

Variation
No. 9

BROOMBRIDGE- HAMILTON

SDRA MASTERPLAN

2026



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Pursuant to Section 13 of the Planning and Development Act 2000, as amended, the Members of Dublin City Council resolved to adopt Variation No. 9 of the Dublin City Development Plan 2022-2028 on the 12th January 2026.

Variation No. 9 of the Dublin City Development Plan 2022-2028 is effective as of the 12th January 2026.

The Broombridge-Hamilton Masterplan is designated as Strategic Development and Regeneration Area 18 (SDRA 18) and incorporated into Volume 2 of the Dublin City Development Plan 2022-2028 as appendix 21.

BROOMBRIDGE- HAMILTON SDRA MASTERPLAN

Dublin City Development Plan 2022-2028

Planning, Property and Economic Development Department
Dublin City Council



**Comhairle Cathrach
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Dublin City Council

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1

INTRODUCTION & VISION

1 Introduction & Vision

Dublin City Council (DCC) has prepared a Masterplan for approximately 77 hectares of land that includes 45.5 hectares at Dublin Industrial Estate and environs as an action of the Dublin City Development Plan 2022-2028 (the Development Plan). This Masterplan has been prepared to enable the compact and sustainable mixed-use regeneration and redevelopment of the area, supported by high-quality public transport in accordance with the Core Strategy of the Development Plan. The working title given to this land use plan is the “Broombridge-Hamilton Masterplan” (the Masterplan).

The Masterplan guides how the area will develop over time, the types of development that will be encouraged and where this development should be located. The Masterplan also governs the quality of public spaces, the provision of important community facilities such as schools and cultural spaces and measures to ensure that it is easy to walk or cycle within the area.

PURPOSE OF THE PLAN & CONTEXT

The scale and extent of the plan area is significant and there is great potential for the Masterplan to provide for high quality new homes and commercial development within the city and to progress national targets for housing delivery on brownfield lands within urban areas. In effect, the planned regeneration of the Masterplan lands represents the implementation of the National Planning Framework (NPF) at a local level in the city in line with compact growth principles. This assists in the delivery of government policy, compliance with the State’s legal requirements in respect of EU Directives and commitments under international law, particularly in respect of climate action.

The Masterplan area is situated northwest of Dublin city centre and to the south of the nearby Tolka River. The area lies between Cabra and Finglas, halfway between the city centre and the M50 motorway. The Royal Canal traverses the area from east to west. The area is served by Luas and mainline rail at Broombridge. Enhanced accessibility will be provided by the rollout of BusConnects enhancements along Finglas Road, Luas extension to Finglas and Dart+ West rail upgrades between Maynooth and Connolly Station.

The Broombridge-Hamilton Masterplan represents an urban-design led and evidence-based approach to the regeneration and balanced densification of this strategic land bank, capitalising on the significant state investment in public transport in accordance with national and regional policy relating to compact and sustainable growth.

The Masterplan is underpinned by exemplary urban design principles that fully integrate existing amenities including the Royal Canal and Tolka River Valley. It is the intention that the new Broombridge-Hamilton area will develop to become an attractive and desirable place to live and work over the coming years.

This Masterplan is informed by and in keeping with a hierarchy of national, regional and city planning policy. It translates national and regional policy to the local level, in accordance with the provisions of the Development Plan. This approach ensures that the Masterplan takes cognisance of and represents an appropriate fit with the higher-level plans.

The overarching theme of national planning policy which informs this Masterplan is compact growth and the consolidation and sustainable use of land in urban areas, particularly in urban environments well served by public transport. Urban consolidation is a key component in the achievement of sustainable development, economic competitiveness, community well-being, environmental protection and also to achieve full economic value from investment in public infrastructure.

The plans and policy documents that have informed the preparation of this Masterplan include the NPF, the National Climate Action Plan 2024 (CAP24), the Regional Spatial and Economic Strategy (RSES), the Dublin Metropolitan Area Strategic Plan (MASP), Planning Design Standards for Apartments: Guidelines for Planning Authorities 2025, Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024), Housing for All (2021) and the National Transport Authority (NTA) Greater Dublin Area Transport Strategy 2022-2042.

Figure 1.1: Location and Context



Plan area

POLICY AND PROCEDURAL CONTEXT

The policy context for preparing a statutory Local Plan is set out in the Dublin City Development Plan 2022-2028. Objective CS01 states:

Feasibility Study and Local Statutory Plan for Z6 Zoned Lands at Glasnevin

To prepare a feasibility study and a local statutory plan for the Z6 zoned lands at Glasnevin (Dublin Industrial Estate and environs) in consultation with the relevant stakeholders, including an infrastructural audit with costings and implementation strategy to enable sustainable regeneration and development.

This 45.5 hectares land bank is currently zoned Z6 for employment and enterprise. Residential development is not permitted in the Z6 zone. As such two statutory process would be required to prepare a local plan: (i) statutory local plan process and (ii) statutory variation of the Development Plan.

During the background and pre-draft stages the Government published a new Planning and Development Bill which proposed a radical overhaul of the Irish Planning system including the phasing out of Local Area Plans (LAPs) and their replacement with a suite of new local plans.

While the Planning and Development Act 2024 was enacted in October 2024, the commencement of this act will be phased.

