

## SEA SCREENING REPORT

**PLANNING AND DEVELOPMENT ACTS 2000-2019 - PLANNING AND  
DEVELOPMENT (STRATEGIC ENVIRONMENTAL ASSESSMENT)  
REGULATIONS 2004-2011.**  
**DUBLIN CITY COUNCIL DEVELOPMENT PLAN 2016-2022 - PROPOSED  
VARIATIONS No. 8 – 27 CHANGES TO THE LAND USE ZONING OF THE  
SUBJECT LANDS SHOWN IN TABLE 1 (FROM LAND USE ZONING Z6 TO THE  
PROPOSED ZONINGS AS LISTED) AND THE ADDITION OF TEXT TO SECTION  
14.8.9 OF THE PLAN**

***Table 1 - Proposed Variations No. 8 - No. 27***

	Map Ref.	Subject Lands	Proposed Zoning
No.8	A5	Clearwater Retail Park, Finglas Road, Dublin 11	Z1 (Residential)
No.9	B2	Santry Industrial Lands, Santry Avenue and Swords Road, Dublin 9	Z1 (Residential)
No.10	B7	Shanowen Road Lands, Whitehall/Santry, Dublin 9	Z1 (Residential)
No.11	B9	Mornington Business Park, Malahide Road, Dublin 5	Z1 (Residential)
No.12	B10	Sites at Malahide Road (adjacent to Mornington Grove), Malahide Road, Dublin 5	Z10 (Mixed Uses) & Z3 (Neighbourhood Facilities)
No.13	B11	Sites at Harmonstown Road, Dublin 11	Z10 (Mixed Uses)
No.14	D1	Chapelizod Bypass/Kylemore Road, Dublin 20	Z1 (Residential)
No.15	D3	11 Ballyfermot Road Lower, Dublin 10	Z1 (Residential)
No.16	D6	Goldenbridge Industrial Estate, Tyrconnell Road, Dublin 8	Z10 (Mixed Uses) & Z9 (Open Space) & Addition of text
No.17	E6	Esmond Avenue, Fairview Strand, Dublin 3	Z1 (Residential)
No.18	E7	Seville Place, Dublin 1	Z5 (City Centre) & Z9 (Open Space)
No.19	E12	Lands at Old Kilmainham/South Circular Road, Dublin 8	Z1 (Residential) & Z9 (Open Space)
No.20	E14	109-114 Cork Street, Dublin 8	Z10 (Mixed Uses)
No.21	E35	Davitt Road, Crumlin, Dublin 12	Z1 (Residential)
No.22	E36	Herberton Road / Keeper Road (Glenview Industrial Estate), Drimnagh, Dublin 12	Z1 (Residential)
No.23	E37	White Heather Industrial Estate, Dublin 8	Z1 (Residential) & Z9 (Open Space)
No.24	E41	Parkgate Street / Wolfe Tone Quay, Dublin 8	Z5 (City Centre)
No.25	F2	East Wall Road, Dublin 3	Z10 (Mixed Uses)
No.26	G4	Brickfield House and Sunshine Estate, Crumlin Road, Dublin 12	Z1 (Residential)
No.27	H1	Greenmount Industrial Estate, Harolds Cross, Dublin 6w	Z10 (Mixed Uses) & Z1 (Residential)

**REPORT PURSUANT TO ARTICLE 13K PLANNING AND DEVELOPMENT  
(STRATEGIC ENVIRONMENTAL ASSESSMENT) REGULATIONS 2004-2011**

**DETERMINATION OF THE NEED FOR ENVIRONMENTAL ASSESSMENT OF VARIATIONS OF THE DUBLIN CITY DEVELOPMENT PLAN IN TERMS OF THE PROVISIONS OF ARTICLE 13K OF THE PLANNING AND DEVELOPMENT (STRATEGIC ENVIRONMENTAL ASSESSMENT) REGULATIONS 2004-2011**

**1.0 THE PURPOSE OF THIS REPORT**

Dublin City Council (the Planning Authority) intends to initiate the procedures for making 20 variations of the Dublin City Development Plan 2016-2022 under Section 13 of the Planning and Development Act 2000 (as amended) (the Act). The purpose of the report is to determine, in accordance with the provisions of Article 13K of the Planning and Development (SEA) Regulations 2011, whether or not the proposed Variations requires a Strategic Environmental Assessment taking into account of relevant criteria set out in Schedule 2A of the Regulations.

**2.0 Background to Proposed Variations**

Dublin City Council undertook a review of enterprise / industrial lands (Z6/Z7) within its functional area in order to satisfy the following objective contained within the CDP: Objective CEE04

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

The purpose of the Z6/Z7 review has been to examine the most appropriate policy and zoning response to Objective CEE04 following a detailed examination of the Z6 / Z7 lands having regard to National and Regional Planning policy including the Dublin Metropolitan Area Strategic Plan (MASP), and the future needs of the city.

**2.1. Z6/Z7 Study Process**

On foot of Objective CEE04, the Planning Authority undertook a study of the lands zoned for industrial and enterprise uses (Z6/Z7) in the current CDP. A total of 82 study areas / land banks were identified with these areas ranging in size, make-up and profile. The project team completed profile documentation on each of the land banks after undertaking site visits and examining/ recording the types of industry / business /service provided; the planning history of the lands; adjoining land uses; and having identified key issues including public transport access, flood risk and drainage. Internal consultation with multiple Council Departments was undertaken alongside the analysis of the documentation and research gathered from this review process, and careful consideration was given to the most appropriate zoning for each individual land bank in the context of the future needs of the City. Following the presentation of a review update to Council, it was decided that a number of small and some medium-scale land banks with issues of urban blight / underutilization be recommended for rezoning via the mechanism of a Variation to the CDP.

**2.2 Review Outcome**

The identification of 20 no. land banks for rezoning by way of Variations to the CDP is an initial outcome of the review. The proposed rezonings, which form the first stage outcome of the Z6 / Z7 review, are primarily residential / mixed use zonings. In some cases an open space zoning is proposed where the site is contiguous to a watercourses or canal.

The review identified 20 no. small/ medium scale well serviced land banks with the potential to contribute to the achievement of regional housing and land use intensification objectives in Dublin City in the short term. Each of these land banks has been recommended for zoning variation in order to address localised issues of urban blight, the underutilisation of urban land and the potential for urban regeneration. Specifically, the proposed rezonings could provide for residential land and, in the case of mixed use scenarios, the retention of existing employment uses with the enablement of more intensive employment development. In total, the lands comprise a total of circa 55 hectares. Based on a density assumption of 100 units per hectare, and also assuming that 50% of the mixed use component would be in residential use, this 55 ha has the potential to provide for over 4,000 additional units (this figure is indicative). This would be in addition to the lands already zoned for residential / mixed use purposes in the City Development Plan which according to the Core Strategy of that Plan, can provide for 55,000 units over the 2016 – 2022 period.

The benefits for the city of reusing / intensifying development on inner city and suburban DCC brownfield lands are many and include: the potential to provide additional pipeline development options for housing and mixed uses within the M50 / Canals; continued support of existing services and infrastructure and facilitating people to live, work and recreate within the same area. Such an approach also facilitates the transition to a low carbon future in line with the policy thrust of the current City Development Plan.

#### **Appropriate Assessment**

The proposed variations were separately screened for Appropriate Assessment. It was determined that Appropriate Assessment is not required.

### **3.0 PROPOSED CHANGES**

It is proposed to vary the Dublin City Development Plan 2016-2022 (by way of 20 Variations) by changing the Land Use Zoning Objective for **20 sites** across the city from Land Use Zoning Objective Z6 (employment / enterprise) to the Proposed Land Use Zoning Objectives shown below.

- From:** **Land Use Zoning Objective Z6** ‘To provide for the creation and protection of enterprise and facilitate opportunities for employment creation’,
- To:** The relevant **Proposed Land Use Zoning Objective(s)** listed in Table 2 below.
- Land Use Zoning Objective Z1** ‘To protect, provide and improve residential amenities’
- Land Use Zoning Objective Z3** ‘To provide for and improve neighbourhood facilities’
- Land Use Zoning Objective Z5** ‘To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity’
- Land Use Zoning Objective Z9** ‘To preserve, provide and improve recreational amenity and open space and green networks’
- Land Use Zoning Objective Z10** ‘To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office /retail / residential the predominant uses in inner city areas.

**Table 2 - Proposed Variations No. 8 - No. 27**

Variation	Map Ref.	Subject Lands	Proposed Zoning
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No.9	B2	Santry Industrial Lands, Santry Avenue and Swords Road, Dublin 9	Z1 (Residential)
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No.27	H1	Greenmount Industrial Estate , Harolds Cross, Dublin 6w	Z10 (Mixed Uses) & Z1 (Residential)

It is also proposed to **add the following text to section 14.8.9 of the Dublin City Development Plan 2016 – 2022, as a last text paragraph** relating to Land-Use Zoning Objective Z9 – Amenity/Open Space Lands/Green Network – Zone Z9.

*“Adjacent development shall be designed to complement the Z9 area and to provide passive surveillance. Any future amendment in the width of a Z9 area, which is considered to be minor in nature, will be considered in special circumstances where the proposal will benefit the character of the area and there is no net loss of Z9 land”.*

Each **Site Location and Description** is set out below with a Proposed Variation Map. Maps A, B, D, E, F and G located in **Appendix B**. show the location of each site using its map reference number (see Table 3).

## **Proposed Variation No. 8 - Clearwater Retail Park, Finglas Road**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

The Z6 lands (0.96 ha in total) are known as the Clearwater Retail Park and are located on the west side of the Finglas Road, north of (and adjacent to) the Finglas Clearwater Shopping Centre. The lands are served by the Finglas QBC (proposed Bus Connects).

The site contains a large surface carpark with one large building located on these lands which is divided into three separate retail units - all three units are occupied, operational and functioning. There is also a garage structure on the lands.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

Given the low intensity nature of development on the lands (i.e. single storey buildings), it is considered that there is potential for additional development on the lands. In view of the residential character of the wider area and the adequate retail provision which already exists in the area, a change of zoning to residential would be considered appropriate.



## **Proposed Variation No. 9 - Santry Industrial Land**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

The Z6 lands (10.89 ha in total) are located to the north of the Omni Shopping Centre and to the west of the Swords Road in Santry. The lands are well served by Dublin Bus.

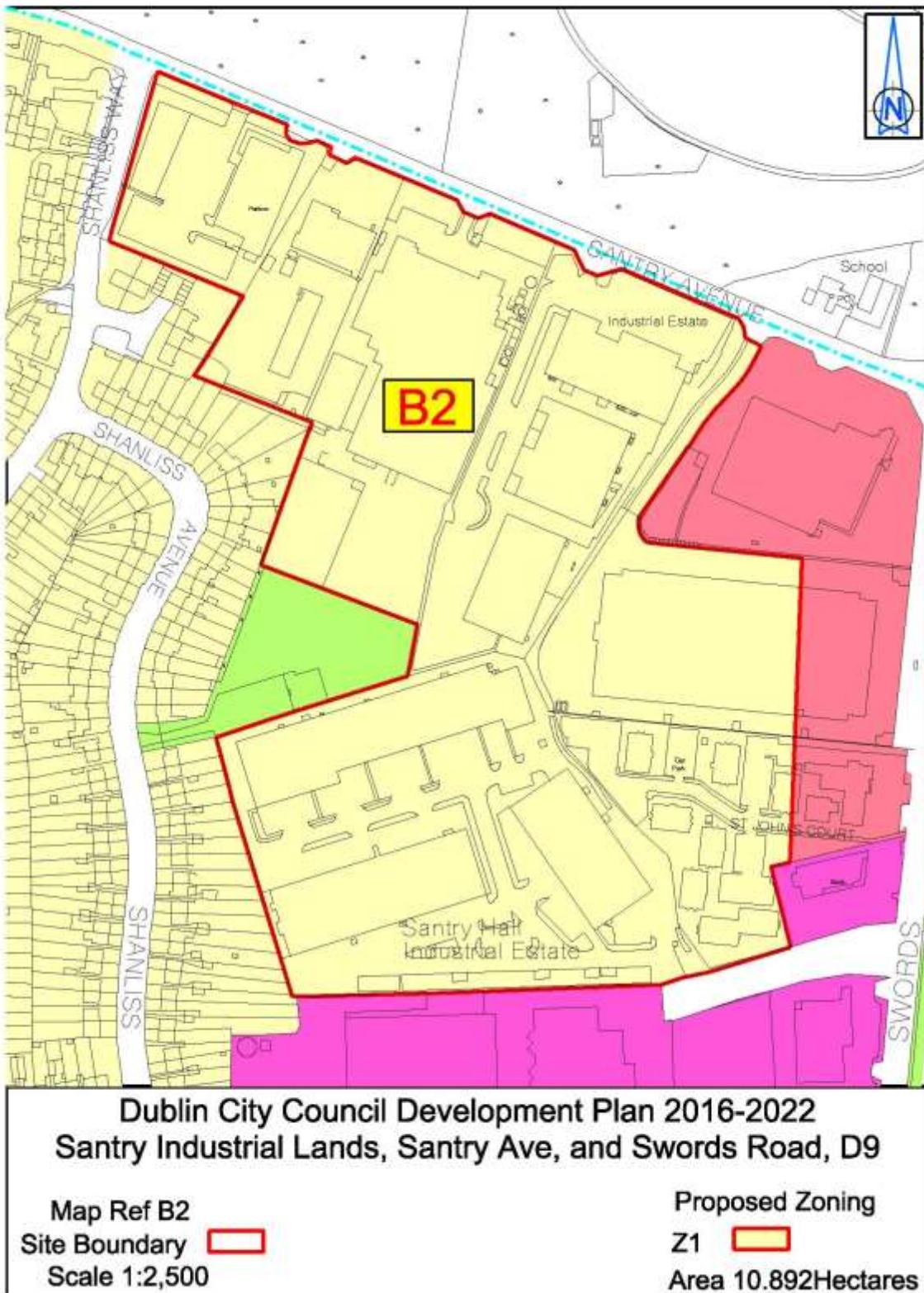
This Z6 land bank has frontage to both Santry Avenue to the north, the Swords Road to the east and is in close proximity to Santry Demesne Park. The northern boundary lies in close proximity to the administrative boundary with Fingal County Council.

