused.

The Chief Executive welcomes the submission by Finglas Employer Group who state that they are committed to engaging with the Local Authority to determine whether any additional healthcare / childcare facilities may be required to cater for additional demand from a development and can provide as needed within the subject site. It is considered that this matter be addressed as part of the preparation of a masterplan.

Amenities, Open Space and Community Facilities

The Chief Executive notes the significant number of submissions received expressing concerns relating to the lack of amenities, community facilities and open space in the area. The SDRA Guiding Principles set out that 10% of the gross area of the site is allocated for public open space and 10% for education and community. The SDRA also sets out how the green infrastructure and open space network constitutes a key structuring element for the lands, with provision for a centrally located open space, linear park and community garden identified. The Chief Executive also notes the requirement that a masterplan be prepared by all major landowners, which will set out a detailed open space hierarchy. In accordance with the provisions of the SDRA, this masterplan must be agreed with the Planning Authority, and also in consultation with other key statutory bodies and stakeholders (following the recommendation of the OPR). The SDRA stipulates that, '*Each planning application shall submit a statement demonstrating how the proposal accords with the Guiding Principles established in the SDRA and how it complies with the Masterplan.*' If this requirement is not met, planning permission may be refused.

In relation to concerns noted by Development 8 relating to the proportionate allocation of open spaces and community uses across land ownerships, it is considered that this matter be addressed in the masterplan by way of a land equalisation study. The identification of key open space, community spaces and the school is part of the overall Framework identified for the SDRA lands, which takes account of Finglas village and proximity to the proposed Luas corridor. In relation to phasing and details involving the provision of key services, this is considered to be a matter for the masterplan and not the SDRA.

The specific request by Development 8 is noted, regarding the provision of an identified community space, which is stated should extend over the entire ground floor. Having regard to the scale of the overall land bank and taking into account the wider need for a community facility, it is not considered appropriate to limit such a requirement at this juncture. It is considered that the details shall be developed as part of the preparation of a masterplan and be based on an evidence-based approach.

Chief Executive's Recommendation:

See Recommendation No. 7:

To consult with the Department of Education and Skills and Fingal County Council as part of the Development Plan process in order to identify a suitable site for a new post primary school that can serve the existing and future population of the area.

8.6 Traffic and Transport

Submission Reference Nos:

2, 3, 6, 7, 8, 10, 11, 13, 14, 16, 18, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 38, 40, 41, 42, 43, 45, 46, 47, 49, 50, 51, 52, 57, 59, 63, 64, 65, 67, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 101, 104, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117, 119, 120, 122, 124, 125, 126, 129, 131, 133, 134, 137, 139, 140; 141; 142; 143; 144; 145; 146, 147; 148; 149; 150; 151; 152; 153; 154; 155; 156; 157; 158; 159; 160; 161; 162; 163, 164; 165; 166; 167; 168; 169; 170; 171, 172; 173; 174; 175; 176; 177; 178; 179; 180; 181; 182; 183; 184; 185; 186; 187; 188; 189; 190; 191; 192; 193; 194; 195; 196; 197; 198, 199, 200, 201.

Summary of Submissions:

Traffic

Almost all of the submissions received raised concerns regarding traffic levels in the vicinity of the subject lands. Existing congestion levels along Jamestown Road, St. Margaret's Road and McKee Avenue in particular are a concern with local people experiencing long delays at junctions and many residents experiencing difficulties exiting their driveways. It was submitted that the surrounding roads are already at capacity and unable to accommodate any increases that may be associated with new high density development.

Existing high levels of traffic in the area were linked to new developments to the north at Charlestown, Meakstown, Lanesborough and Hampton Wood, and also to Heath Square and Clearstream Court closer to the village. Many submissions linked peak traffic levels to the school run:- stating the lack of schools serving the lands to the north is forcing people to drive to schools in the village. It was put that a local school bus may help ease some of this congestion. Further contributing factors include the presence of the driving test centre in Jamestown Business Park.

In addition to concerns over traffic levels, concerns were expressed concerning safety, citing traffic speed as an issue, narrow footpaths, and the use of footpaths by cyclists and scooters. Narrow roads and the presence of large trucks is forcing cyclists onto the footpaths. Crossing Jamestown Road was raised as a concern in particular at the roundabout with Melville Road. A lack of parking for residents was also raised.

Some submissions queried what traffic surveys have been carried out to date; what will be the impact on the village of Finglas, and what surveys are planned for the future, to address both current traffic problems and also to address how the local network can accommodate an increase in traffic associated with the proposed variation? Requests were made to prioritise investment in the local road network, with specific upgrades sought for upgrading and widening of McKee Avenue and Jamestown Road, upgrade to the junction of Sycamore Road and Jamestown Road, upgrades to the 5-arm junction, improvements within the village of Finglas, improvements to footpaths and the provision of cycle lanes in the area.

It was suggested that any new traffic plan should ensure that all roads, paths, cycle lanes and transport systems encourage footfall to Finglas village. The absence of a Masterplan at this stage in the process was identified as key concern as local people cannot see what specific proposals will be put in place to deal with existing traffic congestion.

There is concern that the local road network will not cope with an increase in traffic volumes; that it will lead to more "rat runs" locally in the area, will create safety issues. Concerns were also raised that the anticipated increase in traffic will cause increases in noise and air pollution locally, and that this in turn can impact on people's mental health. It was put that the scale of development proposed is not appropriate at this location and should be located beside a primary road network.

Public Transport

The submissions received from the key landowners state that the subject lands have excellent public transport links; that BusConnects proposal in near future will improve the frequency of service to one bus every 7.5 minutes; the proposed Luas Green Line extension from Broombridge to Finglas will be available at practically the doorstep of the site and that both McKee Avenue and Jamestown Road are identified as secondary routes on the GDA Cycle Network plan (3b and N05) and combine to form Primary Spine Route 3B to the city centre at Finglas Village.

Other submissions stated that the term “well connected” used in the Planning report in relation to public transport was disingenuous. It was submitted that the existing public transport in the area is insufficient to cater for the existing community, with the 140 bus at capacity during peak travel times and often full by the time it reaches the 5th or 6th stop (due to school children travelling by bus to school), thus making it difficult to access. Concerns were also raised over the number of buses proposed for McKee Avenue (3 bus routes with over 400 buses), stating that the road cannot support such volumes. There were also concerns that the public transport system could be disrupted during construction periods.

Submissions also queried the provision of additional housing based on a future Luas line which has no funding and no timeline, and will not be delivered within the next 10 years. Concerns were raised that the redevelopment of these lands will happen in advance of any future Luas, Bus Connects or Metro provisions. There were also concerns that the proposed Luas line will cause further congestion along St. Margaret’s Road, and that the Luas when in place will not have the capacity to cater for the area. The submission from the Finglas Employer Group states they have proposed an alternative site for the Mellows Luas stop, on the corner of McKee Avenue and St. Margaret’s Road which is under their ownership, and would bring the Luas stop closer to the subject lands.

SDRA

The submission from the Finglas Employer Group states concerns over the proposed key routes for access and connectivity, citing them as restrictive and limiting the development potential of sites. It states there is an opportunity to provide an access point at McKee Avenue directly linking with the existing Lidl site and that an additional access point onto Jamestown Road would be beneficial. A submission from a local resident also requests a new entrance onto McKee Avenue to take pressure off Jamestown Road.

The Finglas Employer Group submission supports proposals for a segregated off-road pedestrian /cycle track linking the employment centre with Finglas Village and other amenities to the south of the site, but requests that equal consideration be given to east-west desire lines connecting residents of Sycamore Park and Clancy Avenue with the future Luas and BusConnect stops. This submission is in favour of all residential car parking facilities being provided with the necessary cabling to facilitate future EV charging points.

Chief Executive’s response:

The rationale for proposed Variation No. 33 is to maximise the potential of a well-connected but underutilised brownfield low-intensity employment land bank, situated within the existing built fabric of the City and adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor, as set out in National and Regional planning objectives. The purpose of Variation No 33 is to create a new urban quarter which is designed to facilitate and maximise access to public transport and create a safe environment for walking and cycling for all users. The SDRA guiding principles place a strong emphasis on walking and cycling connections through the lands. Proposed amendment No. 4 above, in response to the submission by the NTA further enhances the desire for a pedestrian/ cycle based environment, and seeks enhanced connection to Finglas Village as requested in several submissions. As

such, and in line with such policies, the proposed Variation does not envisage a car-dominated environment on the subject lands.