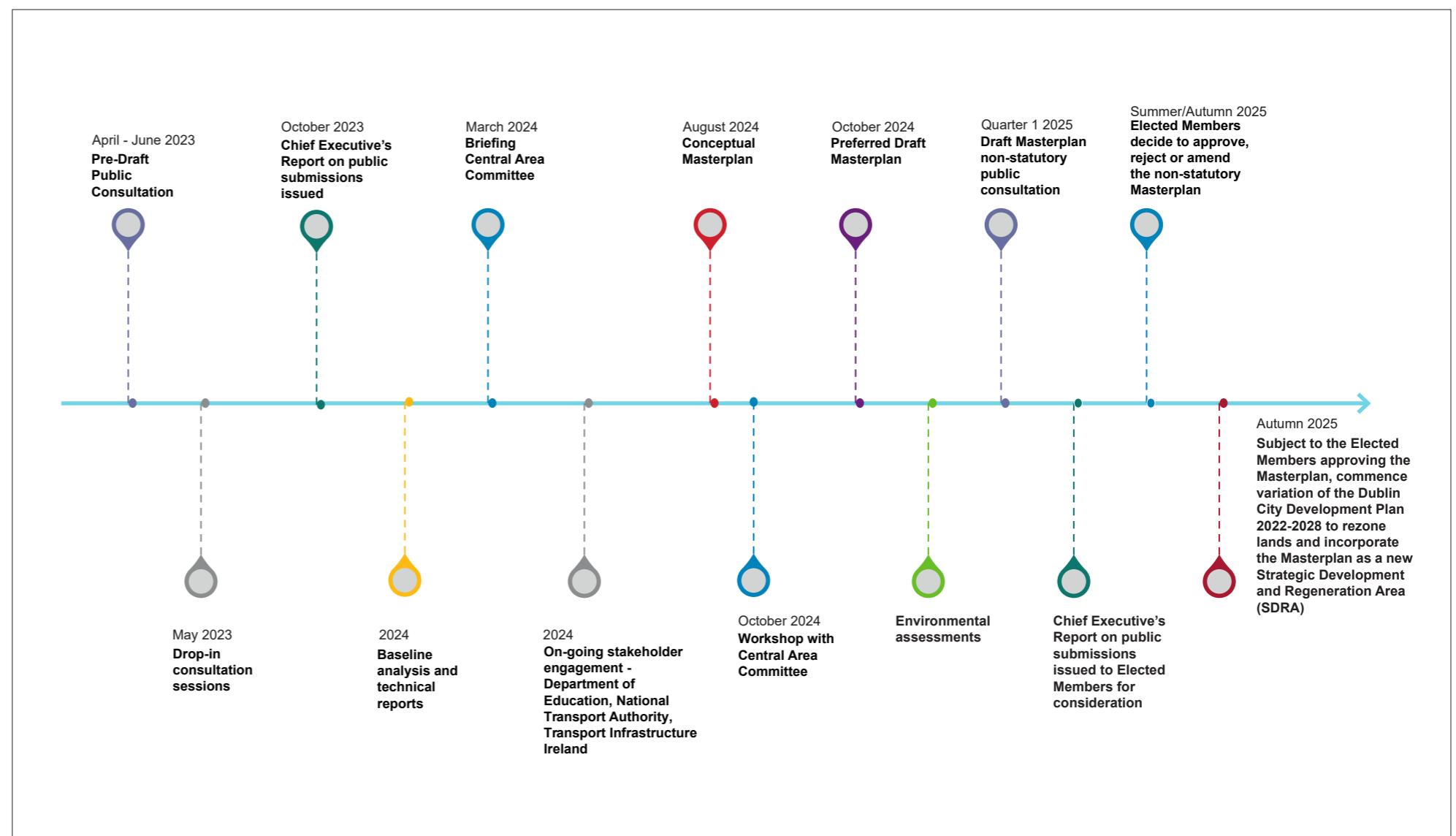
Therefore, in order to facilitate the regeneration of these lands, a non-statutory Masterplan has been prepared which also includes lands south of the Royal Canal. Following a consultation process and approval by the elected members, the Masterplan will be incorporated into the Development Plan by way of variation. This variation will change the zoning of the lands to Z14 Strategic Development and Regeneration Area (SDRA) and will incorporate the Masterplan by way of a new SDRA. At this stage the plan will be statutory.

CONSULTATION

This Masterplan has been subject to non-statutory consultation processes at pre-draft and draft stage. Consultations have included meetings with landowners, the business community, the local residential community and a range of statutory bodies and service providers. The Elected Representatives for the area have also constructively engaged in the preparation of the Masterplan through a series of workshops and meetings where strategic and local priorities were discussed and interrogated.



Figure 1.2: Overview of plan preparation process and consultation timeline



ESTABLISHING THE VISION

The Masterplan lands have an immense potential to support a vibrant new mixed use urban quarter in the city, to attract investment and provide significant levels of quality housing, employment, schools and community and recreational facilities to support residents, workers and visitors to the area.

The vision for the development of the area has been shaped by the public consultations carried out and having regard to the future potential and unique strengths of the area in relation to public transport and the existing natural environment in the area.



New Homes



Supporting existing and new enterprise and employment



New public open spaces



Active travel



New Schools and community facilities



Sustainable infrastructure & biodiversity



The vision for the area is that of a modern, mixed use urban neighbourhood with a strong residential and community focus which maintains complementary commercial uses, supports existing employment and provides the opportunity for new employment growth.

The area will support a thriving local economy, which caters for the health and well-being of people at all stages of their life. The area will have excellent community facilities and will be underpinned by a high quality green and biodiverse public realm, well integrated with surrounding natural amenities and accessible to the wider city.”

Figure 1.3: Aerial view of Dublin Industrial Estate and environs. Image from Google Earth.



STRUCTURE OF THE MASTERPLAN

The Masterplan sets out the following detail to inform the sustainable and sequential regeneration and development of these lands:

- Urban structure.
- Built form and design.
- Land use and activity.
- Implementation.

The Masterplan represents an urban design-led and evidence-based approach to the regeneration of this strategic land bank, which is underpinned by sustainability. Chapter 2 sets out the measures that have been introduced throughout all of the thematic areas above, such as, biodiversity measures, water sensitive urban design and nature-based solutions to the management of rainwater.

The Broombridge-Hamilton Masterplan sits within the operational City Development Plan. The intention of this document is to provide an urban design framework to shape the strategic and sequential redevelopment of these lands to capitalise on proximity to existing and proposed public transport.

The Development Plan sets out the policies, objectives and standards through which all proposed developments are assessed. It is not the intention that this Masterplan repeat these measures. The Masterplan sets out the blueprint to guide future development proposals and investment opportunities, providing a spatial framework that supports the Development Plan.

GUIDING PRINCIPLES

Various components of the Masterplan are described or illustrated as 'fixed', 'flexible' or 'indicative' meaning:

Fixed: These elements are critical to the successful delivery of a cohesive and sustainable urban structure and form in accordance with the key principles of the Masterplan and are to be delivered as illustrated and/or described, subject to minor variation only and agreement with the Planning Authority.

Flexible: These elements must be accommodated for the successful delivery of a cohesive and sustainable urban structure and form. These elements may be varied within the urban block provided the overall cohesiveness of the urban structure is maintained and the design principles and objectives of the Masterplan are achieved and not compromised.