Santry Hall Industrial Estate and St John's Court Office Park are located within these lands and are both accessed off the Swords Road. An IDA industrial site is located off Santry Avenue. Lands to the east of this Z6 land bank fronting onto the Swords Road are Zoned Z3 and Z4 (Neighbourhood Centre and District Centre). There are large areas of surface car parking and some lands are unused at present.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

These Z6 lands comprise a medium scale land bank characterised by low scale and low density development. The land bank contains some long established employment uses / retail uses, however, the land bank is also characterised by a level of vacancy and an appearance of dereliction.

The lands are bounded by a neighbourhood centre / District Centre zoning and residential development. In view of the residential character of the wider area with the Omni shopping centre located to the south of the lands it is considered that a change of zoning to primarily residential use would be appropriate on these lands.



## **Proposed Variation No. 10 - Shanowen Road Lands**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

These Z6 lands (c.4.25ha) are located in the north east outer suburbs in Santry / Whitehall and are well served by Dublin Bus (Quality Bus Corridor on Swords Road). The Z6 zoned land is located on Shanowen Road, off the Swords Road, to the south of Omni Shopping Centre.

Structures on the lands include 1 to 2 storey storage and office buildings with uses including Santry Garda Station, the Land Registry of Ireland's central document storage warehouse and other public sector related offices and storage.

The lands are surrounded by residential uses. The lands are within close proximity to the proposed Metrolink Station at Collins Avenue / Ballymun Road junction.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

These Z6 lands are located in a suburban residential location, well served by Dublin Bus. The Z6 lands are located in a well-established residential area. The Z6 lands are characterised by low scale development and large areas of car parking.

The lands are therefore considered to be underutilized in terms of their potential to provide high quality and high density development in line with national and regional planning policy. To reflect the residential character of the wider area a change of use to Z1 (residential) would be appropriate at this location.



## **Proposed Variation No. 11 - Mornington Business Park**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

This report relates to Z6 lands measuring 0.9653 ha in total. The lands are located in the outer suburbs off the Kilmore Road in Artane and the lands are well served along the Malahide Road, by Dublin Bus.

The lands are bounded on all sides by residential development. There is a parade of local shops to the south. The lands are accessed from Kilmore Road off the Malahide Road. The Z6 study area comprises a number of light industrial uses in one building.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

These Z6 lands comprise a small-scale employment land bank, surrounded by an established residential area. The lands are characterised by low scale and low-density development with a large area of surface car parking.

Given its outer suburban location, the residential character of the area and the proximity of the lands to high frequency public transport; it is considered that there is potential to intensify development on these lands and provide new housing. It is considered that a change of land use zoning from Z6 (employment) to residential would be appropriate for these lands.



## **Proposed Variation No. 12 - Malahide Road (adjacent to Mornington Grove)**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z10 – To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.

To: Zoning Objective Z3 – To provide for and improve neighbourhood facilities.

### **SITE LOCATION AND DESCRIPTION**

This report relates to 2 no. Z6 land banks measuring 1.2495 ha in total. The lands are located in the outer suburbs on the Malahide Road in Artane. The lands are well served by Dublin Bus.

The lands are bounded by the Malahide Road which runs parallel to the lands. Mornington Grove to the north, is a cul de sac residential development. The lands comprise a parade of local shops with a filling station to the south and a bank (PSTB) to the north east.

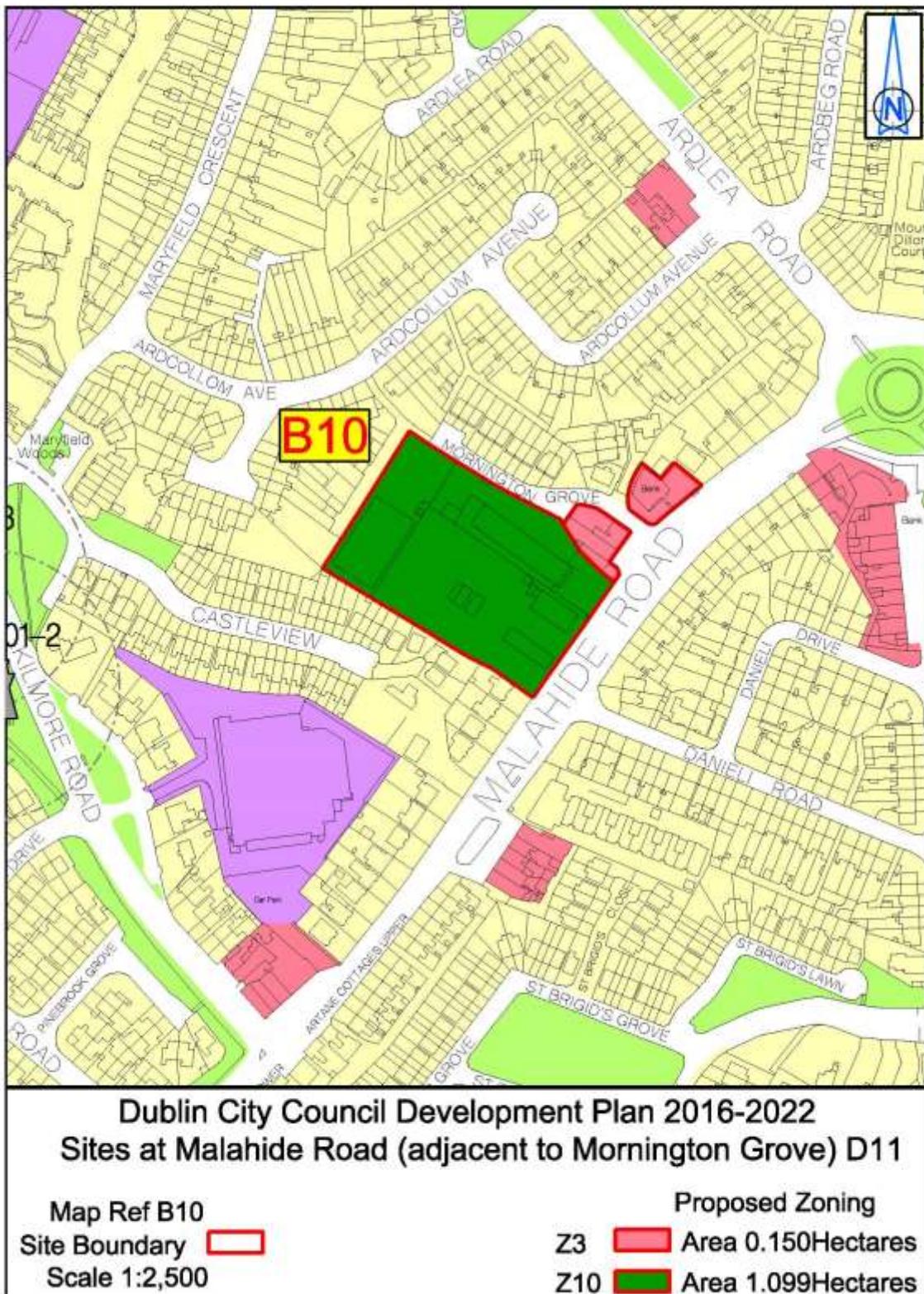
The Z6 study area comprises primarily of a number of actively used local shops and services with apartments above including a filling station and bank.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

These Z6 lands are characterised by their outer suburban location (Malahide Rd). They are well served by Dublin Bus and are located in proximity to Harmonstown Dart Station. The Z6 lands reviewed comprise low scale / actively used uses including local shops, a filling Station, a bank and a medical centre bounded by residential uses.

The land use is characterised by low scale / intensity of development. To reflect the residential character of the wider area and to support more intensive development close to transport corridors, a change of zoning from employment uses to mixed uses (including residential) would be appropriate at this location.

A strip of Z3 zoning (neighbourhood facilities) is proposed on the north east corner of the lands in order to protect the existing neighbourhood related uses in situ.



## **Proposed Variation No. 13 - Harmonstown Road**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z10 – To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.

### **SITE LOCATION AND DESCRIPTION**

This Z6 land bank is located in the outer suburbs in Harmonstown and measures 2.6624ha. The area is well served by Dublin Bus and is approximately 100m from the Harmonstown Dart Station. The land bank is set within a well-established residential area comprising of two storey semi-detached and terraced dwellings.

The uses within the land bank consist of retail, suppliers, community uses, motor sales, car wash and service uses. The uses are low intensity, with large areas of surface car parking.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The Z6 lands are located at an outer suburban location, beside Harmonstown DART station. The predominant uses on the lands are retail, community, commercial and light industry. The land use is characterised by low scale / intensity of development. To reflect the residential character of the wider area and to support more intensive development within close proximity of a DART station, a change of zoning from employment uses to mixed uses (including residential) would be appropriate at this location.



## **Proposed Variation No. 14 - Chapelizod Bypass / Kylemore Road**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

This report relates to Z6 lands measuring 3.57ha in total. The lands are located in the outer suburban part of the city at Chapelizod / Ballyfermot. The lands are well served by Dublin Bus (Lucan - City Centre' Quality Bus Corridor and along Kylemore Road).

The lands bound the Chapelizod bypass to the north and east. To the west is Gaels-Drumfinn Avenue Park and the CDETB Ballyfermot Training Centre is to the south of the Z6 lands. The lands are accessed off the Kylemore Road. There is easy access from the lands to the M50 / N4 junction.

The Z6 study area comprises primarily of light industrial, pharmaceutical and warehousing uses.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

These Z6 lands comprise a small scale employment land bank located in the outer suburbs. The lands benefit from access to high frequency bus services and potentially from a future Luas Extension to Lucan (final alignment to be decided). The lands are characterised by low scale development with large areas of surface car parking. Given the lands outer suburban location and the current low density commercial uses and the proximity to high frequency public transport; it is recommended the Z6 zoning is no longer appropriate in this area and the area reviewed be re-zoned to Z1 which provides for residential.



## **Proposed Variation No. 15 - 11 Ballyfermot Road Lower**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

This report relates Z6 lands measuring 0.168ha. The lands are located in Ballyfermot in the outer suburban part of the city. The site is currently unoccupied. The lands are well served by Dublin Bus (Lucan - City Centre' Quality Bus Corridor and along Ballyfermot Road).

The lands are accessed from the Ballyfermot Road to the south with the Chapelizod bypass located to the north and the De La Salle school to the west. The lands are surrounded by residential development. The site is bounded by palisade fencing along the Ballyfermot Road.

The Z6 study area comprises an existing vacant site previously used as a fuel (coal and timber) yard.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

Given the lands outer suburban location, the pattern of residential development in proximity and the proximity of the lands to high frequency public transport; it is recommended the Z6 zoning is no longer appropriate in this area and the area reviewed be re-zoned to Z1 which provides for residential development.



## Proposed Variation No. 16 - Goldenbridge Industrial Estate

### PROPOSAL

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z10 – To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.

To: Zoning Objective Z9 – To preserve, provide and improve recreational amenity and open space and green networks.

It is also proposed to **add the following text to section 14.8.9** of the Dublin City Development Plan 2016 – 2022, **as a last text paragraph** relating to Land-Use Zoning Objective Z9 – Amenity/Open Space Lands/Green Network – Zone Z9.

*"Adjacent development shall be designed to complement the Z9 area and to provide passive surveillance. Any future amendment in the width of a Z9 area, which is considered to be minor in nature, will be considered in special circumstances where the proposal will benefit the character of the area and there is no net loss of Z9 land".*

### SITE LOCATION AND DESCRIPTION

This Z6 land bank measures 4.2959 HA and is located in the inner suburbs within approx. 400m of the Blackhorse Luas Stop. Vehicular and pedestrian access is via Tyrconnell Road.

The land bank comprises

- Units within Goldenbridge Industrial Estate
- 2 no. blocks on Oblete View (mixed use residential and commercial)
- Kermoor House.