The mixed use nature of the proposed SDRA is also designed to provide employment locally, alongside services such as a new school, thus helping to minimise car based trips and in turn to reduce air and noise pollution.

The proposed SDRA requires that a masterplan is prepared for the entire land by all major landowners, which complies with the guiding principles set out in the SDRA. Before the lodgement of any planning application, this masterplan must be agreed with the Planning Authority. The masterplan requires that:

- *A mobility management strategy shall be prepared for the subject lands and inform the preparation of the masterplan. The MMS shall:*
 - 7) **Promote the principle of filtered permeability in order to provide a competitive advantage for users of sustainable modes and restrict private car through trips.**
 - 8) **Identify the location of a number of modal filters to enable pedestrians, cyclists and public transport access, but restrict private cars access.**
 - 9) **Seek high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.**
- *The requirement for a Traffic Impact Assessment will be determined on a case by case basis by the Planning Authority, in respect of planning applications lodged for the subject lands.*

Requests for alternative / enhanced vehicular connections will be addressed via the Masterplan having regard to the proposed (amended) SDRA guidance. Access provision to McKee Avenue and St. Margaret's Road will need to take account of the future Luas line.

Issues of cyclists and scooters using footpaths were raised on a number of occasions and in particular in relation to Jamestown Road. While this is an issue to be addressed An Garda Síochána it should be noted that Jamestown Road, St. Margaret's Road and McKee Avenue are all identified as "Secondary" routes within the NTA's Cycle Network Plan for the Greater Dublin Area, for the provision of dedicated cycle tracks. The traffic management strategy sought will address this requirement. Also the SDRA specifically identifies the requirement for set backs along these streets in order to ***(i) protect the amenities of the single and two storey houses opposite; (ii) to provide for an enhanced urban realm with tree planting along the full extent of the boundary and (iii) to accommodate an off road cycle track to link to the village and other amenities and services.*** No further changes are considered necessary to the SDRA. However in the interests of providing clarity it is considered that minor amendments can be made to Figure 39 detailing the proposed pedestrian/ cycle/ amenity route along these streets. As this is already provided for within the text, this change is not deemed a material change.

It is also noted that Dublin City Council is currently proposing upgrades to several road junctions in the Finglas area to cater for existing and future movement needs, including the roundabouts at St. Margaret's Road and Jamestown Road, and upgrades within the village of Finglas, including the 5-arm junction. These improvements are proposed irrespective of the proposed Variation to make improvements to the existing road network. The outcome of this Variation will however be taken into account in the final designs of these projects. Issues such as school buses may help resolve immediate traffic issues, but this is a matter for the school board; whilst longer term proposals for additional school provision to the north of the subject lands as per the SDRA will provide school placements serving the population of north Finglas. Other improvements to the movement network will be delivered as part of the Bus Connects and Finglas Luas projects, the construction and operational impacts of which are

outside the remit of this Variation. While the proposed alternative location for the Luas stop is noted, the delivery of this is a matter for Transport Infrastructure Ireland. The masterplan will take cognisance of these projects to ensure that it is developed in a phased and sustainable manner. As per amendment no. 4 above, the Planning Authority will engage with the NTA in relation to the planning and design for the Luas Finglas.

Chief Executive's Recommendation:

As per Recommendation No. 4

Insert the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

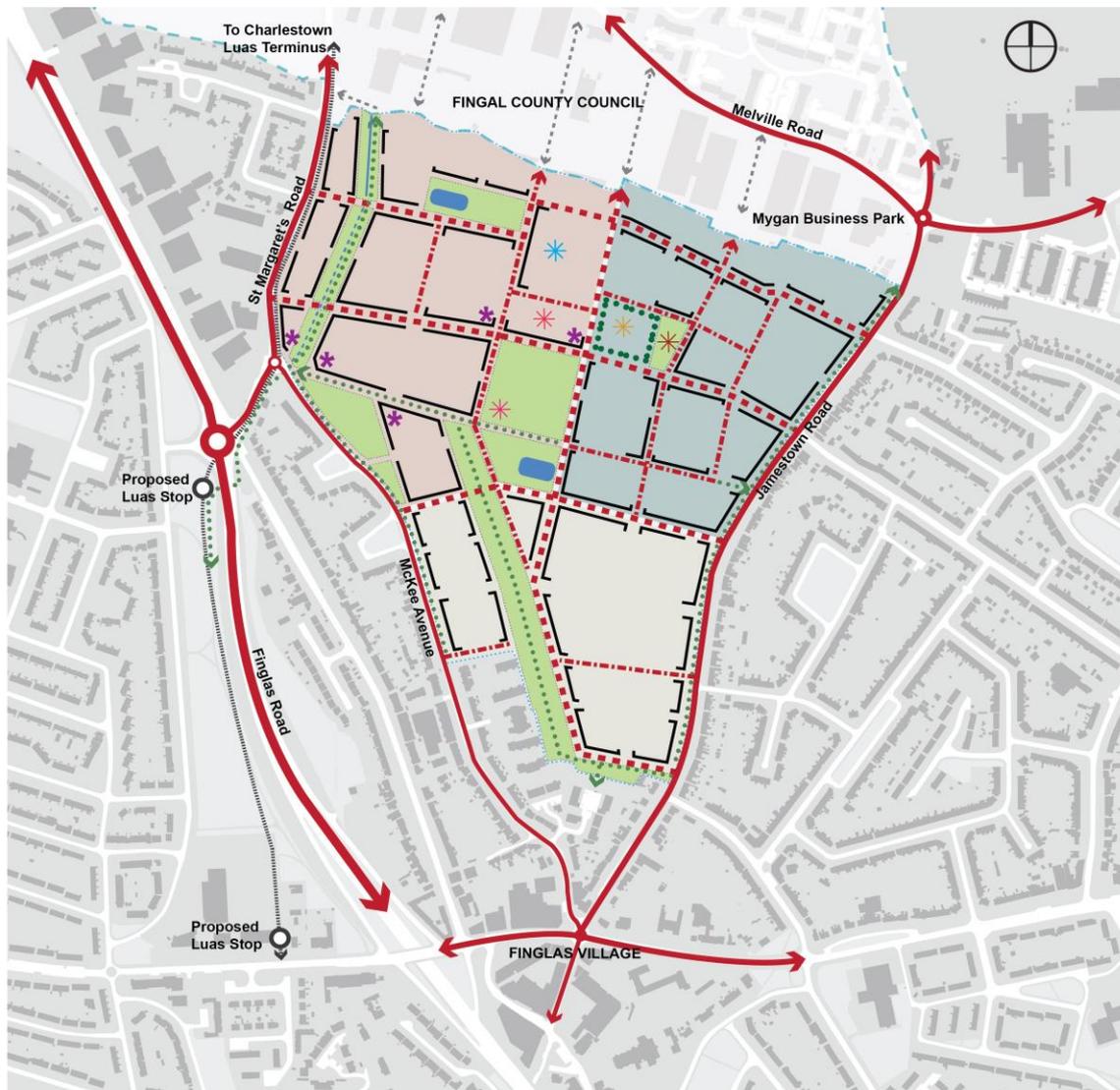
- A mobility management strategy (MMS) shall be prepared for the subject lands and inform the preparation of the masterplan. **The MMS shall:**
 - 10) Promote the principle of filtered permeability in order to provide a competitive advantage for users of sustainable modes and restrict private car through trips.**
 - 11) Identify the location of a number of modal filters to enable pedestrians, cyclists and public transport access, but restrict private cars access.**
 - 12) Seek a high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.**
- **The Planning Authority will engage with the NTA/TII in relation to the planning and design of Luas Finglas. This ongoing engagement shall inform the Masterplan for these lands.**

Recommendation No. 9:

Update Figure 38A SDRA Framework Plan in Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas, to provide a new annotation to include 'Proposed Cycle / Pedestrian / Amenity Link' along Jamestown Road and McKee Avenue.

Reason: In the interest of providing clarity, illustrating the Guiding Principles of the SDRA, and demonstrating Dublin City Council's commitment to improving the public realm and streetscapes along the interface of the subject lands.