Indicative: These elements as described or illustrated are indicated to demonstrate how a cohesive urban structure and community can be formed. Other innovative solutions which achieve the key principles of the Masterplan are encouraged.

2

CLIMATE ACTION
&
SUSTAINABILITY

2

Climate Action & Sustainability

Climate change is one of the most pressing global challenges facing this and future generations. Ireland's National Climate Action Plan 2024 (CAP24) aims to close the emissions gap and provide the roadmap for delivering on climate action ambitions. It identifies a wide range of actions that need to be rapidly and fully implemented.

The Dublin City Council Climate Change Action Plan (2024-2029), Climate Neutral Dublin 2030 has acknowledged the effects of climate change. The change has already significantly affected Dublin City at a rate that is likely to become more frequent and intense. Climate Neutral Dublin 2030 sets out the actions that Dublin City Council is taking to prepare our city and people living here for the known impacts of climate change – flooding, sea level rise, extreme weather events and drought. Climate Neutral Dublin 2030 sets out how the City Council will mitigate greenhouse gas emissions and contribute to the global effort to limit warming to below 1.5°C. The Action Plan has three targets that are interdependent:

- A 51% reduction in greenhouse gas emissions in line with our National Climate Objective by 2030, while striving for neutrality before 2050 as per Dublin City's participation in the EU Mission for 100 Climate Neutral and Smart Cities (Net Zero Cities).
- A Climate Resilient City prepared for the known and unknown impacts of climate change.
- A Just Transition meaning that the actions we take do not cause harm.

Dublin City Council has prepared Climate Neutral 2030 in accordance with the Climate Action and Low Carbon Development (amendment) Act 2021 with the support of the Dublin Metropolitan Climate Action Regional Office (CARO) and Codema. Adapting to and making Dublin resilient to climate change calls for adapting the city and residents for a future where we live with the impacts of climate change, such as flooding and other extreme weather events such as drought. We need to make sure that the city adapts to the impacts of change and mitigates climate change in line with national policy. This Masterplan provides the local level framework to implement regeneration in a manner that aligns with the Climate Action and Low Carbon Development Act and supports the implementation actions of Climate Neutral 2030 in the city.

CLIMATE MITIGATION AND ADAPTATION

As Dublin City continues to grow and densify in areas such as Naas Road and Broombridge-Hamilton, it will increase the need to sustainably manage our resources including land, water, waste and energy. The major challenge will be to reduce energy demand and reduce greenhouse gas emissions. The Masterplan's overall approach to climate action is that all parts of the plan should include ways to manage and adapt to climate change. This will ensure that the area develops to become a low-carbon, climate-resilient new urban neighbourhood in the city. It is vital that the future form of the built environment in the Masterplan area responds to, and is resilient to the impacts of climate change.

Climate change can be addressed by two primary complementary responses, namely mitigation and adaptation. Climate mitigation refers to measures to reduce climate change by limiting greenhouse emissions. It includes strategies to reduce activities that give rise to greenhouse gases and to enhance carbon sinks. Adaptation refers to actions which seek to better manage and reduce the risks and effects of existing or anticipated climate change and exploit beneficial opportunities. While historically, priority has been given to mitigation measures, it is now recognised that adaptation is just as important as mitigation, and both actions taken in conjunction are crucial to limiting the impacts of climate change.

CLIMATE MITIGATION AND THE BUILT ENVIRONMENT

A key mitigation measure in relation to the built environment is to ensure that proposals for substantial demolition and reconstruction works can be justified having regard to the 'embodied carbon' of existing structures as well as the additional use of resources and energy arising from new construction relative to the reuse of existing structures. The retrofitting/reuse of existing end of life industrial warehousing is generally not feasible with regard to regeneration where policy requirements must consider a wider view in respect of the longer term most efficient and sustainable reuse of serviced and accessible urban land through regeneration at appropriate scale.

Climate mitigation actions will also be required to be integrated into the building design, construction and operation of new development in the city. In this regard, sustainable building design will include consideration of the building fabric, energy efficient services, energy generation and material resource conservation.

A key climate mitigation action which should be implemented into all new development relates to the need to reduce energy demand, to increase energy efficiency and to provide renewable energy on-site if possible.

CLIMATE ACTION AND REGENERATION

The key responses in this plan to the challenges posed by climate change in the built environment include:

- The promotion of compact urban growth, making better use of available land.
- The provision of sustainable transport, promoting more walking, cycling and use of public transport.
- The creation of flood resilience on public and private lands.
- The development of comprehensive green-space networks and ecosystem services, like more green spaces and nature-based measures to reduce flooding and incorporating the promotion of biodiversity.

The overall strategic approach to climate action is to integrate climate mitigation and adaptation principles across all chapters of the plan in order to ensure that Broombridge-Hamilton becomes a low carbon and climate resilient area. While this chapter provides the overall strategic approach to climate action, more specific detailed policy requirements and development standards are contained in the Dublin City Development Plan 2022-2028.

Chapter 15: Development Management of the Development Plan contains comprehensive guidance regarding the standards and criteria by which development proposals in the city will be assessed. A central guiding principle of this chapter is to ensure that climate action forms an integral consideration in the development management process. Full details of compliance with the Development Plan's climate action safeguarding standards will be required in new development proposals.

CLIMATE ADAPTATION - GREEN INFRASTRUCTURE

With regard to climate adaptation actions and regeneration, all future development should be resilient to climate change. Development proposals must demonstrate sustainable, climate adaptation, circular design principles for new buildings/services/ site. The Council will promote and support development which is resilient to climate change. This would include:

- Measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect.
- Ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings.
- Minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS).
- Reducing flood risk damage to property from extreme events.
- Reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply.
- Promoting, developing and protecting biodiversity, novel urban ecosystems and green infrastructure.

Figure 2.1: Artist impression of rainscapes project at Ribh Road, Dublin. Project under construction. Dublin City Council. Image by McCloy Consulting.