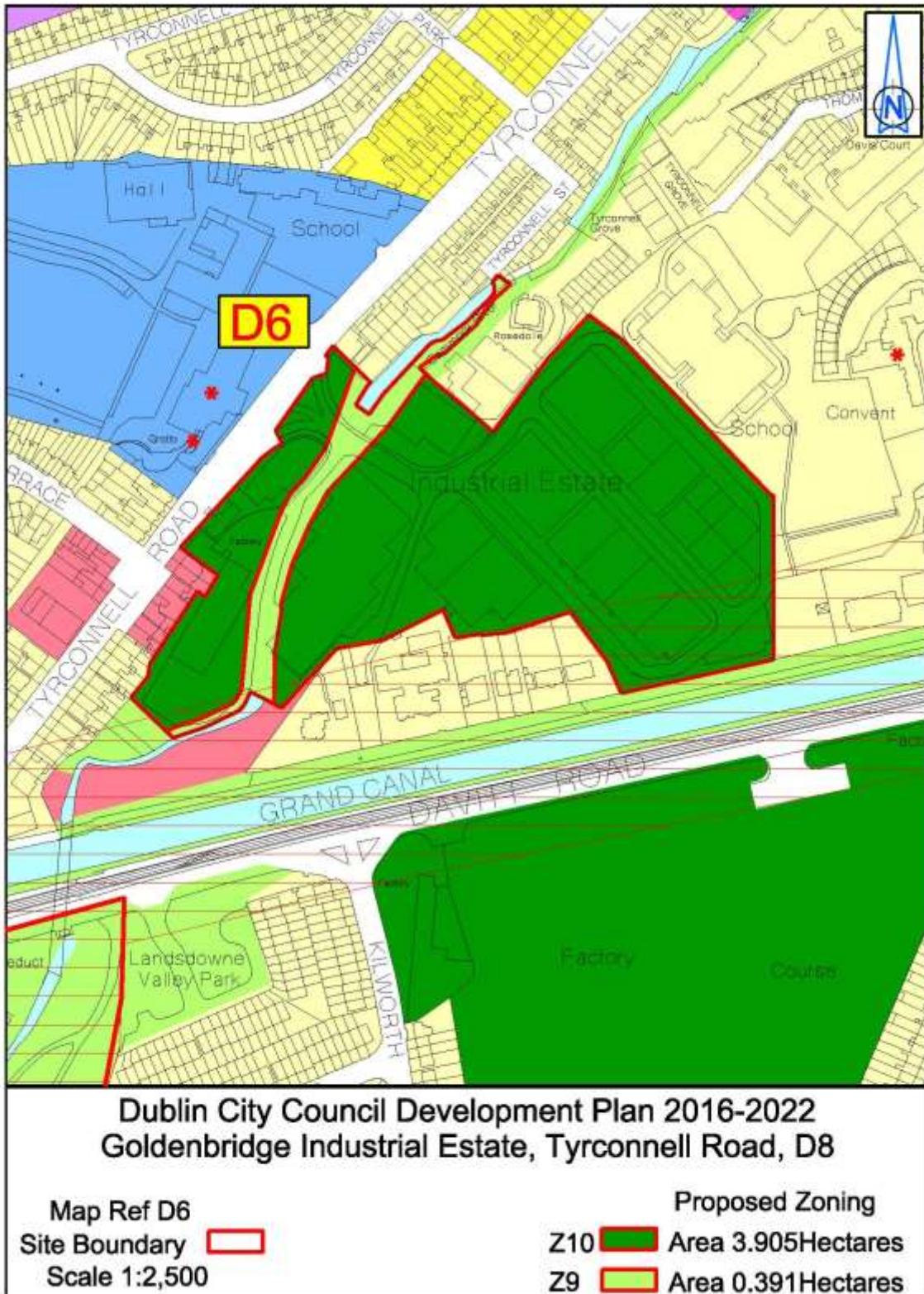
Uses are mixed and include a house of worship, warehousing, food suppliers, training centres, light industry, garages, factory shops, recreational, childcare and commercial.

### PURPOSE OF THE PROPOSED DRAFT VARIATION

This is an inner suburban location in Inchicore served by Dublin Bus and in close proximity to the Blackhorse Luas stop. The lands characterised by low volume of use with a noticeable level of vacancy amongst existing units.

The units in operation serve a certain level of functionality and include uses such as light industry, community, warehousing, residential and offices. Planning history demonstrates an existing pressure on these lands to shift away from historical uses towards office, retail and residential. It is considered appropriate to rezone these lands to a mixed use zoning (with residential the predominant use) to encourage better use of lands.

A strip of Z9 (Open Space) zoning is proposed through these lands where they abut the Camac River. This will ensure that the setting of the Camac is protected and to improve the quality of public open space and allow for an appropriate setback for future development, which will benefit from overlooking a green/blue corridor.



## **Proposed Variation No. 17 - Esmond Avenue**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

This report relates to a Z6 land bank measuring 0.2217ha located on Esmond Avenue (off Fairview Strand) in the north east of the city.

The sites within this land bank are used as builders' yards / storage and is accessed via a narrow laneway.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The Z6 lands are located in an inner suburban location in Fairview. This area is well served by Dublin Bus. They are characterised by low intensity and low scale uses surrounded in the main by residential uses.

To reflect the residential character of the wider area it is considered appropriate to rezone these lands for residential purposes.



## **Proposed Variation No. 18 - Seville Place**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z5 – To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

To: Zoning Objective Z9 – To preserve, provide and improve recreational amenity and open space and green networks.

### **SITE LOCATION AND DESCRIPTION**

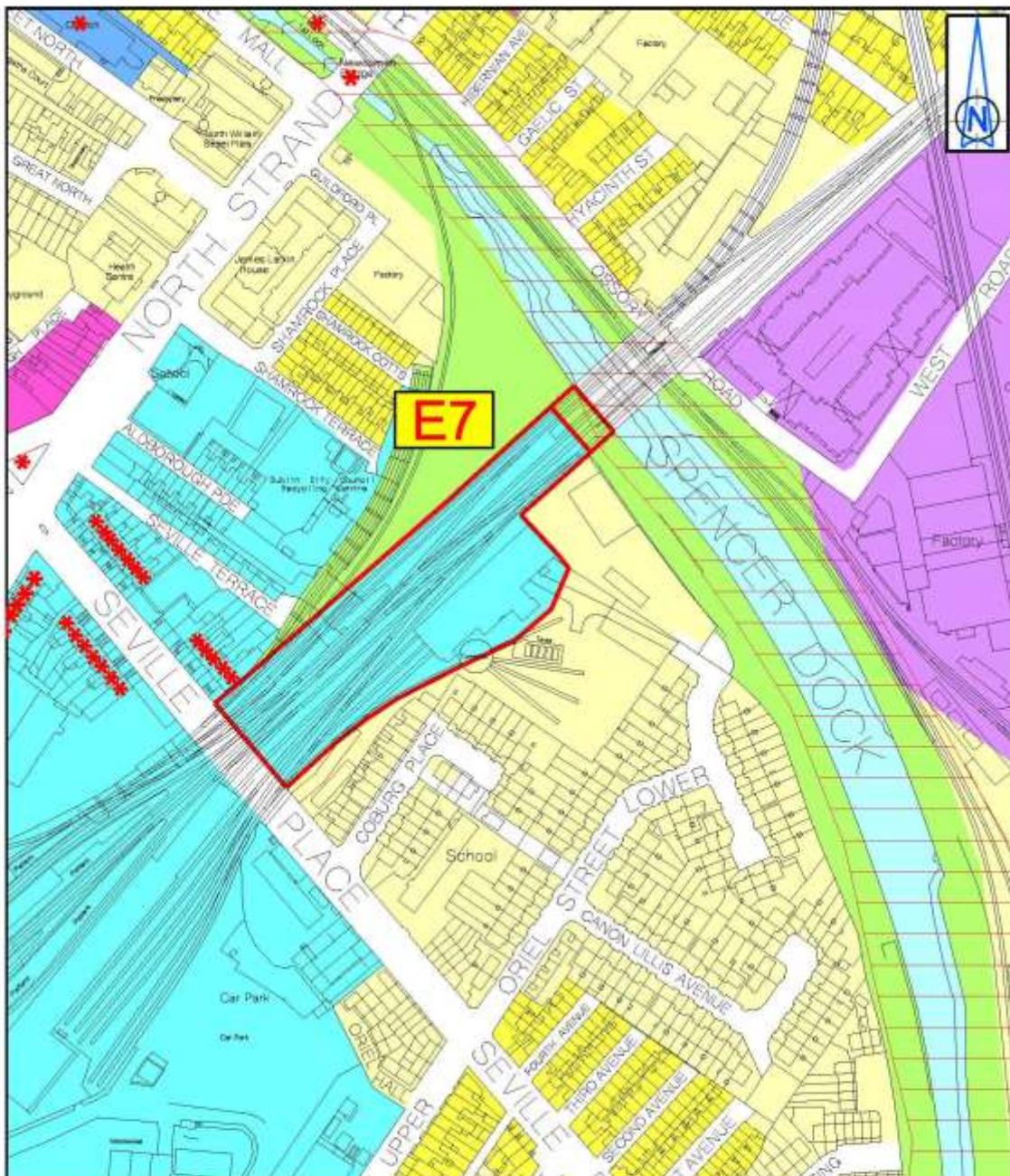
This Z6 land bank is located in the north inner city near Newcomen Bridge and measures 1.3012ha. The lands are within walking distance of Connolly Station and well served by Dublin Bus. Situated within the land bank is a railway maintenance shed, railway lines and railway bridge.

The land bank is utilised by a sole occupier and functions as a depot for the storage and maintenance of rail carriages and sidings and from which rail traffic passes through northbound from Connolly Station.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

Given the inner city location of these lands it is appropriate to rezone the lands from Z6 (employment) to Z5 (City Centre Mixed Use) in order to better reflect the wider zoning objective in the area.

A small parcel of the lands, adjacent the Royal Canal is proposed for to be rezoned Z9 (Open Space). The purpose of this zoning is to protect the setting of this important amenity from inappropriate development and provide for continuity of greenspace.



**Dublin City Council Development Plan 2016-2022  
Seville Place, D2**

Map Ref E7  
Site Boundary   
Scale 1:2,500

**Proposed Zoning**

Z5	Area 1.180Hectares
Z9	Area 0.044Hectares

## **Proposed Variation No. 19 - Old Kilmainham Road / South Circular Road**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

To: Zoning Objective Z9 – To preserve, provide and improve recreational amenity and open space and green networks.

### **SITE LOCATION AND DESCRIPTION**

These Z6 lands comprise 4 land banks. They are located in the inner suburbs (off / near South Circular Road) near St. James Hospital. The lands are well served by Dublin Bus and are within walking distance of a Luas stop.

The sites are located in Kilmainham, Dublin 8 close to the junction of Old Kilmainham, Brookfield Road, Kearns Place and South Circular Road to the west of the St. James Hospital complex. The sites to the north of Old Kilmainham Road are bounded to the rear by the Camac River.