Figure 38A: SDR 19 Framework Plan



SDRA FRAMEWORK PLAN

LEGEND			
	SDRA Boundary		Existing Key Links
	DCC Boundary		Proposed Key Links
	Improve existing watercourse		Proposed Local Links
	'Daylight' culverted watercourse		Proposed Pedestrian/Cycle/Amenity Route
	Existing Reservoir/Pond		Indicative Connectivity
	Proposed Emerging Preferred Route Luas Finglas		Indicative Key Building Frontage
			Potential for higher corner features
			Improved/Proposed Landscaped Buffer
			New Open Space / Amenity
			Proposed Primary School Site
			Proposed Community/Civic Centre
			Proposed Community Garden
			Existing Substation
			Proposed Play Space
			CHARACTER AREAS
			Village
			Luas
			Jamestown

8.7 Green Infrastructure

Submission Reference Nos:

10, 13, 32, 51, 79, 87, 95, 96, 112, 120, 128, 129, 132, 134, 146, 180

Summary of submissions:

Green Infrastructure Strategy

A submission from Finglas Employer Group states that the proposed approach of focused and collected open spaces does not promote the development of a variety of open space areas within the SDRA lands. It noted that the proposed Framework Plan Figure 38A requires a major portion of the sites under the ownership of Finglas Employer Group to be set aside as Open Space, which is claimed runs counter to unlocking the clear and sustainable urban redevelopment potential of this notable land bank. The Group recognise the significant opportunity that their landholding can play in regenerating the area and complementing Finglas village and community.

This submission refers to the Quality Housing for Sustainable Communities, 2007 guidelines, which recommend:

A variety of types of open space should be considered in relation to the context of the scheme surroundings and the function of the space required (section 3.3.5). It also states that the proposed linear park is not in keeping with DCC *Objective GI3* which seeks linear parks along waterways, existing parks and open spaces.

Concerns are also expressed in relation to the required 10% public open space requirement of the City Development Plan, as it is claimed that some sites will have to contribute over 30% of the site area for public open space. It questions, how disproportionate levels of open space within some developments be addressed. This matter is also addressed by Development 8, who also noted that the Framework Plan should be clearly marked as indicative subject to a phasing agreement in consultation with landholders.

Furthermore, it is stated by Finglas Employer Group that the green infrastructure strategy will create substantial pinch points for development, due to the fragmented ownership of land holdings. It states that it is unlikely that all landowners and other stakeholders will reach an agreement on the delivery of green infrastructure. It also stated that Chapter 10 of the City Development Plan does not envisage green corridors within the subject site.

A submission from Jamestown Village Ltd. states (Appendix 2), that the Framework Plan is limiting in terms of the sites and locations identified for amenity spaces. It stated that this particular site should not be precluded from providing open space.

Green Space, Community Gardens and Biodiversity

A number of submissions have noted the importance of green space, particularly having regard to the Covid 19 pandemic, with many stating that the area lacks such space. One submission notes that the lands would be better used as a park for recreation and exercise.

One submission notes that the inclusion of some recreational green areas and community gardens a welcome additional to serve youths. Another notes that the plan in its current state is not supported and that better recreational facilities and open space should be considered. It is stated that community gardens are too small for walking and running.

It is also suggested by a submission that an area be put aside for wild flowers, bee hives, allotments, which would provide employment for local people.

Concerns are expressed relating to the potential removal of greenery and trees along Jamestown Road.

Chief Executive's Response:

Green Infrastructure Strategy

The Chief Executive notes the submission from Finglas Employer Group as outlined above. It is also noted in the SDRA that,

'The green infrastructure and open space network forms a key structuring element to the SDRA Framework. As such, a Green Infrastructure Strategy must be prepared and agreed with DCC prior to any permission being lodged. This Strategy must provide for the retention of existing open watercourses with an appropriate riparian zone and include the de-culverting of existing watercourses as part of the design.'

Furthermore, the SDRA Guiding Principles also require the integration of sustainable urban drainage (SuDS), utilising integrated nature based solutions.

The SDRA Framework Plan illustrates the strategic approach to green infrastructure and open space. As part of the preparation of the masterplan, a full open space hierarchy will be required, which would detail a range of spaces. The Chief Executive therefore does not consider the SDRA to be restrictive, highlighting the need and multiple benefits for quality public and green spaces as an integral part of any new development.

The Chief Executive acknowledges concerns which query whether 10% public open space will be required for individual developments and the concerns that a disproportionate level of open space may be located within some developments. It is considered that this is a detailed design issue and a matter for the masterplan. The Chief Executive considers that a land equalisation study inform the preparation of the masterplan.

The Chief Executive notes that Figure 38 A SDRA Framework Map is marked 'Indicative Map Only'. Furthermore, the submission from Jamestown Village Ltd. is noted. Commenting on the provision of open space on any particular site is considered premature pending the preparation of a masterplan for the entire SDRA lands.

Green Space, Community Gardens and Biodiversity

The Chief Executive acknowledges the submissions received which relate to the provision of green space, community gardens and enhancing biodiversity on the subject lands and the wider area. The Chief Executive agrees that green space have multi-benefits and highlights that a key structuring element of the proposed SDRA is green infrastructure and open space. Furthermore, it is noted that a key requirement of the masterplan is to prepare a Green Infrastructure Strategy that provides for *'i) retention of existing open watercourses with an appropriate riparian zone ii) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible, (iii) provides for extensive tree planting and street avenues; (iv) biodiversity planting; and (v) play'*. Furthermore, the SDRA Framework Plan identifies several key open spaces and amenities including a centrally located open space and a community garden. Concerning concerns involving the interfaces along Jamestown Road, the Chief Executive emphasises that the SDRA Guiding principles state, *'Opportunities exist to upgrade the streetscape along Jamestown Road, McKee Avenue, and St Margaret's Road, by providing a high-quality public realm and landscaping'*. The SDRA also states that setbacks shall be provided along Jamestown Road, McKee Avenue and St Margarets Road to *'(i) protect the amenities of the single and two storey houses opposite; (ii) to provide for an enhanced urban realm with tree planting along the full extent of the boundary and (iii) to accommodate an off road cycle track to link to the village and other amenities and services.'*

In the interest of providing further clarity, the Chief Executive considers that annotating the Framework Plan to show a 'Proposed Cycle / Pedestrian / Amenity Link' along Jamestown Road, in line with the Guiding Principles outlined in the SDRA has merit and demonstrates the commitment of the City Council to improving amenities along existing boundary roads to the site.

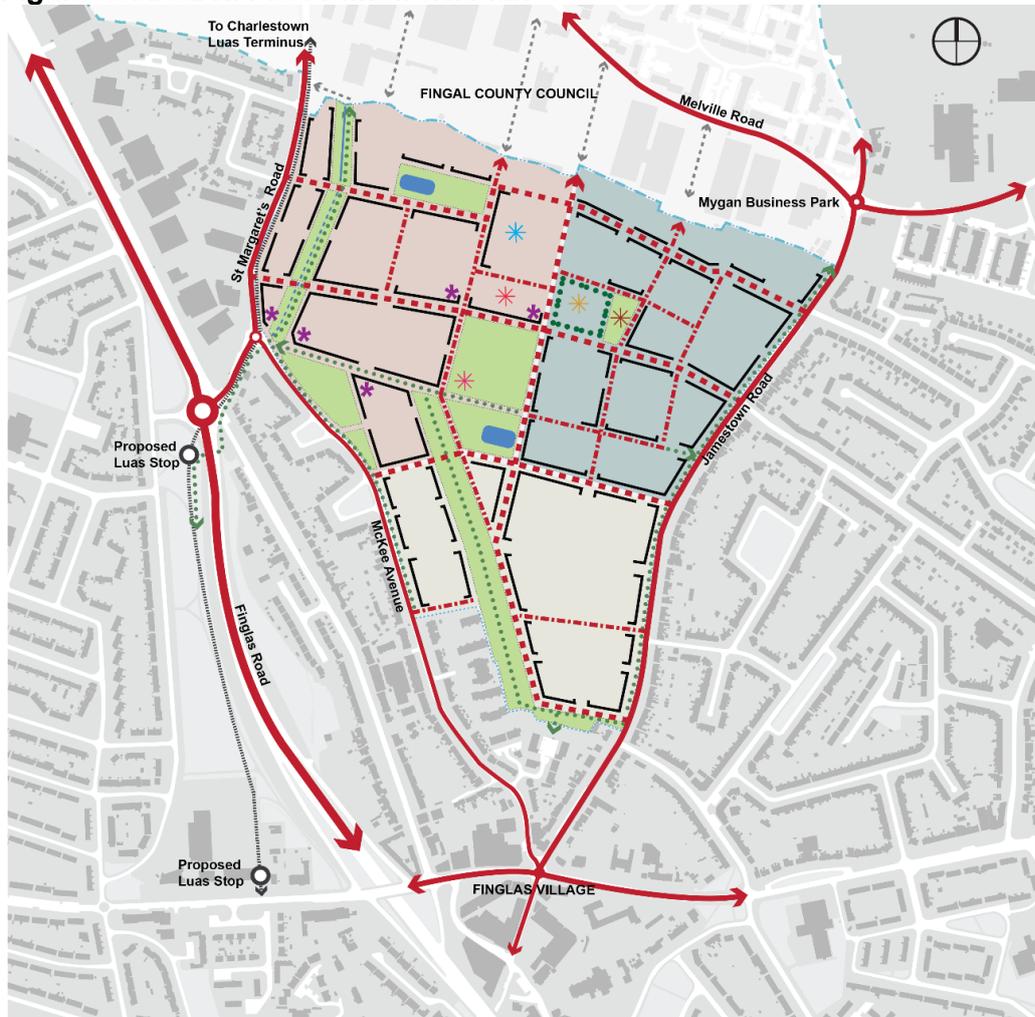
Chief Executive's Recommendation:

As per Recommendation No. 9 above:

Update Figure 38A SDR Framework Plan in Section 15.1.1.22 SDR 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas; to provide a new annotation to include 'Proposed Cycle / Pedestrian / Amenity Link' along Jamestown Road and McKee Avenue.

Reason: In the interest of providing clarity, illustrating the Guiding Principles of the SDR, and demonstrating Dublin City Council's commitment to improving the public realm and streetscapes along the interface of the subject lands.

Figure 38A: SDR 19 Framework Plan



SDRA FRAMEWORK PLAN

LEGEND			
SDR Boundary	Existing Key Links	Indicative Key Building Frontage	Improved/Proposed Landscaped Buffer
DCC Boundary	Proposed Key Links	Potential for higher corner features	New Open Space / Amenity
Improve existing watercourse	Proposed Local Links	Proposed Primary School Site	CHARACTER AREAS
'Daylight' culverted watercourse	Proposed Pedestrian/Cycle/Amenity Route	Proposed Community/Civic Centre	Village
Existing Reservoir/Pond	Indicative Connectivity	Proposed Community Garden	Luas
Proposed Emerging Preferred Route Luas Finglas		Existing Substation	Jamestown
		Proposed Play Space	

8.8 Utilities, Drainage and Flooding

Submission Reference Nos:

Drainage

5, 13, 14, 16, 18, 20, 23, 29, 31, 36, 38, 42, 45, 47, 51, 75, 76, 80, 81, 88, 94, 97, 110, 112, 113, 115, 117, 140; 141; 142; 143; 144; 145; 146, 147; 148; 149; 150; 151; 152; 153; 154; 155; 156; 157; 158; 159; 160; 161; 162; 163, 164; 165; 166; 167; 168; 169; 170; 171, 172; 173; 174; 175; 176; 177; 178; 179; 180; 181; 182; 183; 184; 185; 186; 187; 188; 189; 190; 191; 192; 193; 194; 195; 196; 197; 199, 201

Numerous submissions raised concerns relating to existing constraints for drainage / sewage networks with examples given of areas experiencing sewage problems (blocked drains, overflow). Concern was expressed over the lack of plans for drainage and that the proposed addition of c. 2,200 residential units will place undue pressure on an already overloaded system. It was stated that the drainage and sewage network does not have the capacity to support any new developments in the area.

One submission has stated that residents have been refused planning permission for extensions etc. on grounds that the existing infrastructure was at capacity, yet both DCC and FCC have granted planning for large developments to the north of this area with no infrastructural improvements.

A need was expressed for significant upgrades within the area to facilitate any new largescale development, and concern was also raised over the disruption that this may cause. It was requested that drainage plans address all of Finglas and not just this industrial area.

Water

23, 75, 94, 107

Several submissions stated that water is also at capacity in the area; and that water quality and pressure has become an issue over the last few years.

District Heating

132, 134

Submissions from the Finglas Employer Group and Development 8 address the issue of district heating. The Finglas Employer Group supports the development of a district heating distribution at this location, in particular as there is already a sufficient heat demand established in the industrial estate. The submission from Development 8 is also supportive of such as system but request amendments to the SDRA text, stating that the current wording is too prescriptive and will negatively impact the viability of potential development, and may prevent development from taking place. The submissions requests that rather than requesting all multi-unit buildings and large scale commercial building to be district heating enabled, that instead they should be assessed via a feasibility study. The submission seeks the following amendment:

“All multi-unit buildings utilising a combined heating system and all larger scale commercial buildings (over 1,000 sq.m) should assess the feasibility of connecting to district heating system ~~must be district heating enabled~~”.

Electricity

88

One submissions queries the ability of the current electrical network to handle new electrical charging points. It is stated that the grid is not built to take such additional demands and that residents are frequently subjected to shutdowns for maintenance and repairs.

Chief Executive's response:

The Chief Executive notes the significant number of submissions that reference capacity issues in the waste and surface water drainage systems and acknowledges that significant infrastructural upgrades will be required to the respective networks before the granting of any permission on the subject lands. The existing industrial area is serviced by old combined surface and wastewater sewers which results in the drainage system being overloaded in times of heavy rainfall. The SDRA requires that the masterplan provides for separate surface and wastewater drainage networks. The masterplan will be informed by a **Green Infrastructure Strategy** and an **Integrated Surface Water Management Strategy**. Both Strategies will ensure that the necessary public surface water infrastructure and nature-based **Sustainable Urban Drainage System** solutions are in place to service new development. Irish Water state that Sustainable Urban Drainage Systems and Green Infrastructure can provide an effective and sustainable means of managing storm water and keeping water pollution at source and surface water out of combined sewers. This will ensure that if the Jamestown Industrial Lands are developed they will not contribute to the existing drainage deficits in the Finglas area.

The Chief Executive also notes the submission from Irish Water which acknowledges the significant capacity issues that exist in the North Dublin Drainage Network and the requirement for the separation of combined systems for any redevelopment. It is also noted that Irish Water stated that additional flows, as part of a future redevelopment of this area, are likely to be Diverted to the Northern Interceptor Sewer – Ballymun PS – North Fringe Sewer system. It is noted that a drainage impact assessment using modelling, will need to be undertaken. Irish Water will have a Drainage Area Plan model available mid-2023. If an assessment is required prior to 2023 then network surveys, to enable a model build, will have to be undertaken. Irish Water note that it is not anticipated that there will be capacity issues on the Northern Interceptor Sewer or the North Fringe Sewer gravity systems, but some upgrades may be required at Ballymun Pumping Station.

Any new developments or future planning applications relating to the subject lands will have to check the availability of services and apply for connection agreements from Irish Water. Developers will have to satisfy all infrastructural requirements prior to the granting of any planning permission.

The Chief Executive notes submissions received relating to district heating. Dublin City Council is committed to pursuing sustainable energy policies. Policy CC3 (as amended by Variation No. 7 of the Dublin City Development Plan 2017-2022) seeks '*To promote energy efficiency, energy conservation and the increased use of renewable energy in existing and new developments. All new buildings will be required to achieve the Nearly Zero-Energy Buildings (NZEB) standard in line with the Energy Performance of Buildings Directive (EPBD).*' The Governments *Climate Action Plan* (2019) has committed that 70% of our electricity needs will come from renewable sources by 2030. Having regard to the shift towards a carbon neutral society, and noting that any redevelopment of the subject c. 43 hectare land bank will take many years to achieve, it is considered appropriate that the all efforts are made to ensure that sustainable technologies are adequately considered and that developments are future proofed, to take into account changing technologies. Noting the current provisions of Policy CC3 of the City Development Plan, it is recommended that the following changes are made:

Climate Change

- *All multi-unit buildings utilising a combined heating system and all larger scale commercial buildings (over 1,000 sq.m) ~~must be~~ will be encouraged to be district heating enabled.*

Requirement for Masterplan

- All new multiple unit and commercial developments are ~~required~~ **encouraged** to be district heating enabled **and must demonstrate how they comply with National and Development Plan policies on climate change and renewable energy.**

In relation to capacity issues on the electricity network, this is not a matter for the proposed Variation. This matter will have to be addressed between the developers and ESB Networks.