UN SUSTAINABLE DEVELOPMENT GOALS

The Masterplan provides a framework to manage and guide the sustainable development of the area in a manner which aligns with the Sustainable Development Goals (SDGs) of the 2030 Agenda for Sustainable Development. It is considered that the implementation of this framework will positively contribute towards efforts to achieving many SDGs in the area including, most significantly to Goal: 11 Sustainable Cities and Communities, to make cities and human settlements inclusive, safe, resilient and sustainable and to Goal: 13 Climate Action which relates to the need to take urgent action to combat climate change and its impacts.

Figure 2.2: UN Sustainable Development Goals



Figure 2.3: Pollinators



3

URBAN STRUCTURE

3 Urban Structure

The urban structure provides the strategic foundation that fosters a coherent framework to facilitate detailed design proposals and regeneration of the lands. The urban structure relates to the pattern and network of streets, blocks and open spaces which together constitute the public realm and contribute towards the creation and shaping of place. This structure facilitates the development of a movement framework providing connections within the lands and into the surrounding environs. This in turn influences land use and urban function, economic viability, deliverability and phasing. It is acknowledged that the regeneration of brownfield lands is complex and relies upon a plethora of actors to achieve the long-term strategic vision as set out.

Unless expressly identified, the urban structure is considered to be fixed, in accordance with the definition outlined in Chapter 1, having regard to the above and including: the pattern of landownership; the complexities associated with phasing and sequencing; and the anticipated timeline for the regeneration of the lands. This is to ensure that there is certainty to enable individual sites to come forward for redevelopment in a sequential manner over an extended duration of time, while ensuring that a cohesive urban structure is achievable.

STREET AND BLOCK NETWORK

The lands are currently characterised by a street and block network that broadly resembles a 'grid'. This street network was set out when the lands were developed as an industrial estate (see figure 3.1). While this grid was designed to largely cater for large 'box' or warehouse buildings (figure 3.2) and to cater for vehicular and delivery traffic, it nevertheless provides a starting point for assessing permeability through the lands and connections between the lands and the surrounding environs.

The lands are bound to the north by Tolka Valley Park. Ballyboggan Road provides a primary connection between Finglas Road to the east and Rathoath Road to the west. To the south the lands are bound by the Royal Canal and Bannow Road, with suburban residential developments situated further south and to the south east. Broombridge Road provides the main north-south connection between the industrial lands south towards Cabra, including connecting to the transport interchange. The relatively limited vehicular connections through the lands (see figure 3.3) presents an opportunity to maximise pedestrian connectivity and to utilise filtered permeability as the lands are regenerated.

The pattern of landownership throughout the lands is complex, which will be further explored in the following section (see figure 3.4).