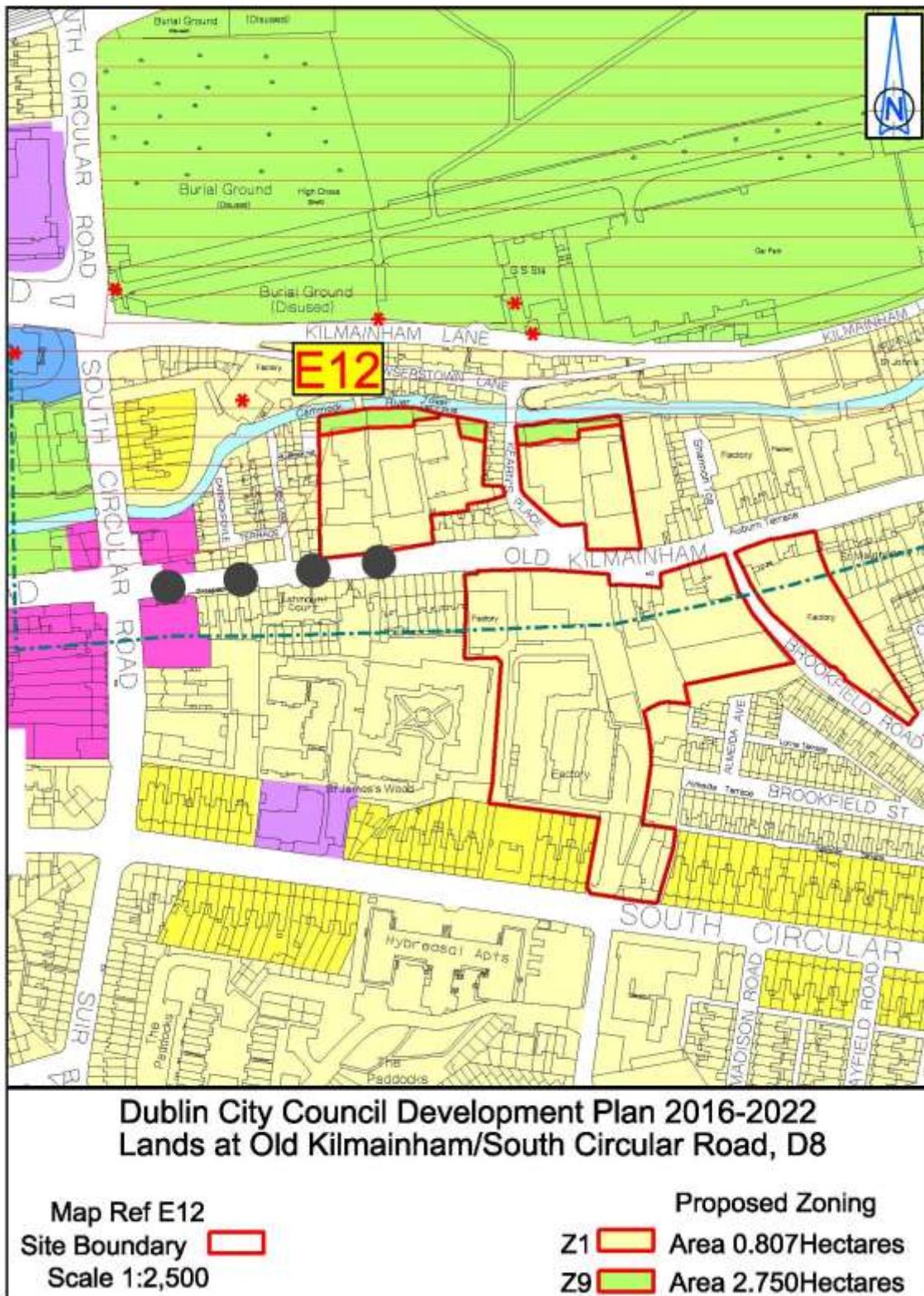
The Z6 lands contain residential uses and a number of warehouse type buildings (containing car sales, repairs and rental etc.) and more recently constructed structures (containing hair beauty products, training academy, and builders providers etc.).

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The lands are in an inner suburban location well served by Dublin Bus and within easy walking distance to Luas Red Line and St. James Hospital Campus. Residential development has taken place on these lands and much of the commercial lands are underutilised, low scale in nature and/or vacant. It is recommended that the land Use Zoning should be changed to reflect this.

It is proposed that the two northern sites outlined in red on Map E12 below should be rezoned from Z6 to Z1 and Z9. The proposed Z9 zoning provides for a riparian strip where these lands abut the Camac River on their northern boundary.

It is proposed that the two southern sites outlined in red on Map E12 below should be rezoned to Z1.



## **Proposed Variation No. 20 - 109 – 114 Cork Street**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z10 – To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.

### **SITE LOCATION AND DESCRIPTION**

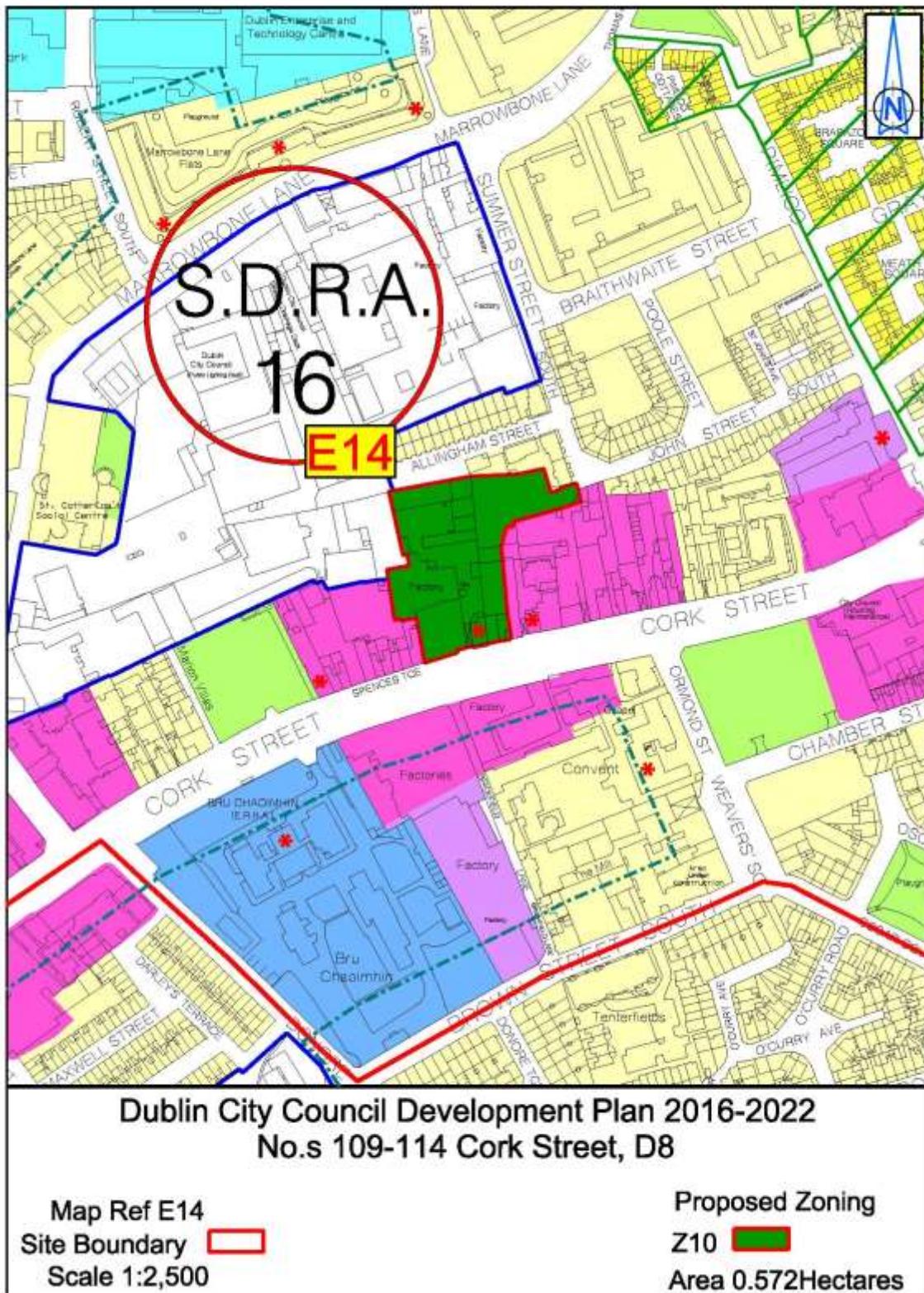
These Z6 lands (0.572 ha) are located in the inner city to the north of Cork Street at 109-114 Cork Street, Dublin 8. These Z6 lands are made up of a number of different units and premises in various states of maintenance. A plant shop takes up a significant portion of the lands. The lands are located along a QBC.

They are bounded to the south by Cork Street and, partly, to the east by John Street South. The northern boundary of the site includes Allingham Street.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The context for these lands is mixed use. Presently, the overall site is underused, with Number 110-111 vacant. The subject site is located in the city centre and is considered to have significant potential for development/redevelopment.

As the lands comprise an underutilised inner city site on a key communication corridor, it is considered that a change of zoning to Z10 (mixed use) would be a more appropriate zoning at this location.



## **Proposed Variation No. 21 - Davitt Road**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

This report relates to Z6 lands (c1.8ha in area) located on Davitt Road, in the south west inner suburbs (just outside the canals) in Drimnagh. The site is served by Luas (Red Line) and bus. The lands comprise light industrial uses and commercial.

The lands are bounded by Davitt Road to the north, Benbulbin Road to the west, Galtymore Road to the south and by the Good Counsel GAA club to the east.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The Z6 lands reviewed comprise low scale / low intensity employment uses with obvious vacancy and dereliction. Given the inner suburban location of the lands which are serviced by the Luas Red Line, it is considered that this is an inefficient use of these lands. It is considered that a change of land use zoning from Z6 (employment) to residential would be appropriate for these lands.



## **Proposed Variation No. 22 - Herberton Road / Keeper Road (Glenview Industrial Estate)**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

### **SITE LOCATION AND DESCRIPTION**

The Z6 lands (3.9187 ha) are located in the inner suburbs in Drimnagh, (just outside the Grand Canal), off Herberton Road / Keeper Road in Dublin 12. The lands are well served by public transport (Luas & Bus).

The lands are generally contained behind existing houses on Dolphin Road, Mourne Road, Herberton Road and Keeper Road in Drimnagh. The land bank comprises industrial type units with some office buildings on the Herberton Road side. The surrounding streets are predominantly residential in nature, made up of two storey terraced dwellings. There is a neighbourhood centre row of commercial units on Keeper Road, to the south of the subject lands.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The Z6 lands reviewed comprise low scale / low intensity employment uses. Given the inner suburban location of the lands which are serviced by the Luas Red Line, it is considered that this is an inefficient use of these lands. It is considered that a change of land use zoning from Z6 (employment) to residential would be appropriate for these lands.



## **Proposed Variation No. 23 - White Heather Industrial Estate**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

To: Zoning Objective Z9 – To preserve, provide and improve recreational amenity and open space and green networks.

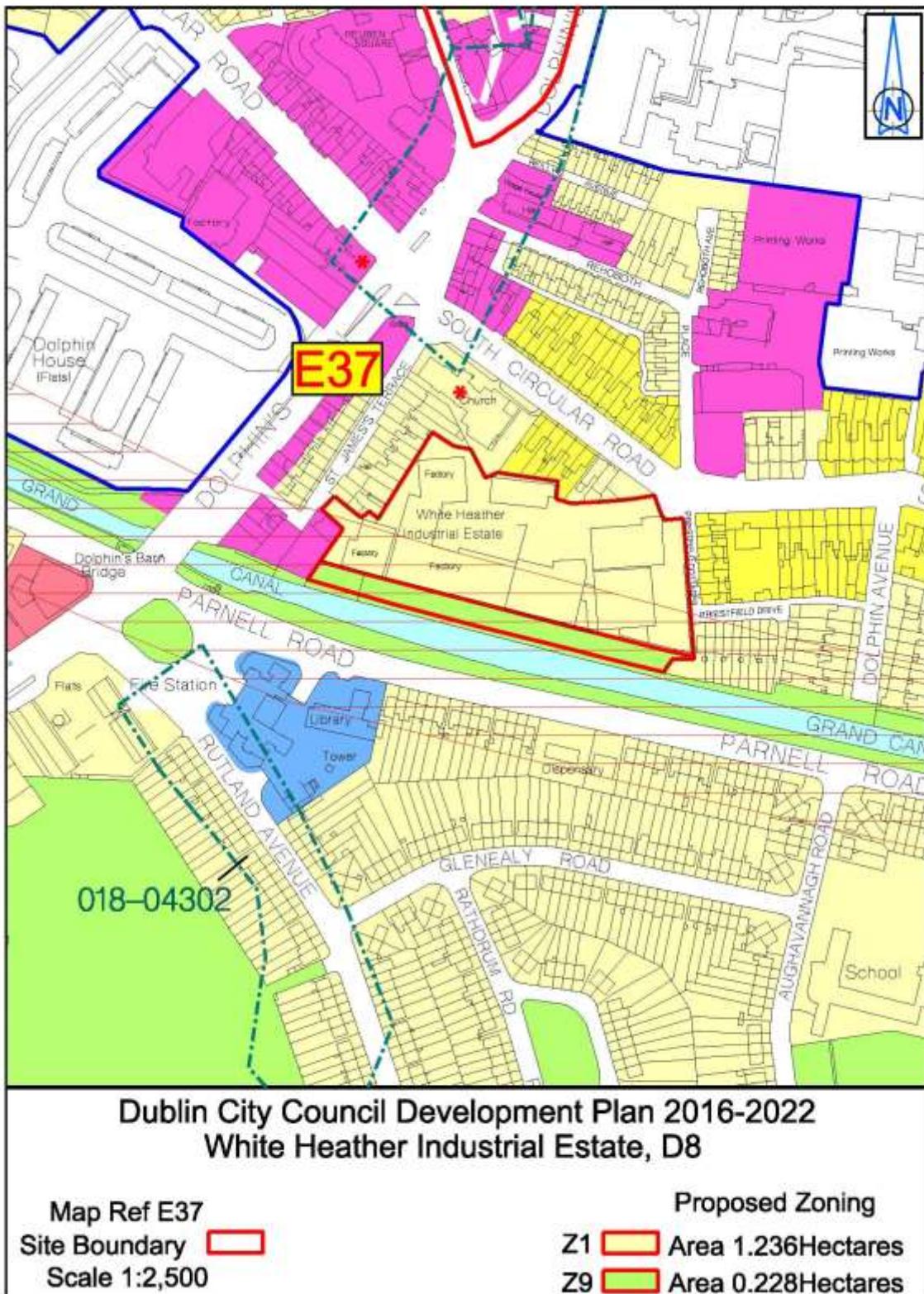
### **SITE LOCATION AND DESCRIPTION**

This report relates to Z6 lands (1.464 ha) located inside the Grand Canal in Dolphin's Barn within walking distance of a Luas stop. The lands comprise an Industrial Estate.