Chief Executive Recommendation:

As per recommendation No. 10 above;

Insert the following text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas 'Guiding Principles for the SDRA'.

6. Climate Change

- All multi-unit buildings utilising a combined heating system and all larger scale commercial buildings (over 1,000 sq.m.) ~~must be~~ **will be encouraged to be** district heating enabled.

Requirement for Masterplan

- All new multiple unit and commercial developments are ~~required~~ **encouraged** to be district heating enabled **and must demonstrate how they comply with National and Development Plan policies on climate change and renewable energy.**

8.9 Environmental Assessment

Submission Reference Nos:

20, 47 88

Summary of Submissions:

A number of environmental concerns were raised within the submissions received. It was stated that the climate change section of the SDRA was not adequate.

Concern was also expressed in relation to flooding. It was stated that not enough consideration has been given to the surface water issues already present in the area, including overflows from existing dwellings into the Finglas River. The submissions states that there is a need now for resolution to groundwater issues in the area and that adding c. 2,200 dwellings will overwhelm the network and pollute water courses as a result. It states that the surface water plans are too "vague" and "aspirational".

There was also a query as to the environmental cost of demolition and rebuild within the site.

Chief Executive's response:

In response to submissions that note that the climate change section of the proposed Variation is not adequate, the Chief Executive wishes to clarify that the proposed Variation relates to a land use change and associated SDRA designation for the subject lands. The policies and objective of the 2016-2022 Dublin City Development Plan apply, including those pertaining to climate change. The inclusion of Guiding Principles on climate change was to emphasise the City Council's commitment to climate action which should translate into the required masterplan for the lands. Furthermore, under Project Ireland 2040 an environmentally sustainable public transport system that enables economic growth and meets significant increases in travel demand is envisaged. The plan focused on a shift away from polluting and carbon-intensive systems through public transport investments, which include the Luas extension to Finglas. The rationale for the proposed Variation is in part a response to this overall policy approach and as such climate change underpins the approach taken. The Luas extension to Finglas is envisaged to remove thousands of cars from the roads each year and when operational, will provide an alternative to car based journeys.

In response to concerns raised relating to flooding, a Strategic Flood Risk Assessment (SFRA) accompanied the proposed Variation. The Chief Executive notes the submission from the Office of Public Works (OPW), which specifically welcomes the commitment to managing flood risk in line with the *Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009)* and the policy approach to surface water management and SuDS. In particular it is noted that the OPW welcomes the requirement that an Integrated Surface Water Management Strategy be prepared for the entire lands. In accordance with the recommendation from the Office of the Planning Regulator and the OPW, it is recommended that additional text be added to the SDRA, to include an objective of the SFRA relating to control of outflow to the River Tolka.

The following text is recommended for inclusion:

Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.

In relation to surface water drainage, the Chief Executive acknowledges that significant infrastructural upgrades will be required to the respective networks prior to the granting of any permission on the subject lands. The existing industrial area is serviced by old combined surface and wastewater sewers which results in the drainage system being overloaded in times of heavy rainfall. The SDRA requires that the masterplan provides for separate surface and wastewater drainage networks. The masterplan will be informed by a **Green Infrastructure Strategy** and an **Integrated Surface Water Management Strategy**. Both Strategies will ensure that the necessary public surface water infrastructure and nature-based **Sustainable Urban Drainage System** solutions are in place to service new development. Irish Water state that Sustainable Urban Drainage Systems and Green Infrastructure can provide an effective and sustainable means of managing storm water and keeping water pollution at source and surface water out of combined sewers. This will ensure that if the Jamestown Industrial Lands are developed they will not contribute to the existing drainage deficits in the Finglas area.

Concerning the query relating to environmental costs associated with demolition and construction, it is not considered that this is a matter for the proposed Variation. The current land use zoning of the subject lands allows for development. The current provisions of the subject zoning have been considered as part of the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) processes as part of the City Development Plan. The proposed Variation has also been screened for SEA and AA. Site specific issues relating to demolition and construction would be addressed by way of a Construction and Demolition Management Plan at planning application stage.

Chief Executive's Recommendation:

See Recommendation No. 3:

Insert the following new text into Section 15.1.1.22 SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

Under the heading of Requirement for Masterplan:

- A Green Infrastructure Strategy that provides for i) retention of existing open watercourses with an appropriate riparian zone ii) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible.
- An Integrated Surface Water Management Strategy for the entire development lands shall be prepared to ensure necessary public surface water infrastructure is in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.
- **Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in**

100-year storm event, including an additional 20-30% to allow for climate change.

8.10 Consultation

Submission reference Nos:

26, 30, 42, 45, 51, 91, 94, 101, 110, 112, 113, 115, 125, 129, 131, 135, 137, 142, 163

Summary of Submissions:

A significant number of submissions objected to Dublin City Council holding public consultation during level 5 restrictions association with COVID-19. A number of submissions stated that the consultation was inadequate and that not enough local people were aware of the proposal. The inability to attend public meetings was cited and also that local resident groups were unable to gather and discuss. This point was also raised by local elected officials who felt it was unsafe to distribute information to homes, given public health concerns and the advice to stay at home. The focus of on-line consultation was deemed to be particularly difficult for older persons who may struggle with on-line consultation, and indeed those without internet access. The point was made that people were unsure and unaware if they could break the 5km restriction to view the documents available at Wood Quay, and that there was great difficulty in gaining clarity on this, including from staff at the Wood Quay offices.

It was stated that planning and redevelopment is best done in consultation with the local community, and that this proposal requires more meaningful in-person engagement. There were requests to extend the consultation process to allow for this.

A number of submissions objected to the lack of detail in the plans, and there were requests for any rezoning proposal to be based on a more detailed Masterplan with proposals.

The timing of the proposal just months before the drafting of the new Dublin City Development Plan 2022 was also queried, with the point made that this variation (which is for large scale rezoning), should occur in the context of that process, and not be dealt with as a variation in isolation.

Chief Executive's Response:

While the Chief Executive acknowledges the submissions received relating to the timing of the consultation, it is confirmed that the Variation complies with all the statutory and regulatory provisions of the Planning and Development Act 2000 (as amended) in relation to public consultation, engagement, and access to information. The Government has determined that the planning system is an 'essential service'. The Department of Housing, Local Government, and Heritage published 'frequently asked questions' on the effects of level 5 Covid 19 restrictions on the planning system. Accordingly, it is recommended that any planning activity, such as variations to development plans, that can be carried out remotely, should be. However, there is no specified restriction on distances people engaging in statutory planning processes may travel from their place of residence. This includes travelling to attend a local authority planning office to engage in a planning process. Dublin City Council's public counter services are open and are working on an appointment basis. Details of the proposed variation are published on the Council's website and are also available for inspection at the Civic Offices, subject to an appointment.

As a matter of courtesy, in advance of the publication of the draft Variation the Elected Members of Dublin City Council, along with public representatives were briefed in accordance with usual practice. The planning system is fully operational and statutory timeframes and procedures for the Variation remain unaffected.

In relation to submissions that note a lack of details in the plans and requests for a more detailed masterplan to be prepared, the Chief Executive emphasises that the current policies and objectives of the Dublin City Development Plan apply to the proposed Variation. The Variation relates to a land use zoning change and the addition of a SDRA designation on the subject lands. The proposed SDRA requires that a masterplan is prepared for the entire land

by all major landowners, which complies with the guiding principles set out in the SDRA. Before the lodgement of any planning application, this masterplan must be agreed with the Planning Authority.

In noting the timing of the proposed Variation in advance on the publication of the Draft City Development Plan 2022-2028, the Chief Executive notes on-going proposals for the Luas green line extension to Finglas and the Finglas Bus Corridor, which will considerably improve public transport and connectivity for the Finglas environs. As such Dublin City Council are working closely with the National Transportation Authority (NTA) and Transport Infrastructure Ireland (TII) as part of the finalisation of the route options and proposed stops. It is anticipated that a preferred route, including stops will be finalised before the publication of the 2022-2028 City Development Plan. In order to maximise the potential of current underutilised brownfield land and recognising the potential for enhanced connections to the subject lands, the proposed Variation has been proposed in advance of the Draft City Development Plan to provide a policy rationale for the long term sustainable development of the lands, which aligns with public transport proposals.