Figure 3.1: Existing Street and Block Network

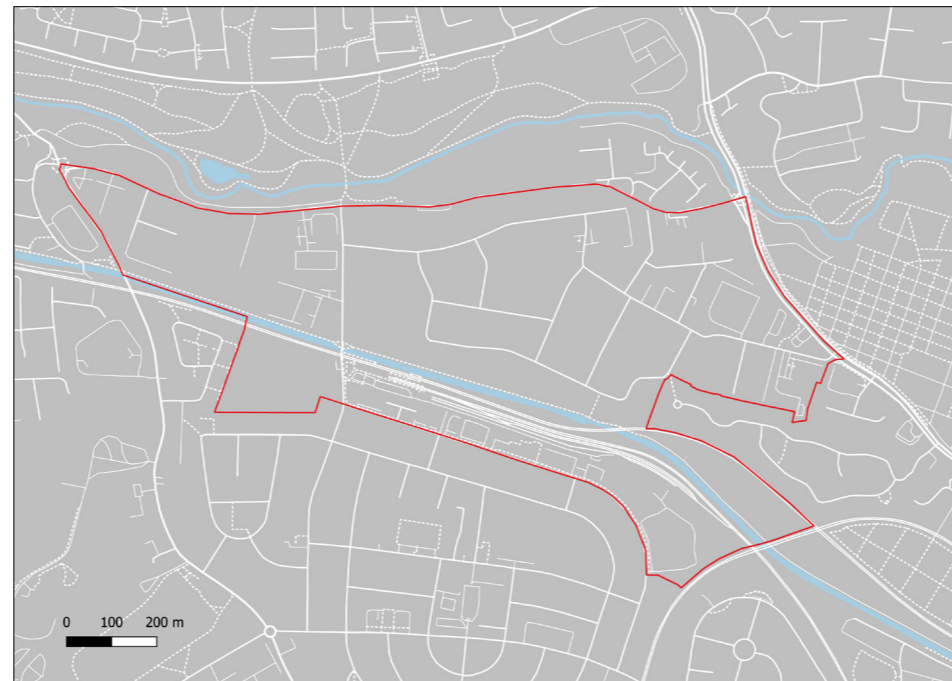


Figure 3.2: Existing Figure Ground



Figure 3.3: Existing Movement

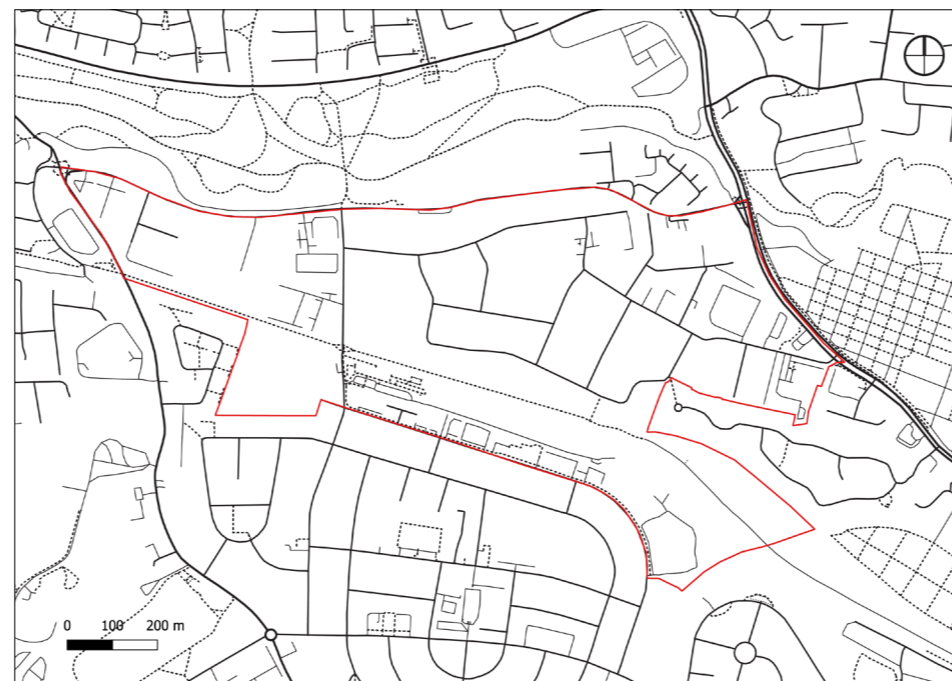
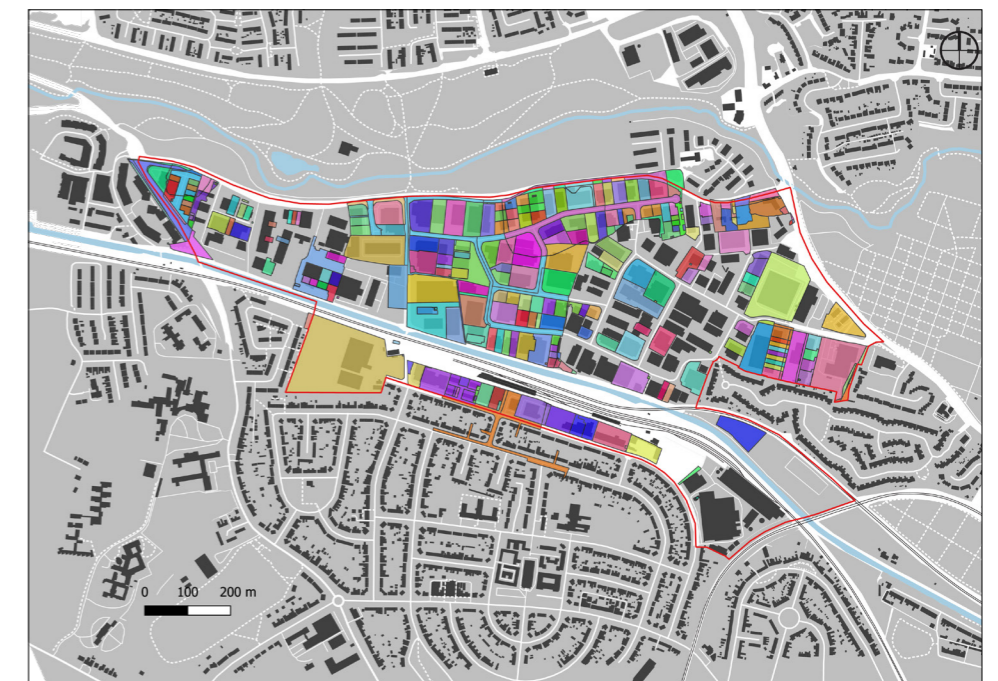


Figure 3.4: Illustration of Land Registry Folios. Source: Tailte Éireann.



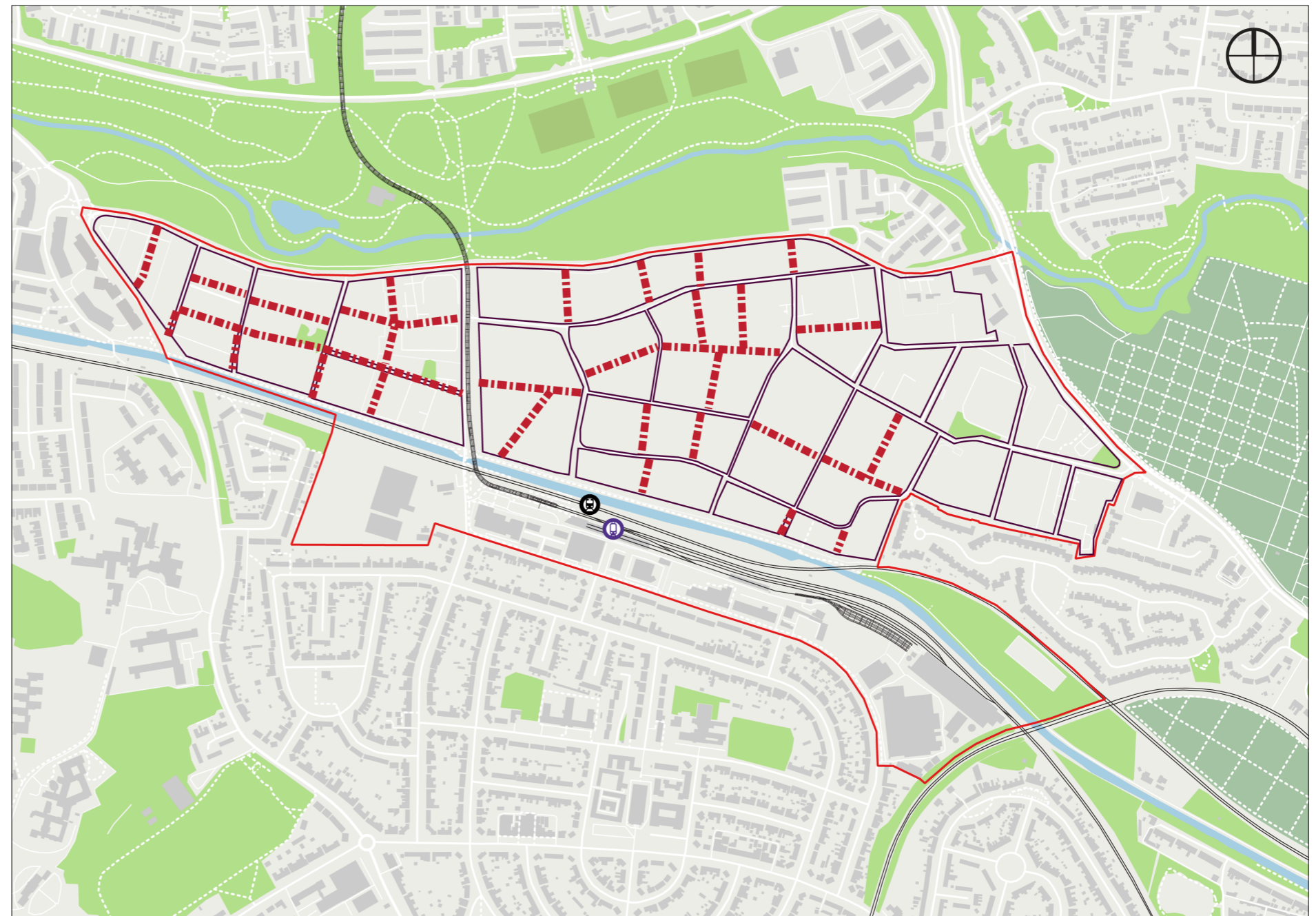
DEVELOPING THE URBAN STRUCTURE - PARCELS AND PLOTS