The lands are bounded by the South Circular Road to the north, Priestfield Cottages to the east, the Grand Canal/Parnell Road to the south and Dolphin's Barn Road to the west.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

This Z6 land bank (1.464ha) comprises a small inner city industrial lands complex comprising of low scale and low intensity development. The area is well served by public transport. A change of zoning from Z6 to a residential zoning is proposed, with a Z9 zoning adjacent to the Grand Canal and existing Z9 zoning to function as a riparian buffer.



## **Proposed Variation No. 24 - Park Gate Street / Wolfe Tone Quay**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z5 – To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

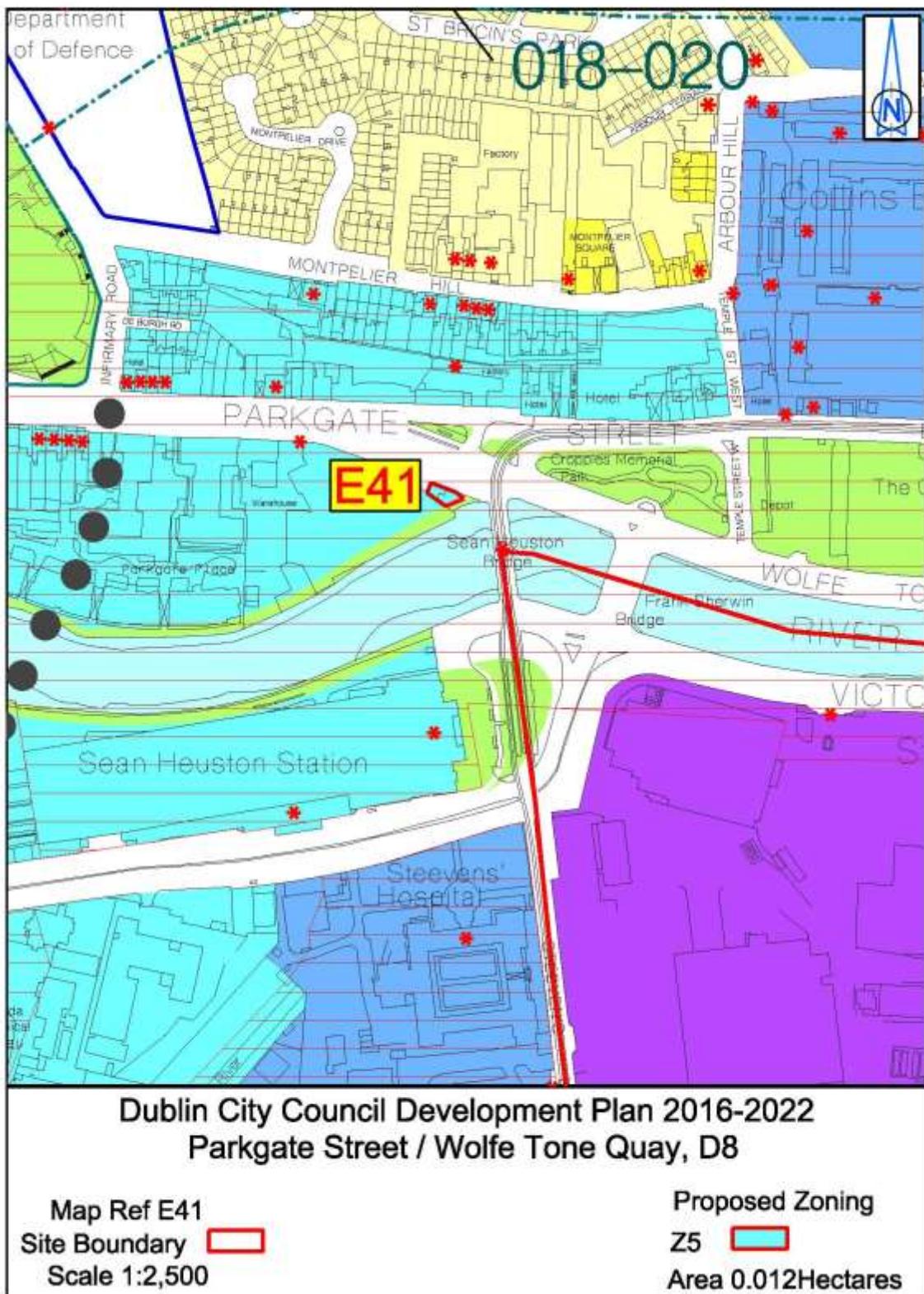
### **SITE LOCATION AND DESCRIPTION**

This report relates to Z6 lands measuring c.0.012 ha in total with one small building located on the lands. The disused building is located on Parkgate Street on the north side of the River Liffey near Heuston Station. The lands are served by high frequency public transport and located in an area of significant historic, amenity and tourism importance.

The Z6 study area comprise an unused (historic) ESB substation (a street based structure) and part of an urban green space, enclosed by railings.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The surrounding land use is Z5 (City Centre) and this would be the most appropriate zoning response for these particular lands, allowing for a new suitable use to be found for the building located on site.



Dublin City Council Development Plan 2016-2022  
Parkgate Street / Wolfe Tone Quay, D8

Map Ref E41  
Site Boundary   
Scale 1:2,500

Proposed Zoning  
Z5   
Area 0.012Hectares

## **Proposed Variation No. 25 - East Wall Road**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z10 – To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.

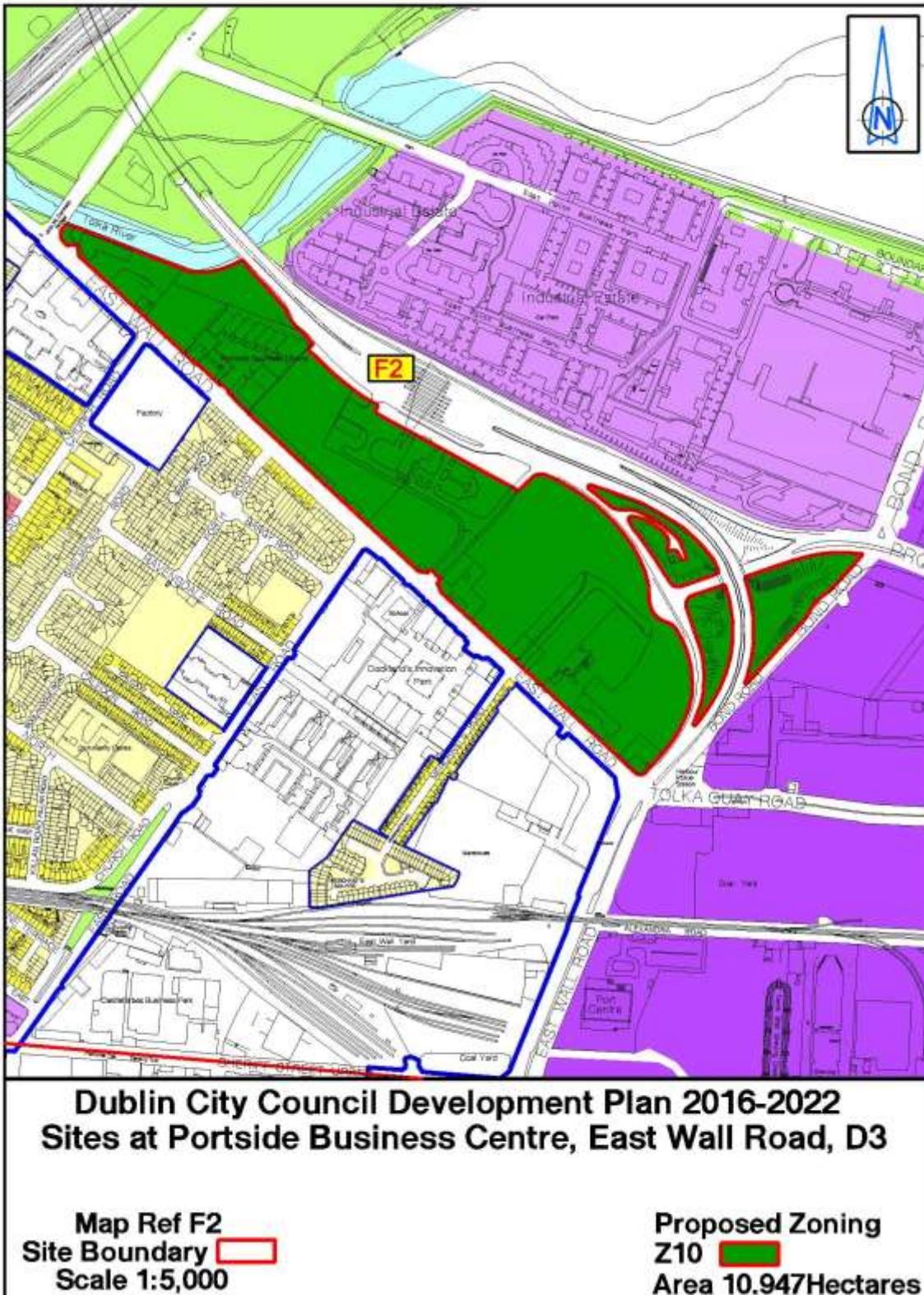
### **SITE LOCATION AND DESCRIPTION**

These lands, which measure 10.9453ha, are located in the inner city and are bounded by East Wall Road to the south and the Dublin Port Tunnel to the north. The land use is characterised by low scale light industrial, retail, storage and office development. The lands are strategically located close to Dublin Port and the East Link Bridge and are served by Dublin Bus.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

These lands are strategically located close to Dublin Port and the East Link Bridge and are well served by Dublin Bus.

The predominant uses on the lands are commercial and light industrial with the land use characterised by low scale / intensity of development. To reflect the mixed use character of the wider area a change of zoning from employment uses to mixed uses (including residential) would be appropriate at this location.



## **Proposed Variation No. 26 - Brickfield House & Sunshine Estate**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

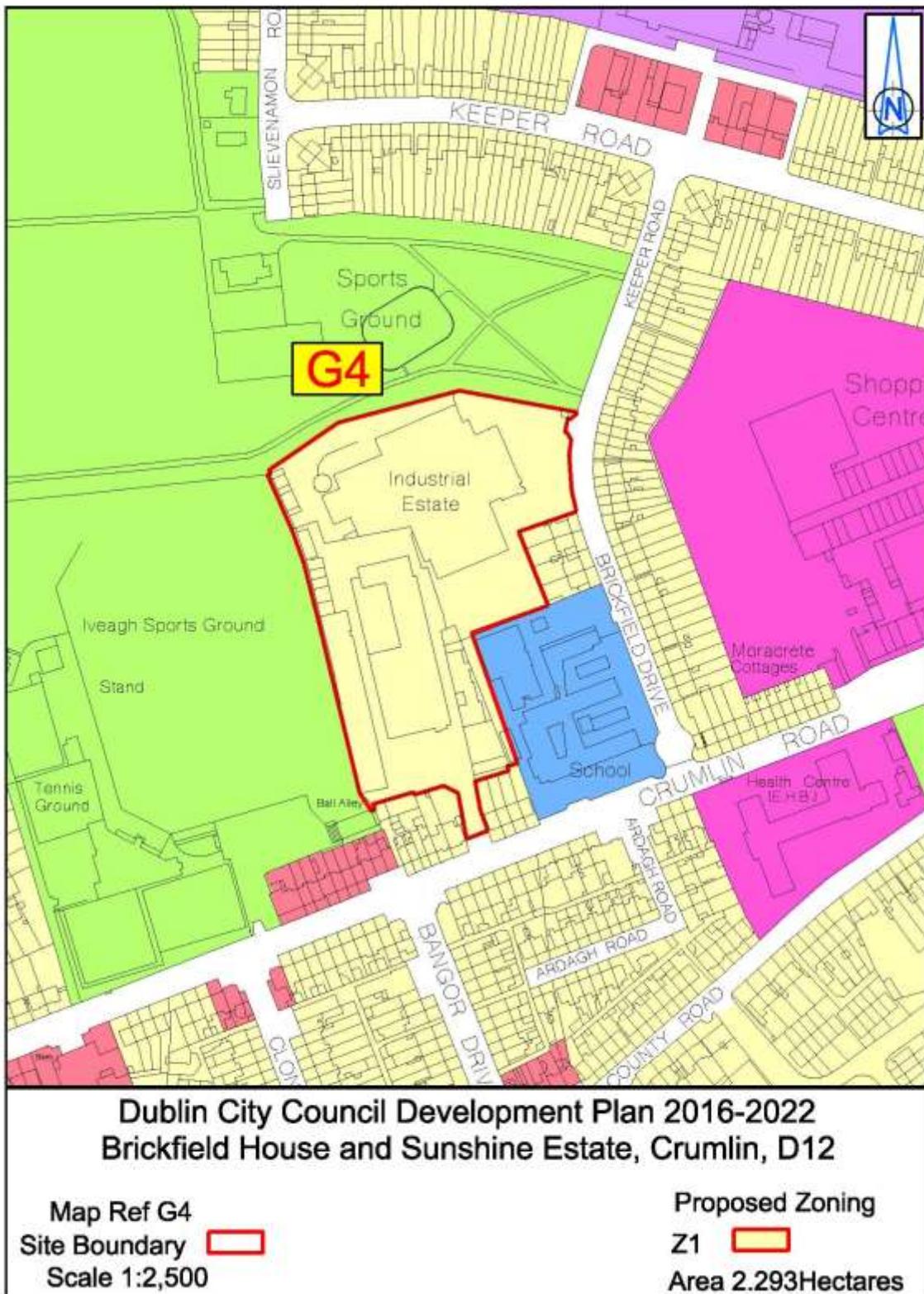
### **SITE LOCATION AND DESCRIPTION**

These Z6 lands (2.2932) comprise the Sunshine Industrial Estate and Brickfield House in Crumlin. The lands are located in an inner suburban location and are served by Crumlin Road, a major arterial route into the City from the west and a public transport corridor (QBC and proposed Bus Connects Route).