Chief Executive's Recommendation:

Submissions noted. No change recommended.

8.11 Miscellaneous

Summary of Submissions:

Gardaí resources and anti-social activity

Submission reference Nos:

8, 16, 17, 18, 21, 24, 26, 28, 31, 41, 45, 52, 63, 64, 67, 72, 74, 76, 78, 83, 84, 85, 86, 87, 9hyhu0, 92, 93, 95, 108, 110, 112, 117, 119, 126, 140; 141; 142; 143; 144; 145; 146, 147; 148; 149; 150; 151; 152; 153; 154; 155; 156; 157; 158; 159; 160; 161; 162; 163, 164; 165; 166; 167; 168; 169; 170; 172; 173; 174; 175; 176; 177; 178; 179; 180; 181; 182; 183; 184; 185; 186; 187; 188; 189; 190; 191; 192; 193; 194; 195; 196; 197; 198, 199, 200, 201.

A significant number of submissions raised concerns over a lack of adequate Gardaí resources and existing problems with anti-social activity in the area. A number of submissions raised the point that the Covid19 pandemic had given rise to a spike in crime and anti-social behaviour, with evident gang mentality, car theft, drug dealing etc. Fears were expressed that any increase in population and the provision of apartments will lead to increased levels of crime and more anti-social activity without the Gardaí resources in place. The safety of children and older residents was a particular concern.

A number of submissions linked the levels of anti-social activity to a lack of amenities and resources for youths in the areas of Charlestown, Meakstown, Lanesborough and Hampton Wood. Concern was expressed that more development at this location will ghettoise the area.

Chief Executive's Response:

An Garda Síochána are responsible for addressing anti – social behaviour under their legal powers. It is not a matter that can be addressed under the Planning and Development Act 2000 (as amended).

Chief Executive's Recommendation:

Submission noted. No change recommended.

Construction Activity

Submission reference Nos:

13, 45, 112, 124, 139, 140, 163, 180, 182, 193, 195, 197.

Fears were expressed in relation to potential for damage to nearby houses during any future construction stage, and queried what risk assessments have been carried out to address this. Such large scale redevelopment will lead to years of building and construction works, with cars parked everywhere, and dust and pest control also a concern.

Some submissions raised concerns over the presence of asbestos in buildings within the industrial estates, raising health and safety concerns over air-borne particles once broken up during construction/ demolition works. Requested that full inspections of the land and buildings take place prior to any redevelopment.

One submissions raised concerns over possible waste stored in containers under buildings which may impact on the health of the community.

Chief Executive's Response:

The design and construction of buildings is regulated under the Building Controls Acts 1990 to 2014 in order to ensure safety of people within the built environment. These are not matters that can be address under the Planning and Development Act 2000 (as amended).

Chief Executive's Recommendation:

Submission noted. No change recommended.

Alternative sites

Submission reference Nos:

4, 12, 18, 21, 80, 91, 102, 112, 163, 200.

Submissions received requested DCC to consider alternative/ more suitable sites for future development, preferably vacant land with better transport infrastructure, road networks and drainage, and in less densely populated areas. Suggested sites included the land beside Ikea and Decathlon and Dubber. Areas of Finglas West and South and along Finglas Road also suggested as more suitable for new housing development. It was also suggested that more thought be given to improving the village of Finglas for those who already live in the area, or to extend the plan into the Village.

Submissions on behalf of Platinum Land and Apophis Finance Ltd, request that the former Mouldpro site on Jamestown Road, (within Poppintree Industrial Estate), be included within the proposed variation. It is stated that this site has caused issues locally and that as it is vacant it can deliver houses quickly. Support for rezoning this land was also expressed by a number of local residents.

Chief Executive's Response:

The rational for the proposed Variation is to facilitate the regeneration of the lands having regard to the site-specific circumstances, including the proposed Luas extension from Broombridge to Charlestown via Finglas, and the intent of DCC to implement brownfield regeneration policies of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES), to support the economic revitalisation of Finglas village and market sentiment. The sites referenced above do not meet all these criteria.

Planning policy for Finglas Village and the wider area will be addressed as part of the review of Development Plan.

Chief Executive's Recommendation:

Submission noted. No change recommended.

Planning legislation and Processes

Submission Reference Nos:

88, 91, 131, 146

A number of concerns were also raised about the planning process in general. In particular reference was made to the power of An Bord Pleanála to overturn decisions of Dublin City Council and for developers to bypass the City Council via the Strategic Housing Development planning process, thus side-lining the local authority and reducing opportunities for local people have their say.

National planning guidelines on apartment sizes and height were also criticized with recommendations not to rezone any further land until they are amended. It was stated that the ability of local elected representatives to shape planning decisions has been curtailed, resulting in a system that is not transparent, democratic or robust.

One submission criticised DCC and its councillors of concentrating new development into areas that may not object or can't necessarily afford the cost of High Court challenges.

Chief Executive's Response:

Planning legislation and policy is legally formulated and adopted by the Oireachtas (the President of Ireland, Seanad Éireann and Dáil Éireann). This includes the establishment of the Strategic Housing Development planning process, the planning guidelines for apartments and rules concerning judicial review of planning decisions.

DCC as a local authority is responsible for delivering the planning service within the legislative and policy framework established by the Oireachtas. DCC cannot act illegally by formulating or implementing planning legislation and policy independent of the Oireachtas.

Chief Executive's Recommendation:

Submission noted. No change recommended.

Other

Submission reference Nos:

25, 51, 108, 163, 187, 200.

- A few submissions raised concerns that the proposal will potentially devalue existing housing in the area.
- The lack of bins on McKee Avenue to the Church at Ballygall was noted.
- All new developments should be suitable for those whose ability is compromised in any way such as wheelchair user, autistic or sight impaired.

Chief Executive's Response:

The issue devaluation of housing is not a planning consideration. DCC are legally precluded from considering this issue when formulating local planning policy.

The provision of public litter bins is an operational matter delivered by DCC Environmental Department in collaboration with the Area Offices. This is not a policy consideration and therefore is not appropriate for consideration as part of this Variation.

The design and construction of buildings, including the mobility impaired, is regulated under the Building Controls Acts 1990 to 2014 in order to ensure safety of people within the built environment. These are not matters that can be address under the Planning and Development Act 2000 (as amended).

Chief Executive's Recommendation:

Submission noted. No change recommended.

9.0 Conclusion

The proposed recommendations set out above have been screened for Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA). The Planning Authority has determined that a Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) is not required in respect of Proposed Variation No. 33 of the Dublin City Development Plan 2016-2022.

The Planning Authority has determined that the changes proposed to Variation No. 33 are non-material.

10.0 Recommendation to City Council

Having regard to the submissions received and to the Chief Executive's Response to the issues raised therein, it is recommended that the City Council adopt the Proposed Variation (No. 33) of the Dublin City Development Plan 2016-2022 to change the land use zoning of circa 43.11 hectares of lands at Jamestown Road, McKee Avenue, and St Margaret's Road, Finglas, Dublin 11 from Land Use Zoning Objective Z6 (Employment and Enterprise) to Land Use Zoning Objective Z14 (Strategic Development and Regeneration Area) and to designate the lands as a Strategic Development and Regeneration Area (SDRA).

Dated this day the 14th May 2021

Richard Shakespeare
Assistant Chief Executive

11.0 Resolution on Adopting Variation 33

I recommend that the Elected Members adopt the following resolution:

'The members of the authority having considered the proposed variation and the Chief Executive's Report No. 162/2021, and the issues raised, the proper planning and sustainable development of the City, the statutory obligations of the local authority and the relevant policies or objectives of the Government or of any Minister of the Government; the City Council resolves that Variation No. 33 of the Dublin City Development Plan 2016-2022 as amended is hereby made and that the necessary notices of the making of Variation No. 33 of the Dublin City Development Plan 2016-2022 be published.'

Appendix A: SDRA 19 Jamestown Road, St. Margaret's Road and McKee Avenue, Finglas

15.1.1.22 SDRA 19 Jamestown Road, St Margaret's Road and McKee Avenue, Finglas

These lands immediately north of Finglas Village, at 43.1 hectares are currently used for a range of low density employment and other uses, with a high level of underutilisation and a number of vacant sites. They have been identified as having significant potential for regeneration and providing new brownfield redevelopment within the City, proximate to existing services and planned high quality public transport investment.