The existing street and block network provides the blueprint for establishing the urban structure to guide the future development and regeneration of these lands. The strategy used to devise this structure was the identification of development parcels. While acknowledging the complex pattern of landownership within the industrial estate lands, this parcel-based approach applies urban design principles to guide future development opportunities. Such an approach will require collaboration between landowners within each parcel as detailed development proposals are devised to ensure that cohesive proposals are developed and that quality design is achieved. The implementation and phasing strategy will be explored in Chapter 6 in the context of the parcel-based approach.









While some parcels are greater than 100m in width, the strategy has identified opportunities to sub-divide parcels into smaller plots, while introducing permeability and facilitating the delivery of a finer urban grain. Fine urban grain is fundamental in facilitating diverse urban and residential areas by encouraging active ground floors, diversity in land uses and discouraging monotonous building forms. As such, the urban blocks shall generally be between 60m-80m in width/length 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 precise boundary between plots or local streets is flexible in accordance with the definition set out in Chapter 1, as long as the overall design objectives can be achieved.

While the Masterplan supports and facilitates new residential developments, it also supports mixed uses and in particular many of the existing enterprises that are currently located within the lands. The parcel and plot-based approach to the urban blocks offers a flexible and robust mechanism which can be used to 'wrap' larger enterprise, commercial or community units, to provide an active streetscape and to avoid blank façades. This approach can also be employed to address topographical challenges, such as along Ballyboggan Road to the north and can be utilised to flank podium or pavilion structures within blocks that often contain services and parking. The form and design of urban blocks will be outlined in Chapter 4.

Figure 3.5: Parcels and Plots



LEGEND

	Plan area		Development parcels
	Rail station		Sub-division of parcels into plots (flexible)
	Luas station		
	Rail track		
	Existing built form		
	Existing green/ open space		

WATER SENSITIVE URBAN DESIGN

The Masterplan is informed by a Rainwater Management Strategy and Strategic Flood Risk Assessment. The green infrastructure strategy has been informed by 'Nature-based Solutions to the Management of Rainwater and Surface Water Run-Off in Urban Areas: Water Sensitive Urban Design. Best Practice Interim Guidance Document' (March 2022), the Dublin City Development Plan 2022-2028 and the DCC 'Sustainable Drainage Design & Evaluation Guide' (2021) and provides for:

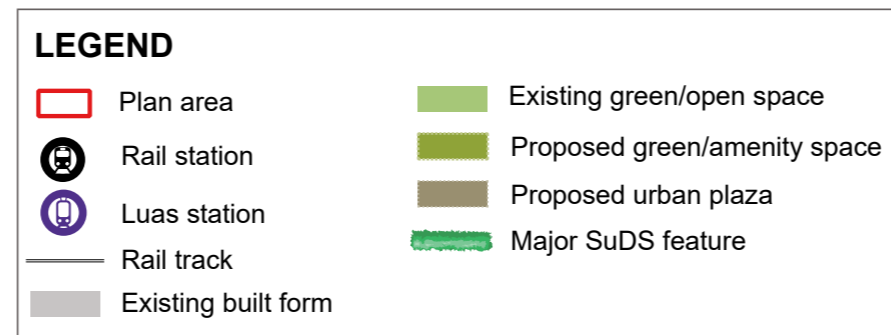
- Nature-based solutions and Sustainable Urban Drainage Systems (SuDS) to be used in the management of surface and rainwater and integrated fully with the landscaping proposals. Provision shall be made for the incorporation of open swales, retention basins/ponds and other major SuDS features throughout the public realm as set out.
- Site controls to ensure that water quality will be improved.
- An attenuation network with clear parameters on the attenuation responsibilities within the public open space network and within individual sites.

The utilisation of water sensitive urban design principles and the incorporation of nature-based solutions to the management of surface and rainwater has underpinned the urban design strategy and provides the evidence base for the devised urban structure and developed open space network. The location of SuDS features has been informed by a Rainwater Management Strategy. These are essential in achieving an integrated green infrastructure strategy.

In addition to the provision of raingardens and swales along the public street network, major SuDS features shall be provided along Broombridge Road, Ballyboggan Road and Finglas Road in accordance with the Rainwater Management Strategy.

The Development Plan sets out the requirements for individual development proposals that must be achieved. The measures introduced in this Masterplan provide site-specific measures and guidelines by considering a holistic and comprehensive approach to the long term and sustainable management of rainwater and surface water within the public realm. Where relevant, development proposals are required to demonstrate compliance with the measures set out in the Rainwater Management Strategy. Additional measures will be required within individual development parcels, in accordance with the Development Plan. The upgrading of the existing public road network and the provision of major SuDS features along Broombridge Road, Ballyboggan Road and Finglas Road will require a coordinated approach between the local authority and other stakeholders. The implementation strategy will be further discussed in Chapter 6.

Figure 3.6: Water Sensitive Urban Design Proposals



Specific Design Objective 1 - Water Sensitive Urban Design / Nature-Based solutions for the management of Surface/Rain Water:
 Water sensitive urban design solutions for the management of surface and rain water using nature-based solutions shall be incorporated into the street and public realm network. Major SuDS features shall be located along Ballyboggan Road to the west, at Broombridge Road, along the proposed Luas Finglas alignment and along Finglas Road.

PUBLIC OPEN SPACE

The Masterplan includes a range of integrated and interconnected public open spaces. This network was devised having regard to:

- The provisions set out in the Development Plan and Sustainable Residential Development and Compact Settlement Guidelines 2024, including the requirement for 10 - 15% of the overall area to be provided as public open space.
- The identified development parcels, including the phasing and sequencing of development.
- Water sensitive urban design and surface water management.