The land use is primarily warehousing, storage, commercial and light industry characterised by low scale / intensity of development.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

The Z6 lands reviewed comprise low scale / low intensity employment uses; a significant element of the land bank is vacant. Given the inner suburban location of the lands which are serviced by a public transport corridor and in order to reflect the broadly residential character of the wider surrounding area of the area a change of use from Z6 to Z1 (residential) zoning is proposed.



## **Proposed Variation No. 27 - Greenmount Industrial Estate**

### **PROPOSAL**

From: Zoning Objective Z6 – To provide for the creation and protection of enterprise and facilitate opportunities for employment creation.

To: Zoning Objective Z10 – To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.

To: Zoning Objective Z1 – To protect, provide and improve residential amenities.

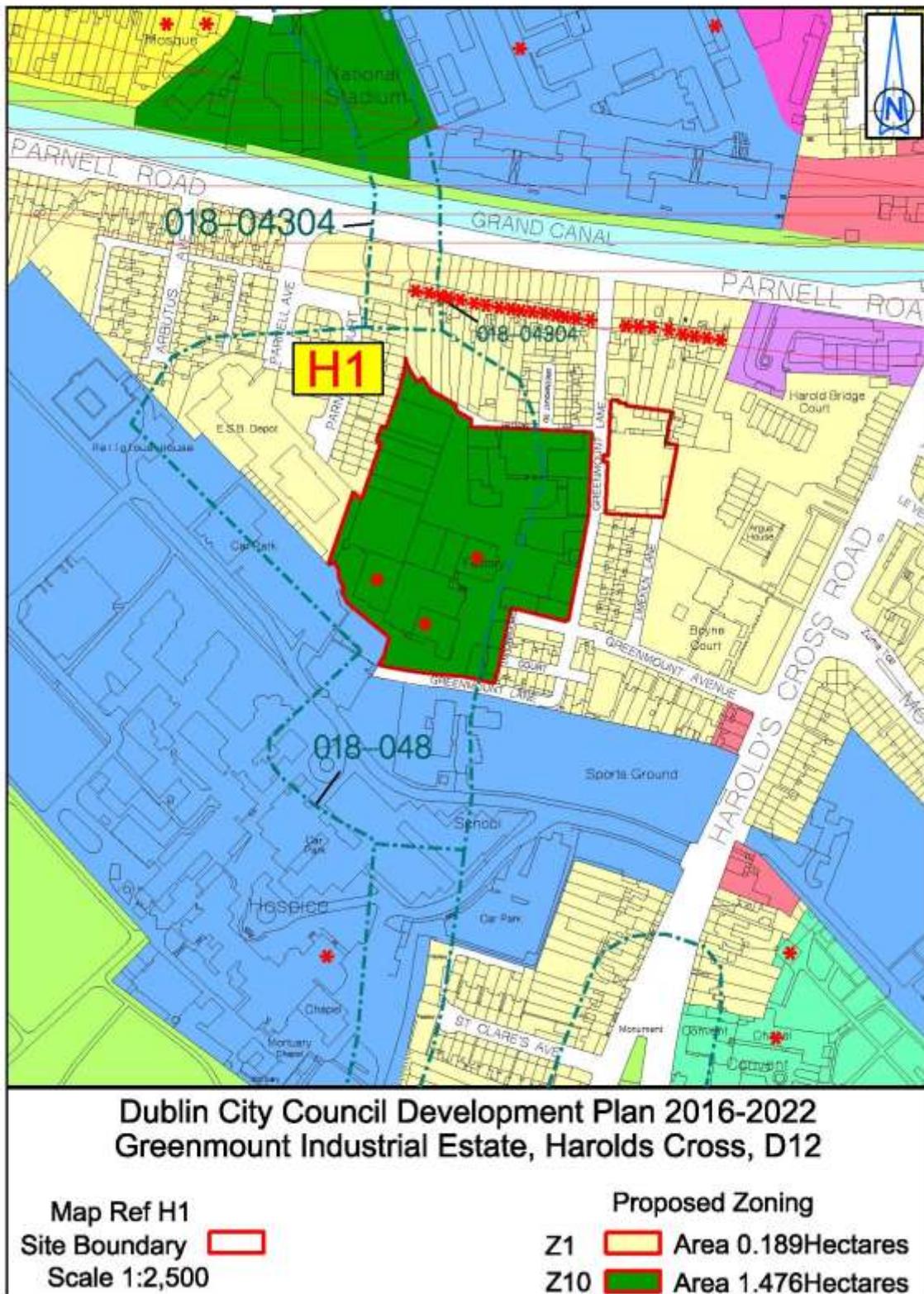
### **SITE LOCATION AND DESCRIPTION**

These Z6 lands are located off the Harold's Cross Road, close to the junction with Parnell Road and consists of the Greenmount Industrial Estate. The area is accessed from Greenmount Avenue which is off the Harold's Cross Road.

The lands include three protected structures. The remaining industrial estate is made up of 1 and 2 storey buildings originally associated with the mill and more modern single storey factory units.

### **PURPOSE OF THE PROPOSED DRAFT VARIATION**

These lands comprise low scale, low intensity employment uses and include protected structure. Given the inner suburban location of the lands which are serviced by a public transport corridor and in order to encourage mixed use development which would include residential uses and employment uses, it is considered that the land bank to the west on Map H1 below should be rezoned to Z10 (mixed use) and the land bank to the east be rezoned to Z1 (residential).



#### 4.0 REQUIREMENTS

In terms of the Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011 it is mandatory to undertake the screening process to determine whether or not to carry out a Strategic Environmental Assessment as set out in Article 13K of the Regulations. An assessment of the proposed variations in terms of the criteria set out in Schedule 2A of the Regulations is set out below.

#### ASSESSMENT IN TERMS OF SCHEDULE 2A OF THE PLANNING AND DEVELOPMENT (STRATEGIC ENVIRONMENTAL ASSESSMENT) REGULATIONS 2004-2011

THE CHARACTERISTICS OF THE PLAN HAVING REGARD IN PARTICULAR TO:				
<b>The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions, or by allocating resources;</b>				
It is proposed to vary the 2016 – 2022 Dublin City Development Plan (Variations No. 8 – 27).  The 2016 – 2022 Dublin City Development Plan sets the city wide planning policy framework for all projects and development in the city (excluding SDZ's). All planning proposals are assessed against the policies and objectives of the City Development Plan and all lower plans must be consistent with the City Development Plan.  The content of the 2016 – 2022 City Development Plan has been informed by Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) undertaken as parallel processes in tandem with each state of the development plan, thereby ensuring full integration and consideration of environmental issues.				
<b>Proposed Variations:</b>				
It is proposed to vary the Dublin City Development Plan 2016-2022, (Variations No. 8 – 27), by changing the land use zoning of <b>20 landbanks</b> from Z6 - <i>To provide for the creation and protection of enterprise and facilitate opportunities for employment creation</i> to, as set out in the Table below: <b>Z1 - To protect, provide and improve residential amenities, Z3 – To provide for and improve neighbourhood facilities, Z5 – To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity, Z9 - To preserve, provide and improve recreational amenity and open space and green networks or Z10 - To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses, with residential the predominant use in suburban locations, and office/retail/residential the predominant uses in inner city areas.</b>				
Proposed Variations	Map Ref.	Subject Lands	Current Zoning	Proposed Zoning
No.8	A5	Clearwater Retail Park, Finglas Road, Dublin 11	Z6 (employment)	Z1 (Residential)
No.9	B2	Santry Industrial Lands, Santry Avenue and Swords Road, Dublin 9	Z6 (employment)	Z1 (Residential)
No.10	B7	Shanowen Road Lands, Whitehall/Santry, Dublin 9	Z6 (employment)	Z1 (Residential)
No.11	B9	Mornington Business Park, Malahide Road, Dublin 5	Z6 (employment)	Z1 (Residential)
No.12	B10	Sites at Malahide Road (adjacent to Mornington Grove), Malahide Road, Dublin 5	Z6 (employment)	Z10 (Mixed Uses) & Z3 (Neighbourhood)

<b>No.13</b>	B11	Site at Harmonstown Road, Dublin 5	Z6 (employment)	Z10 (Mixed Uses)
<b>No.14</b>	D1	Chapelizod Bypass/Kylemore Road, Dublin 20	Z6 (employment)	Z1 (Residential)
<b>No.15</b>	D3	11 Ballyfermot Road Lower, Dublin 10	Z6 (employment)	Z1 (Residential)
<b>No.16</b>	D6	Goldenbridge Industrial Estate, Tyrconnell Road, Dublin 8	Z6 (employment)	Z10 (Mixed Uses) & Z9 (Open Space) & Addition of Text
<b>No.17</b>	E6	Esmond Avenue, Fairview Strand, Dublin 3	Z6 (employment)	Z1 (Residential)
<b>No.18</b>	E7	Seville Place, Dublin 1	Z6 (employment)	Z5 (City Centre) & Z9 (Open Space)
<b>No.19</b>	E12	Lands at Old Kilmainham/South Circular Road, Dublin 8	Z6 (employment)	Z1 (Residential) & Z9 (Open Space)
<b>No.20</b>	E14	109-114 Cork Street, Dublin 8	Z6 (employment)	Z10 (Mixed Uses)
<b>No.21</b>	E35	Davitt Road, Crumlin, Dublin 12	Z6 (employment)	Z1 (Residential)
<b>No.22</b>	E36	Herberton Road / Keeper Road (Glenview Industrial Estate), Drimnagh, Dublin 12	Z6 (employment)	Z1 (Residential)
<b>No.23</b>	E37	White Heather Industrial Estate, Dublin 8	Z6 (employment)	Z1 (Residential) & Z9 (Open Space)
<b>No.24</b>	E41	Parkgate Street / Wolfe Tone Quay, Dublin 8	Z6 (employment)	Z5 (City Centre)
<b>No.25</b>	F2	East Wall Road, Dublin 3	Z6 (employment)	Z10 (Mixed Uses)
<b>No.26</b>	G4	Brickfield House and Sunshine Estate, Crumlin Road, Dublin 12	Z6 (employment)	Z1 (Residential)
<b>No.27</b>	H1	Greenmount Industrial Estate, Harolds Cross, Dublin 6w	Z6 (employment)	Z10 (Mixed Uses) & Z1 (Residential)

In addition, it is also proposed to vary the CDP by adding the **following text to section 14.8.9** of the Dublin City Development Plan 2016 – 2022, **as a last text paragraph** relating to Land-Use Zoning Objective Z9 – Amenity/Open Space Lands/Green Network – Zone Z9, (Proposed Variation No. 16 refers).

*'Adjacent development shall be designed to complement the Z9 area and to provide passive surveillance. Any future amendment in the width of a Z9 area, which is considered to be minor in nature, will be considered in special circumstances where the proposal will benefit the character of the area and there is no net loss of Z9 land'.*

The purpose of the proposed re-zoning Variations is to change the land use zoning of well serviced (transport / water / drainage) but underutilized employment (Z6) zoned brownfield lands in built-up areas across Dublin City to residential/ mixed use/open space (Z1, Z3, Z5, Z9 and Z10). This is in order to bring them into more intensive and efficient use in accordance with National and Regional planning policy and, in order to allow for a more compatible zoning objective at the local level.

The Dublin City Development Plan sets the framework for projects and other activities in the city. This proposed variations are compatible and complementary with the strategies, policies and objectives of the Development Plan relating to the delivery of sustainable urban housing, mixed use development and city centre development.

It is not considered that the proposed rezonings and textual change, result in significant effects on the environment over and above any identified (and mitigated against) as part of the SEA of the City Development Plan.

**The degree to which the plan influences other plans, including those in a hierarchy.**

The Dublin City Development Plan 2016 – 2022 (CDP) sits at the Local Government level of the Spatial Planning Hierarchy in Ireland - below the Regional Assembly and Government levels. The Development Plan sits at the top of the Local Government Level Spatial Planning Hierarchy and it influences Local Area Plans.