The rationale for designating the Jamestown lands as a Strategic Development and Regeneration Area (SDRA) is:

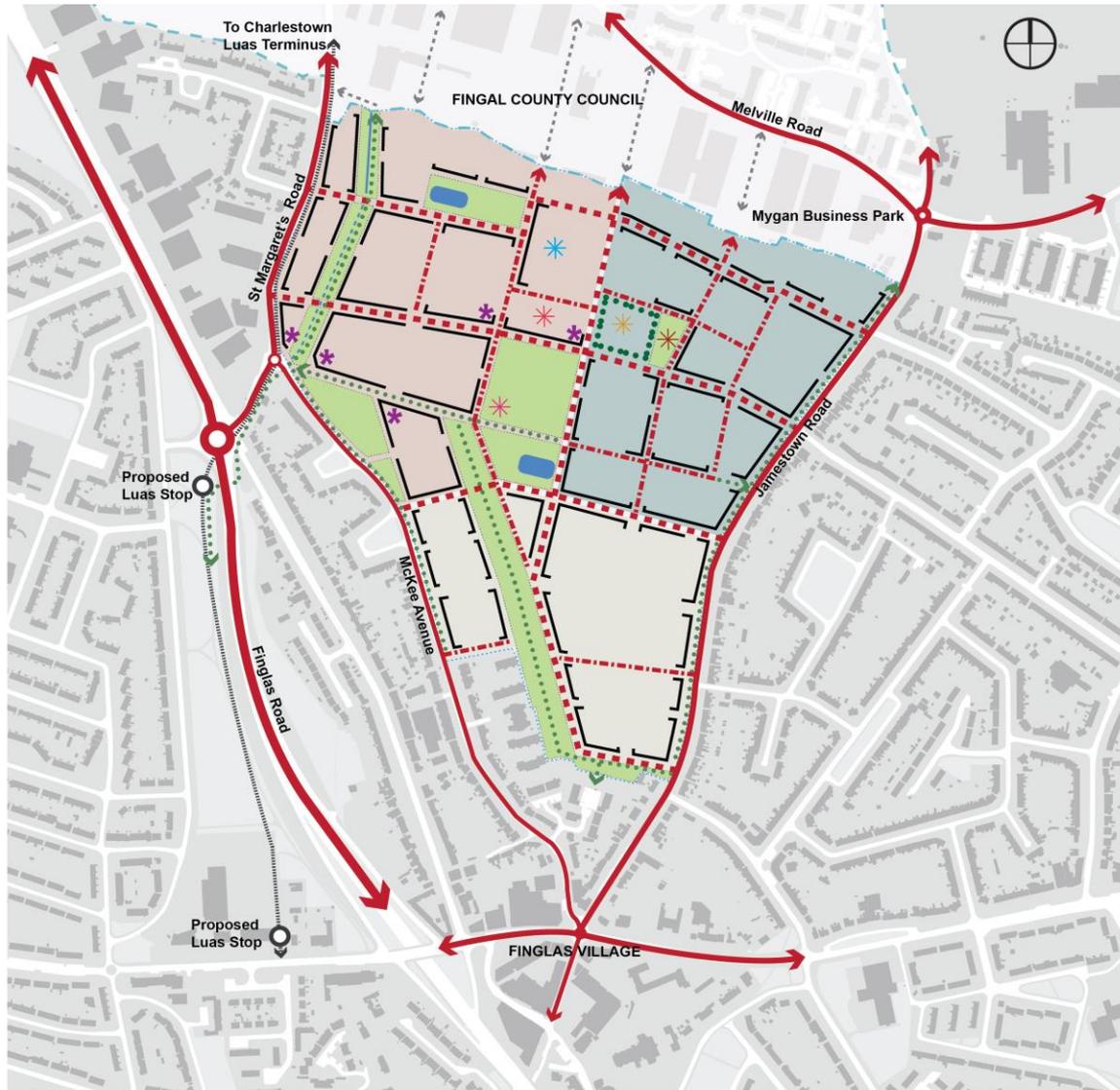
- To provide for more varied and intense mixed uses for these existing low-density mono use brownfield urban lands within the Dublin Metropolitan Area. This supports the National and Regional planning objectives set out in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy (RSES) / Dublin Metropolitan Area Spatial Plan (MASP), by supporting the area regeneration to deliver a compact and sustainable urban form at this location, to achieve the sustainable use of scarce urban land, and to respond to climate change.
- To maximise the potential of a well-connected but underutilised brownfield low-intensity employment land, situated within the existing built fabric of the City and adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor, as set out in the National and Regional planning objectives in the NPF and RSES / MASP.
- To support the economic revitalisation of Finglas village through the creation of a cohesive urban framework and guiding principles, to ensure that the future development of the lands occurs in a coordinated and sustainable manner that can act as a catalyst to regenerate the village.

Guiding Principles for the SDRA

A number of guiding principles have been established which will inform the future development of the SDRA lands. These principles are listed and subsequently described below:

1. Urban Structure.
2. Land Use & Activity.
3. Height.
4. Design.
5. Green Infrastructure.
6. Climate Change.

Figure 38A: SDR 19 Framework Plan



SDRA FRAMEWORK PLAN

LEGEND			
	SDRA Boundary		Existing Key Links
	DCC Boundary		Proposed Key Links
	Improve existing watercourse		Proposed Local Links
	'Daylight' culverted watercourse		Proposed Pedestrian/Cycle/Amenity Route
	Existing Reservoir/Pond		Indicative Connectivity
	Proposed Emerging Preferred Route Luas Finglas		Indicative Key Building Frontage
			Potential for higher corner features
			Improved/Proposed Landscaped Buffer
			New Open Space / Amenity
			Proposed Primary School Site
			Proposed Community/Civic Centre
			Proposed Community Garden
			Existing Substation
			Proposed Play Space
			CHARACTER AREAS
			Village
			Luas
			Jamestown

Indicative Map Only

1. Urban Structure

- The proposed urban structure provides a strategic blueprint for the future development of the SDRA, identifying key connections, public open spaces, and building frontages that will inform an urban design-led approach to the regeneration of this strategic area.
- The **movement framework** and **street structure**, as illustrated in the SDRA Framework Plan (Figure 38A), introduces permeability through the lands, based on proposed key east-west and north-south links and several proposed local access streets. A strategic pedestrian/cycle amenity link crosses the lands, which is aligned with key desire lines to the proposed Luas extension and forms part of the green infrastructure network, providing a key link between proposed open spaces.
- All proposed streets shall comply with the Design Manual for Urban Roads and Streets (DMURS) ~~(2013)~~, **DTTaS and DECLG, (2019)**.
- The movement framework provides a structure for **urban blocks** and **open spaces**. The proposed urban block structure provides a coherent framework for future developments that can respond to a range of uses and activities. In accordance with best practice principles, urban blocks shall generally be between 60m-80m in size but shall not be more than 100m in width/length to ensure that an optimal level of permeability is achieved at an appropriate scale.
- The SDRA Framework Plan identifies indicative **key building frontages**, within the proposed urban block structure. In general, built form shall limit the use of set-backs on the key internal links, are required to provide a tree planted verge and quality footpath, and, where appropriate, privacy strips, to form an edge with the streetscape, provide animation and passive surveillance. Exceptions shall apply, where required to facilitate the Luas and also for the existing boundary roads at Jamestown and McKee Avenue/St Margaret's Road, where the set-back shall be provided to (i) protect the amenities of the single and two storey houses opposite; (ii) to provide for an enhanced urban realm with tree planting along the full extent of the boundary and (iii) to accommodate an off road cycle track to link to the village and other amenities and services. Building frontages shall respond to the movement framework and street hierarchy and address all key streets, which will enhance legibility and ensure that a strong sense of enclosure with tree lined streets is achieved throughout the SDRA.