The public open space network includes:

- The development of a linear park along the Royal Canal, to include the provision of cycling and walking corridors in addition to riparian vegetation to support biodiversity. This corridor shall also include 'green rooms' to facilitate a variety of passive and active recreational uses while animating the canal edge.
- Two community grade 1 parks (Dublin City Parks Strategy) that provide for active play and passive recreation to serve the future population of the area.
- An amenity corridor that provides strategic linkages through the lands and between proposed and existing parks.
- New and enhanced connections to Tolka Valley Park.
- Plazas and streets that provide for multi-functional uses and meeting spaces throughout the public realm.

Notwithstanding the minimum standards set out in the Development Plan, proposals within individual parcels that identify public open space will be required to provide a landscape masterplan detailing the design and functions of the public open spaces.

Figure 3.7: Public Open Space



Specific Design Objective 2 - Royal Canal Linear Park:

The delivery of the Royal Canal Linear Park is identified as a strategic flagship project in this Masterplan. Delivery will require a coordinated approach between the local authority, landowners and other stakeholders. Dublin City Council will actively explore options for the implementation and delivery of the linear park.

Specific Design Objective 3 - Community Grade 1 Parks:

Two community grade 1 parks (Dublin City Parks Strategy), that provide for passive recreation and active play will be delivered. Dublin City Council will actively explore options for the implementation and delivery of these parks.

Specific Design Objective 4 - Parcel-Based Open Spaces:

The identified passive and linear open spaces within individual development parcels is fixed to ensure that sufficient usable, multi-function and connected amenity space is provided to serve neighbourhoods. Deviations may be considered as part of considered design proposals as long as the overall design objectives can be demonstrated as part of a parcel design framework prepared by applicants to accompany development proposals.

LEGEND

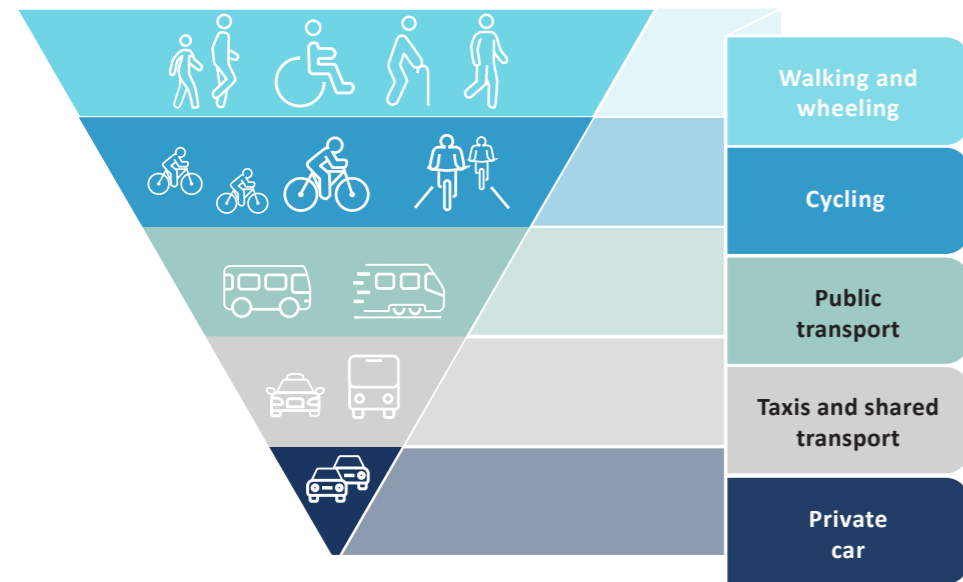
Plan area	Proposed green/amenity space	Proposed Community Grade 1 Park
Rail station	Proposed urban plaza	New/Improved urban plaza
Luas station	Indicative street trees	Proposed MUGA - School/Community Campus
Rail track	Indicative landscaping	Improved/proposed pedestrian crossing / park gate
Existing built form	Major SuDS feature	Indicative play space
Existing green / open space	TU Dublin Brombridge Sports Complex	Indicative outdoor seating
	Proposed amenity corridor	

STREET AND MOVEMENT HIERARCHY

This Masterplan has been developed in accordance with the principles of transport-orientated development (TOD). The Masterplan lands are currently served by rail and Luas at Broombridge and will benefit from improved additional services as part of the Luas Finglas extension to Charlestown and as part of DART+ West. Additional bus services as part of BusConnects provide additional connections on Finglas Road.

The Masterplan advocates for well-designed streets in accordance with the Design Manual for Urban Roads and Streets (DMURS). Well-designed streets are at the heart of the urban design led regeneration strategy to revitalise this underutilised industrial land bank. The plan endorses the principles of universal design and the Hierarchy of Road Users model, set out in DMURS. This hierarchy of road users recognises the internationally accepted 'pedestrian first' approach. Connected, well designed and safe streets enhance the pedestrian experience of place, creating more vibrant and active communities.

Figure 3.8: Street & Movement Hierarchy, after National Sustainable Mobility Policy