Variations to the City Development Plan are proposed. The Variations are concerned with the rezoning of lands at a local scale in the city and with a small textual change.

The proposed Variations do not influence other plans, including those in a hierarchy.

**The relevance of the plan for the integration of environmental considerations, in particular with a view to promoting sustainable development.**

The 2016 – 2022 City Development Plan sets out the overall strategy for the proper planning and sustainable development of the city and consists of a written statement and plans indicating the development objectives for the city (as required under Section 10 of the P& D Act, as amended).

The development plan includes, inter-alia, the following objectives for:

- the conservation and protection of the environment including objectives related to the **Habitats Directive**,
- the promotion of compliance with environmental standards and objectives established for bodies of surface water and groundwater, which standards and objectives are included in river basin management plans (**European Communities Regulations 2003/9/10**),
- the integration of the **planning and sustainable development of the area** with the social, community and cultural requirements of the area;
- the development and **renewal of areas** that are in need of **regeneration**,
- the promotion of **sustainable settlement and transportation strategies** in urban areas including the promotion of measures to **reduce energy demand** reduce anthropogenic greenhouse gas emissions and address the necessity of adaptation to climate change.

The content of the 2016 – 2022 City Development Plan has been informed by Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) undertaken as parallel processes in tandem with each state of the development plan, thereby ensuring full integration and consideration of environmental issues.

Variations to the City Development Plan are proposed as set out above (Variation No.'s 8 – 27). The Variations are concerned with the rezoning of lands at a local scale in the city and a small textual change.

The Variations are compatible and complementary with the strategies, policies and objectives of the Development Plan relating to the delivery of sustainable urban housing, mixed use development and city centre development and with environmental protection.

**Environmental problems relevant to the plan.**

The content of the 2016 -2022 City Development Plan has been informed by Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA).

Chapter 4 of the SEA - 'Baseline Environment', identifies the relevant environmental issues (environmental problems) relevant to the development plan as they relate to Population and Human Health, Biodiversity, Flora and Fauna, Air Quality and Noise, Climatic Factors, Water Quality, Material Assets etc.

On foot of the SEA of the Plan, the policies and objectives of the Development Plan contain measures to prevent, reduce and offset any potential significant adverse environmental effects of the Plan's strategy, policies and objectives.

Variations to the City Development Plan are proposed (Variation No.'s 8 – 27). The Variations are concerned with the rezoning of lands at a local scale in the city and a small textual change.

It is not considered that the proposed variations will result in significant effects on the environment over and above any identified (and mitigated against) as part of the SEA of the City Development Plan.

**The relevance of the plan for the implementation of European Union legislation on the environment (e.g. plans linked to waste management or water protection).**

The 2016 - 2022 City Development Plan is relevant for the implementation of European Union legislation on the environment.

The development plan must include, inter-alia, the following objectives:

- for the conservation and protection of the environment including objectives related to the **Habitats Directive**,
- the promotion of compliance with environmental standards and objectives established for bodies of surface water and groundwater, which standards and objectives are included in river basin management plans (**European Communities Regulations 2003/9/10**).

The proposed Variations do not directly relate to policies / objectives which are directly concerned with the implementation of European Union legislation on the environment.

**CHARACTERISTICS OF THE EFFECTS AND OF THE AREA LIKELY TO BE AFFECTED, HAVING REGARD, IN PARTICULAR, TO:**

**The probability, duration, frequency and reversibility of the effects. The cumulative nature of the effects.**

The characteristics of the effects of the Proposed Variations (Variation No.'s 8 – 27) on the Environment is set out below. Any effects identified (beneficial / negative) would be at the local scale.

The proposed Variations sit within the framework of the operational 2016-2022 Dublin City Development Plan (CDP). The CDP sets the city wide planning policy framework for all projects and development in the city. All planning proposals are assessed against the policies and objectives of the CDP and all lower plans must be consistent with the CDP. The content of the 2016 – 2022 City Development Plan has been informed by Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) undertaken as parallel processes in tandem with each state of the development plan, thereby ensuring full integration and consideration of environmental issues.

The proposed Variations are compatible, and complementary with, the policies and objectives of the operational CDP relating to compact urban development and environmental protection.

The proposed Variations are outlined above and they relate to land use rezoning at 20 locations city wide and a textual change to Section 14.8.9 of the CDP which deals with Z9 zoned lands (Variation No. 16 refers).

The purpose of the proposed rezoning Variations are to change the land use zoning of well serviced but underutilized employment (Z6) zoned brownfield lands in built-up areas across Dublin City to residential/ mixed use/open space (Z1, Z3, Z5, Z9 and Z10) in order to facilitate more intensive and the efficient use of the lands in accordance with National and Regional planning policy.

Z6 lands are zoned '*To provide for the creation and protection of enterprise and facilitate opportunities for employment creation*'. This zoning accommodates office-based industry and business parks with other land uses including residential, recreational, retail and local services being 'Open for Consideration' but subsidiary to the primary use of these land banks as employment zones for employment generating uses. The CDP requires that development proposals on Z6 lands deliver an intensification of employment activity, in terms of employee population and floorspace, whilst complying with applicable design standards and policies in respect of green infrastructure, open space, landscape protection, energy efficiency, traffic management and amenity.

The Z6 lands subject to proposed Variations are serviced small and medium-scale brownfield lands, underutilised in nature, and located along high quality public transport corridors. These lands are affected by various issues including chronic vacancy/ urban blight / underutilization and have significant potential (subject to their rezoning) to deliver improved amenities and a better relationship with neighbouring lands.

Many of the existing land uses on the Z6 lands examined were long established, with many of the activities predating the application of contemporary CDP policies/ standards and best practice environmental protections (i.e. in terms of surface water run-off, traffic, waste energy, noise, emissions and light pollution etc.).

The proposed rezoning of the lands to residential / mixed uses / open space would shift their primary focus from employment and enterprise, and facilitate their sustainable redevelopment in accordance with the operational policies, objectives and standards of CDP which already safeguard against activities which may give rise to significant effects on the environment. The CDP includes the necessary policies, objectives and standards to ensure that no adverse impact will arise, singularly or in a cumulative manner.

It is reasonable to assume that the proposed Variations (Variation No.'s 8 – 27) would only have relevance at the local scale. The proposed text modification to Section 14.8.9 of the CDP, relating to Land-Use Zoning Objective Z9 – Amenity/Open Space Lands/Green Network, seeks to increase and improve the functionality and passive surveillance of these lands. This proposed Variation does not involve any material changes to the extent or location of the Z9 lands within the plan area which were previously assessed as part of the SEA of the CDP.

It is not considered that the proposed rezoning results in significant effects on the environment over and above any identified (and mitigated against) as part of the SEA of the City Development Plan.

#### **The transboundary nature of the effects.**

The proposed variations to the Development Plan will have no national, regional or inter-county transboundary effects, over and above the effects from the strategy, policies and objectives of the current City Development Plan.

#### **The risks to human health or the environment (e.g. due to accidents).**

The proposed variations of the Plan will not result in any risks to human health.

**The magnitude and spatial extent of the effects (geographical area and size of population likely to be affected).**

The proposed Variations comprises city wide but essentially local rezoning's and a small textual change. The magnitude and spatial extent of the effects will not be over and above the effects from the strategy, policies and objectives of the current City Development Plan

**The value, and vulnerability of the area likely to be affected due to:**

- (a) **special natural characteristics or cultural heritage;**
- (b) **exceeded environmental quality standards or limit values;**
- (c) **intensive land use**

The proposed Variations comprise city wide but local rezoning's and a small textual change. Appendix A of this Screening Report sets out *'Relevant Aspects of the Receiving Environment'*, in relation to Transport, Irish Water, Flooding / Drainage, Biodiversity / Open Space and Conservation for **each of the 20 sites** (Variation No.'s 8 – 27).

The Development Plan contains a strategy, policies and objectives to: facilitate population and economic growth; increase densities and the intensification of the city; and, promote access to recreational areas and community facilities etc.

On foot of the SEA of the Plan, the strategy, policies and objectives of the Development Plan contain measures to prevent, reduce and offset any potential significant adverse environmental effects of the Plan's strategy, policies and objectives on areas of value and vulnerability.

The effects of the proposed Variations will not be over and above the effects from the strategy, policies and objectives of the current City Development Plan

**The effects on areas or landscapes which have a recognised national, European Union or international protection status.**

There will be no effects on areas or landscapes which have a recognised national, European Union or international protection status.

## 5. Consultation

The EPA and Inland Fisheries responded to the SEA Screening Notice on 25<sup>th</sup> November 2019 and on 21<sup>st</sup> November 2019 respectively.

The EPA noted the Planning Authority's proposed determination regarding the need for SEA of the Variation (now renamed Variations No.'s 8 - 27).

### Proposed Variations (No.'s 8 – 27)

Variation No.	Location	Proposed Variation (From Z6 – To, as set out below)
No. 8	Clearwater Retail Park, Finglas Road, Dublin 11	Z1 (Residential)
No.9	Santry Industrial Lands, Santry Avenue and Swords Road, Dublin 9	Z1 (Residential)
No.10	Shanowen Road Lands, Whitehall/Santry, Dublin 9	Z1 (Residential)
No.11	Mornington Business Park, Malahide Road, Dublin 5	Z1 (Residential)
No.12	Sites at Malahide Road (adjacent to Mornington Grove), Malahide Road, Dublin 11	Z10 (Mixed Uses) & Z3 (Neighbourhood Facilities)
No.13	Sites at Harmonstown Road, Dublin 5	Z10 (Mixed Uses)
No.14	Chapelizod Bypass/Kylemore Road, Dublin 20	Z1 (Residential)
No.15	11 Ballyfermot Road Lower, Dublin 10	Z1 (Residential)
No.16	Goldenbridge Industrial Estate, Tyrconnell Road, Dublin 8	Z10 (Mixed Uses) & Z9 (Open Space) and Add Text to Section 14.8.9
No.17	Esmond Avenue, Fairview Strand, Dublin 3	Z1 (Residential)
No.18	Seville Place, Dublin 1	Z5 (City Centre) & Z9 (Open Space)
No.19	Lands at Old Kilmainham/South Circular Road, Dublin 8	Z1 (Residential) & Z9 (Open Space)
No.20	109-114 Cork Street, Dublin 8	Z10 (Mixed Uses)
No.21	Davitt Road, Crumlin, Dublin 12	Z1 (Residential)
No.22	Herberton Road / Keeper Road (Glenview Industrial Estate), Drimnagh, Dublin 12	Z1 (Residential)
No.23	White Heather Industrial Estate, Dublin 8	Z1 (Residential) & Z9 (Open Space)
No.24	Parkgate Street / Wolfe Tone Quay, Dublin 8	Z5 (City Centre)
No.25	East Wall Road, Dublin 3	Z10 (Mixed Uses)
No.26	Brickfield House and Sunshine Estate, Crumlin Road, Dublin 12	Z1 (Residential)
No.27	Greenmount Industrial Estate , Harolds Cross, Dublin 6w	Z10 (Mixed Uses) & Z1 (Residential)

The **EPA** made the following specific comments:

- that the PA should take the following into consideration - Urban Development and Building Heights – Guidelines for Planning Authorities (DHPLG, 2018), The Flood Risk Management Guidelines (DHPLG), and the relevant Eastern CFRAMS Flood Risk Management Plans, to ensure that the land use zoning considered is appropriate to the risk of flooding identified, Dublin City's Council's Noise Action Plan should also be considered in any development arising from the proposed rezoning.
- Green Infrastructure should be incorporated into any development arising from rezoning; supporting urban biodiversity and pocket parks and urban quiet zones to enhance quality of life considerations.
- The relevant control and management measures be implemented for Japanese knotweed to avoid the spread of this invasive species.

**Inland Fisheries** made the following comments:

- The relationship between existing watercourses and the proposed variation lands:
  - Tolka River, A5 Clearwater Retail Park and F2 East Wall Road
  - Finglas stream (culverted) and A5 Clearwater Retail Park

- The Tolka River and the Finglas stream
  - The Santry River and B2 Santry Industrial lands, B7 Shanowen Road and B11 Harmonstown Road
  - The Naniken River and B9 Mornington Business Park and B10 Malahide Road lands
  - The Naniken River and the Santry River
  - The Liffey Catchment/ Estuary and the Chapelizod Bypass lands, D3 No. 11 Ballyfermot Road and E41 Parkgate Street/ Wolfe Tone Street
  - The Camac River/Catchment and D6 Goldenbridge Industrial Estate and E12 Lands at Old Kilmainham/ South Circular Road
  - The Royal Canal and E7 Seville Place
  - The Grand Canal and E37 White Heather Industrial Estate
- The requirement for comprehensive and best practice surface water management to be implemented during the enabling, construction and operational stages of any future development on the lands subject to proposed Variation – with consultation with the IFI actively encouraged prior to any works commencing
  - The opportunity for future development on these lands to facilitate improved connections to watercourses and / or deculverting
  - The cumulative positive impact which may arise in combination with the proposed Dublin City Council Santry Greenway project/ restoration project which secured Urban Regeneration and Development funding in 2018

The EPA and Inland Fisheries observations were taken on board by Dublin City Council in the finalisation of the SEA screening report.