2. Land Use & Activity

- The area will primarily support residential and employment-generating uses, complemented by community, education, and public open space, and shall be developed at an approximate ratio (gross) of:
 - 50% residential;
 - 30% employment/commercial;
 - 10% public open space and;
 - 10% community/education.
- Assuming an average density of 100 units per hectare this land bank has the potential to deliver an indicative c. 2,220 residential units.
- Having regard to the lands' proximity to Finglas Village and Charlestown, and the overall aim to support the revitalisation of commercial activity in the village, retail development will be limited throughout the SDRA lands. Retail will only be considered, at an appropriate scale to support local communities, in proximity to the Luas corridor, to the north-west of the lands.
- A range of housing typologies will be required throughout the SDRA, to serve the existing and future population of the area. All character areas shall avoid the over-proliferation of any single housing typology. Having regard to the size, scale, and location of the subject lands, this is to ensure that the future development of sites are sustainable and contains mixed communities.
- The SDRA Framework Plan has identified three character areas, based on the above analysis.

The Village

- The village character area is contiguous to Finglas village and is adjacent to existing residential properties. This character area shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross) to foster the creation of a sustainable community that can support the economic revitalisation of Finglas village.
- The scaling of development in this area must be sympathetic to the adjoining housing, lower in scale and net density (range of 60-90 units per hectare), and accommodate a range of unit types.

Luas

- The lands to the north-west are situated within the walking catchment of the proposed Luas green line extension (Luas Finglas) and proposed Bus Connects Core Bus Corridor.
- These lands shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross), complemented by education, community, and open space, at an appropriate scale and density (with a net density range of 80-120 units per hectare) to support and avail the proposed public transport infrastructure and the development of a sustainable and compact urban form.

Jamestown

- The lands situated to the north-east, along Jamestown Road, shall be developed at an approximate ratio of 70% employment/commercial (gross) and 30% residential (gross), to support the continuation of a sustainable working community in the area. Net densities for residential plots will have a range of 80-100 units per hectare.

Note: deviations in use mix and in relation to density ranges of up to 10% within individual sites and quarters to meet design requirements will be accepted if the change supports overall compliance with the Guiding Principles, and where a joint agreement is proposed between landowners to accommodate certain uses within a particular area, such will be considered where the overall Principles are retained and the use and typology mix is delivered.

3. Height

- The SDRA Framework Plan identifies opportunities for additional building height on corners/façades of certain proposed urban blocks, as a tool to enhance urban design and legibility. A masterplan shall be required for the subject lands which will establish and detail an overall height strategy.
- Notwithstanding this, in general, building heights in the range of 4-6 storeys will be encouraged in order to provide a coherent street of structure, with an appropriate sense of enclosure.
- Where opportunities for additional height are identified, this shall be to enhance the overall urban structure in a coherent way, e.g. at prominent corners, to close vistas, or as features, and shall not apply to the overall block. This is to avoid the proliferation of monolithic 'slab' blocks. Additional height, where appropriate, shall be no more than 1/3 of the overall length/width of the urban block.
- Height shall respond to the existing context and respect existing residential properties along McKee Avenue and Jamestown Road. Having regard to the proposed Luas, in general, there is potential for additional building height towards the north-west of the lands, subject to design and amenity safeguards.

- Opportunities for additional height also exist to frame the proposed centrally located open space and to enhance the legibility of the built environment.

4. Design

- High-quality public realm (in compliance with the Street Palette of the *Construction Standards for Road and Street Works in Dublin City Council*) will be required and shall be applied to the network of streets and public spaces.
- All vehicular streets shall be designed to taken in charge standards (lighting, pavements, footpaths, tree lined verges).
- The existing established residential amenity of properties along Jamestown Road, McKee Avenue, and St Margaret's Road shall be respected. As such the masterplan will be required to demonstrate integration with the surrounding streetscapes. Opportunities exist to upgrade the streetscape along Jamestown Road, McKee Avenue, and St Margaret's Road, by providing a high-quality public realm and landscaping.
- The masterplan shall also address the interface to the adjoining Fingal County Council employment lands to the north of the lands, in terms of protecting and enhancing visual and residential amenity. Opportunities for additional connections shall be explored.
- High-quality architectural design and quality will be encouraged throughout the SDRA. Architectural design and form shall respond to the identified character areas to enhance legibility and provide visual interest. As such Dublin City Council will strongly encourage architectural variety in terms of design, materials, and finishes. It shall be a requirement of the masterplan that architectural design, materials, and finishes be detailed, and correspond to the identified character areas in the SDRA.

5. Green Infrastructure

- The green infrastructure and open space network forms a key structuring element to the SDRA Framework. As such, a Green Infrastructure Strategy must be prepared and agreed with DCC prior to any permission being lodged. This Strategy must provide for the retention of existing open watercourses with an appropriate riparian zone and include the de-culverting of existing watercourses as part of the design
- The Plan must address the integration of sustainable urban drainage (SUDS), utilising an integrated nature based solutions response and not rely on hard infrastructure (storage) as the dominant solution.
- The Plan must set out a play strategy, setting out what active sports and play will be provided for within the larger open space, and how the needs of younger children will be accommodated within each local area.
- All vehicular streets and green links shall be planted with an avenue of trees along their length, and on the landscaped set-back for Jamestown and McKee Roads
- Planting and landscaping must be framed on a policy of promoting biodiversity, with a high proportion of native species and those which support this aim, and specific areas of parkland identified for biodiversity purposes

6. Climate Change

- To promote sustainable development and encourage the transition to a low carbon future, a range of measures are promoted, including, sustainable urban drainage systems (SUDS), cycling and walking, and the use of only sustainable energy and heating, in accordance with DCCs Climate Change Action Plan.
- All multi-unit buildings utilising a combined heating system and all larger scale commercial buildings (over 1,000 sq.m) ~~must be~~ will be encouraged to be district heating enabled.
- All private residential parking must be provided with electrical charging points.

Requirement for Masterplan

To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the entire SDRA by all major landowners, which complies with the guiding principles above, to be agreed with the Planning Authority, before the lodgment of any planning application. **Consultation on the masterplan shall take place with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively.**

All planning applications in the SDRA will be required to comply with the Masterplan and the Principles outlined above. Minor deviations will only be considered where the change supports the implementation of the Principles and provides an improved solution.

This Masterplan shall detail how it will deliver the guiding principles above, and will not be limited to, but shall include the following details:

- Agreed approach to the public realm and street design, including details on how the development will integrate with the existing streetscape along St Margaret's Road / McKee Avenue and Jamestown Road.
- Agreed approach for housing delivery on the lands.
- Prepare a local Housing Needs Demand Assessment (HNDA) for the SDRA which identifies parameters that shall address:
 - Mix.
 - Affordability.
 - Social/affordable housing.
 - Housing for vulnerable groups.
- Demonstrate the incorporation of a range of housing typologies, and avoid the over-proliferation of a single housing tenure in any one character area, to create a sustainable community.
- A Green Infrastructure Strategy that provides for i) retention of existing open watercourses with an appropriate riparian zone ii) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible, (iii) provides for extensive tree planting and street avenues; (iv) biodiversity planting; and (v) play.
- An Integrated Surface Water Management Strategy for the entire development lands shall be prepared to ensure necessary public surface water infrastructure and nature based SUDS solutions are in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.
- **Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.**
- A mobility management strategy (MMS) shall be prepared for the subject lands and inform the preparation of the masterplan. **The MMS shall:**
 - (i) **Promote the principle of filtered permeability to provide a competitive advantage for users of sustainable modes and restrict private cars through trips.**
 - (ii) **Identify the location of a number of modal filters to enable pedestrians, cyclists, and public transport access, but restrict private car access.**
 - (iii) **Seek high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.**

- **The Planning Authority will engage with the NTA concerning the planning and design of Luas Finglas. This ongoing engagement shall inform the Masterplan for these lands.**
- The requirement for a Traffic Impact Assessment will be determined on a case by case basis by the Planning Authority, in respect of planning applications lodged for the subject lands.
- All new multiple unit and commercial developments are ~~required~~ **encouraged** to be district heating enabled **and must demonstrate how they comply with National and Development Plan policies on climate change and renewable energy.**
- Each planning application shall submit a statement demonstrating how the proposal accords with the Guiding Principles established in the SDRA **and** how it complies with the Masterplan.
- It is anticipated that the re-development of the subject lands will occur incrementally and over an extended period. As such all development proposals shall occur sequentially and contiguous to existing residential development.
- The masterplan shall include detailed information on the delivery of the new community facilities identified in the SDRA. The community space shall extend over the entire ground floor of the designated block and shall be completed to full fit out standard so it is enabled for immediate use for community purposes. Proposed uses for the space shall be agreed with DCC, informed by a community audit.