## 6. Conclusion

This Variation Proposals have been examined in light of the criteria detailed in Schedule 2A and the City Council is of the view that the proposals do not require SEA. This decision is based on the consultation process conducted with the Environmental Authorities under the SEA Regulations and on the magnitude and spatial extent of the likely impact of the proposed variations, which is deemed not be significant.

The Planning Authority has determined that an SEA is not required for the proposed variations (No.8 – No. 27) to the Dublin City Development Plan 2016 – 2022.

### **Recommendation:**

SEA procedure is not necessary for these proposed variations of the Dublin City Development Plan 2016 – 2022.

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Jane O'Donoghue  
Senior Executive Planner

**Appendix A: Relevant Aspects of the Receiving Environment**

Proposed	Site Name	Transport	Water / Wastewater (Irish Water)	Flooding/Drainage	Biodiversity (on site)	Conservation
Var No. 8	<b>Clearwater Retail Park, Finglas Road</b>	Served by the Finglas Quality Bus Corridor.	Water: Located in established water network. Wastewater: No major issues anticipated.	Irish Water sewers to north of site. Culvert for Finglas stream to front of site. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	No Built Heritage, No Archaeological Heritage (except for gate lodge shown on historic 6" OS map)
Var No. 9	<b>Santry Industrial Lands, Dublin 9</b>	Served by the Swords Quality Bus Corridor.	Water: Located in established water network. W: water: Generally ok. Local network reinforcement may be required.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified. Close to Santry Demesne.	<b>Built heritage - Santry Demesne</b> immediately to north. No Archaeological Heritage
Var No.10	<b>Shanowen Road Lands, Whitehall/Santry, Dublin 9</b>	In close proximity to the Swords Quality Bus Corridor. Well served by Dublin Bus.	Water: Located in established water network. W: water: Generally ok. Local network reinforcement may be required.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	<b>Built heritage - 20th century Garda Station</b> on east end of site. No Archaeological Heritage
Var No.11	<b>Mornington Business Park (Malahide Road)</b>	Served by the Malahide Quality Bus Corridor.	Water: Located in established water network. Wastewater: No major issues anticipated.	Currently discharges to the Nianiken River. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	No Built Heritage, No Archaeological Heritage

Proposed	Site Name	Transport	Water / Wastewater (Irish Water)	Flooding/Drainage	Biodiversity (on site)	Conservation
Var No.12	Malahide Road (adjacent to Mornington Grove)	Served by the Malahide Quality Bus Corridor.	water: Located in established water network. wastewater: No major issues anticipated.	Currently discharge to the Nenagh River. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	No Built Heritage. No Archaeological Heritage (except for Area 1 Gate Lodge to Sella House marked on 6" & 25" OS maps)
Var No.13	Harmonstown Road, Dublin 5	The lands are well served by Dublin Bus and are located approx. 100m from the Harmonstown Dart Station.	Water: Located in established water network. Wastewater: No major issues anticipated.	Currently discharge to the Santry River. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified on site.	No Built Heritage. No Archaeological Heritage
Var No.14	Chapelizod Bypass/Kylemore Road	The lands are well served by Dublin Bus.	Water: Located in established water network. W. water: Generally ok. Local network reinforcement may be required.	Currently discharges to the Liffey Catchment. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	Mature tree lines and hedgerows on Kylemore Rd, Rossmore Dr and Chapelizod By-pass boundaries to be retained.	Built Heritage - DCIHR - Gravel pit (ref. 18 09 027), DCIHR records 'no remains'. This site is not marked on DCIHR map and no grid location in database. Archaeological heritage - None (except gravel/field on historic 6" map).
Var No.15	11 Ballyfermot Road Lower	Served by the Lucan Quality Bus Corridor.	water: Located in established water network. wastewater: No major issues anticipated.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	No Built Heritage. No Archaeological Heritage (except ice house on historic 6" map)

Proposed	Site Name	Transport	Water / Wastewater (Irish Water)	Flooding/Drainage	Biodiversity (on site)	Conservation
Var No.16	Goldenbridge Industrial Estate, Tyrconnell Road	Located within walking distance of the Luas (Red Line). Well served by Dublin Bus.	Water: Located in established water network. Wastewater: Generally ok. Local network reinforcement may be required.	Camac river runs through site. Camac culvert should be opened with biodiversity strip on either side. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Mostly Flood Zone C.	Biodiversity strip required adjacent to the Camac River.	<b>DCHR</b> - Site of mill and mill race (ref. 18 09 013), DCIHR records 'no upstanding remains'. Other - Grand Canal (Conservation Area) to southern boundary of site. <b>Archaeological heritage</b> - none
Var No.17	Emmond Avenue (Fairview Strand)	The lands are well served by Dublin Bus.	Water: Located in established water network. Wastewater: No major issues anticipated.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	<b>Built heritage</b> - Z2 zoning to eastern boundary of site. <b>Archaeological Heritage</b> - Adjacent to RMP DU018-040 Burial Ground (scheduled for inclusion in the next revision of the RMP).
Var No.18	Seville Place	The lands are well served by Dublin Bus and are within walking distance of Connolly Station.	Water: Located in established water network. Wastewater: No major issues anticipated.	Parts of this area flooded on 1/2/2002. Now protected with new sea lock gate on Royal canal. Drainage into combined system. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality.	Biodiversity strip required adjacent to the Royal Canal. Japanese knotweed has been identified on lands adjacent to the site.	<b>MIAH</b> - Locomotive shed and turntable (ref. 50010034, regional rating). Stage 1 ministerial recommendation, Ossary Road rail bridges (ref. 50060481, regional rating), Stage 2 ministerial recommendation <b>DCHR</b> - Engine shed (ref. 18 08 019), DCIHR records 'substantial remains'; Bridge (ref. 18 08 021), DCIHR records 'substantial remains'; Bridge (ref. 18 08 028), DCIHR records 'substantial remains'; Bridge (ref. 18 08 038), DCIHR records 'substantial remains'. Other - Royal Canal/Spencer Dock (Conservation Area) at northeast end of site. <b>Archaeological heritage</b> - None

Proposed	Site Name	Transport	Water / Wastewater (Irish Water)	Hooding/Drainage	Biodiversity (on site)	Conservation
Var No.19	Old Kilmainham/ South Circular Road	Located within walking distance of the Luas (Red Line). Served by the North Clondalkin Quality Bus Corridor.	Water: Located in established water network. Wastewater: Generally ok. Local network reinforcement may be required.	Severe river flooding in this area. The two northern sites with boundaries adjacent to the river are located in a 100 year flood plain. In accordance with the Development Plan any development should be supported by SuDS and green infrastructure to reduce outflows and improve water quality.	Biodiversity strip required adjacent to the Camac River.  <b>NIAH</b> - Vernacular house (ref. 50080168, regional rating), Stage 2 ministerial recommendation; Carrigan's Public House, eastern building (ref. 50080154, local rating); Carrigan's Public House, western building (ref. 50080155, local rating).  <b>DCHHR</b> - Dye works, (ref. 18 10 090), DCHHR records 'no upstanding remains'; Printing office (ref. 18 10 091), DCHHR records 'no upstanding remains'.  <b>Other</b> - Z2 zoning along south boundary of site (South Circular Road).	<b>Archaeological heritage</b> - Within the Zone of Archaeological Protection for Dublin City RMP DU018-020. Sites 1 & 2 are in close proximity to DU018022 Bridge Site and DU018-020300 Dwelling Site
Var No.20	109-114 Cork Street	Served by the South Clondalkin Quality Bus Corridor.	Water: Located in established water network. Wastewater: No major issues anticipated.	In accordance with the Development Plan any development should be supported by SuDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified  <b>RPS</b> - House (ref. 2055, 112 Cork Street).  <b>NIAH</b> - House (ref. 50080664, regional rating), Stage 2 ministerial recommendation; Chimney (ref. 50080724, regional rating), Stage 2 ministerial recommendation.  <b>DCHHR</b> - Maltings (ref. 18 11 070) DCHHR records 'partial remains'; Twine factory (ref. 18 11 075), DCHHR records 'no remains'; Dye works (ref. 18 11 077), DCHHR records 'partial remains'; Cotton dye works (ref. 18 11 120), DCHHR records 'no remains'.	<b>Archaeological heritage</b> - In the Zone of Archaeological Potential for Dublin City RMP DU018-020. (n.b. lace factory and maltings are shown on the 6" historic OS map).

Proposed	Site Name	Transport	Water / Wastewater (Irish Water)	Flooding/Drainage	Biodiversity (on site)	Conservation
Var No.21	Davitt Road, Crumlin	The lands are located within walking distance of the Luas (Red Line) and are well served by Dublin Bus.	Water: Located in established shed water network. Wastewater: No major issues anticipated.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	<b>Other</b> - Grand Canal (Conservation Area) to north of site. <b>Archaeological heritage</b> - None
Var No.22	Herberton Road / Keeper Road (Glenview Industrial Estate), Drumnaugh, Dublin 12	Served by South Clondalkin Quality Bus Corridor	Located in established water network. No major issues anticipated.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Majority of Lands Flood Zone C.	No biodiversity issues identified	<b>Other</b> - Grand Canal (Conservation Area) to northeast of site. <b>Archaeological heritage</b> - None (n.b. old quarry on historic map)
Var No.23	White Heather Industrial Estate	Served by the South Clondalkin Quality Bus Corridor.	Water: Located in established water network. Wastewater: No major issues anticipated.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows which currently go to a combined sewer and to improve water quality. Flood Zone C.	Biodiversity strip required adjacent to the Grand Canal.	<b>DOHR</b> - Dock (ref. 18 14 006), DCIHR records 'remains unknown'; Laundry (ref. 18 14 008), DCIHR records 'substantial remains'; Laundry (ref. 18 14 009), DCIHR records 'original replaced'. <b>Other</b> - Grand Canal (Conservation Area) to south of site; Z2 zoning to east of site. <b>Archaeological heritage</b> - None (n.b. Canal Docks marked on 6" historic map; Laundry marked on historic 25" map).
Var No.24	Parkgate Street / Wolfe Tone Quay	The lands are served by the Lucan Quality Bus Corridor and are within walking distance of Heuston Station and Luas (RED Line).	Water: Located in established water network. Wastewater: No major issues anticipated.	A surface water sewer traverses this site to the Liffey River. In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and to improve water quality. Flood Zone C.	No biodiversity issues identified	<b>NIAH</b> - Electricity substation (ref. 50060350, regional rating), Stage 2 ministerial recommendation. <b>DOHR</b> - Abuts Printing works/iron works (ref. 18 10 021), DCIHR records 'substantial remain'. <b>Other</b> - River Liffey (Conservation Area) and quays to southeast of site. <b>Archaeological heritage</b> - Within Zone of Archaeological Protection for Dublin City RMP DU018-020.

Proposed	Site Name	Transport	Water / Wastewater (Irish Water)	Flooding/Drainage	Biodiversity (on site)	Conservation
Var No.25	East Wall Road	The lands are well served by Dublin Bus with the entrance to Dublin Port Tunnel adjacent to the land bank.	Water: Located in established water network. Wastewater: Generally ok. Local network reinforcement may be required.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and to improve water quality. Some lands in a flood defended area.	Biodiversity strip/open space required to the delivered via the development management process.	<b>Other</b> - Z2 zoning to southwest of site (Alfie Byrne Road). <b>Archaeological heritage</b> - None
Var No.26	Brickfield House and Sunshine Estate	The lands are located on a Quality Bus Corridor.	Water: Located in established water network. Wastewater: Generally ok. Local network reinforcement may be required.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Flood Zone C.	No biodiversity issues identified	<b>DQHR</b> - Brick works, no remains (ref 18 14 029), DCIHR records 'no remains'; Sunshine works (ref. 18 14 032) DCIHR records 'substantial remains'. <b>Archaeological heritage</b> - None (Brick Works on historic 25" OS map).
Var No.27	Greenmount Industrial Estate (Harold's Cross)	Served by the Rathfarnham Quality Bus Corridor.	Water: Located in established water network. Wastewater: No major issues anticipated.	In accordance with the Development Plan any development should be supported by SUDS and green infrastructure to reduce outflows and improve water quality. Access Road in Flood Zone B.	No biodiversity issues identified	<b>RPS</b> - Greenmount Industrial Estate, structures A, B, F (ref. 3580). Please note that Structure F is boundary wall rather than industrial building to southwest of site as identified on Development Plan maps. <b>NIAH</b> - Factory (ref. 50081058, regional rating), Stage 2 ministerial recommendation. <b>DQHR</b> - Spinning manufactory (ref. 18 15 039), DCIHR records 'partial remains'. <b>Other</b> - Red brick building c.1890 (not included in RPS/NIAH). <b>Archaeological heritage</b> - Adjacent to RMP DU018-048 Mill Pond Possible Site.

**Appendix B – Area Maps**