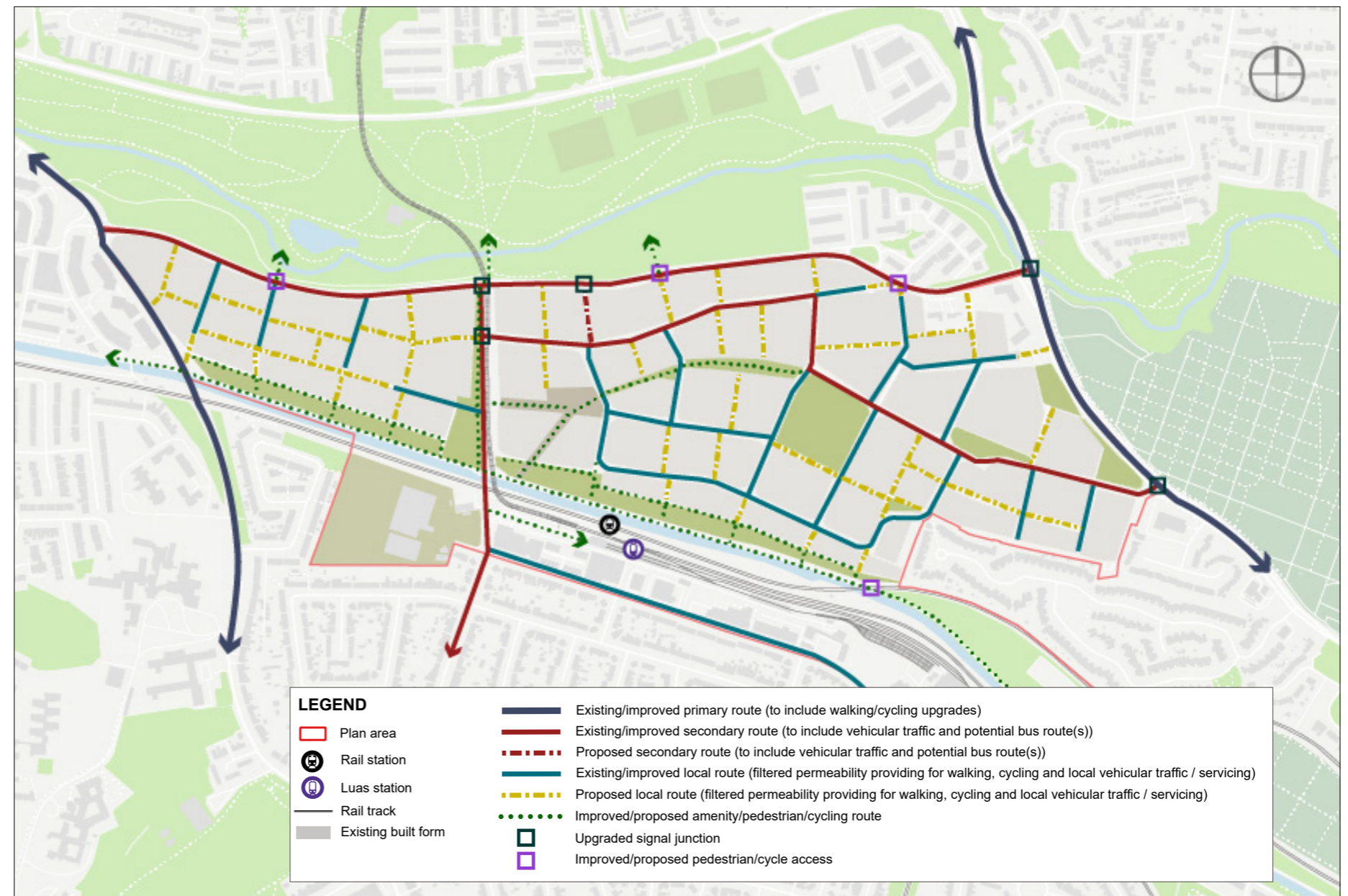
The urban structure has been informed by the existing movement framework. Addressing connectivity and assessing desire lines, this structure was refined into a series of development parcels. Refining this further has created a permeable block structure of smaller plots and urban blocks which supports filtered permeability throughout the lands. This maximises pedestrian movement, while supporting sustainable modes of transport and minimises through vehicular traffic. It further supports the development of streets that also function as vital public spaces to support the community.

Ballyboggan Road to the north will continue to provide east-west connectivity between Finglas Road and Ratoath Road. However, it is expected that this will be significantly reduced during the operational phases of Luas Finglas. Similarly, vehicular movement along

Broombridge Road will be significantly reduced. Consideration will be given to the provision of one additional vehicular local access route (secondary route) from Ballyboggan Road to Lagan Road. This requirement arises due to the proposed location of school and community uses, the need for safer routes to school and future altered traffic management regimes that will be necessary following completion and commencement of the Luas Finglas extension. The policy approach to traffic management is to reduce reliance on the private car, however, this proposed intervention is necessary to prohibit additional traffic journeys within the plan lands and to enable successful overall managed vehicle access to and within the plan area.

The main access and egress to and from the site will continue to be from Finglas Road, serving the eastern lands. Access to the western lands will be from Ratoath Road. No additional primary access streets are proposed within the site, with all streets categorised as secondary or

Figure 3.9: Street & Movement Hierarchy



local. New streets proposed to sub-divide plots into smaller blocks will be filtered streets. While the overall urban structure is fixed, a degree of flexibility will be accepted for new filtered streets within development parcels, as long as the overall objectives and permeability outcomes can be achieved.

Strategic pedestrian/cycle amenity links through the area are provided via a proposed amenity route and also along the Royal Canal corridor. This will maximise connectivity between transport interchanges and link the Quaternion/Broombridge urban village to the Slaney Road neighbourhood centre further east. Dublin City Council supports the provision of a new pedestrian/cycle bridge across the Royal Canal and railway and will support the NTA, TII and Iarnród Éireann if they conduct a feasibility assessment in relation to potential designs and funding options subject to environmental requirements. Existing junctions will be monitored as the plan is implemented to ensure they are appropriately designed to facilitate increased pedestrian and cycle movements.

All street typologies within the hierarchy shall be designed in accordance with the requirements of the Design Manual for Urban Roads and Streets (DMURS). Furthermore, in accordance with the Surface Water Management Strategy, all public streets will contain SuDS features to include raingardens and swales. Until such a time that the NTA identify a specified route to facilitate the expansion of the existing bus network through the lands, existing/proposed secondary routes illustrated in figure 3.9 will support any expansion of the existing bus network as part of their re-design/design, in consultation with the NTA and DCC. Any additional or extended services or infrastructure (bus gates or other measures) proposed to serve the new residential and working population will be supported.

PUBLIC TRANSPORT

The lands are strategically located adjacent to existing and proposed public transport corridors, to include:

DART+ West

The DART+ West project is a rail improvement project which will provide a sustainable, electrified, reliable and more frequent rail service to Dublin City and the region.

Luas & Luas Finglas Extension

The proposed Luas Finglas project, will extend the Luas from its terminus at Broombridge to Charlestown, north of Finglas.

BusConnects

The BusConnects programme is currently being rolled out across Dublin and forms an integral part of the Greater Dublin Area Transport Strategy 2022–2042. BusConnects is a wide-ranging investment programme involving a number of elements including the creation of new bus priority corridors, a new bus network, more frequent services and the provision of enhanced ancillary infrastructure. Finglas Road will be a core bus corridor that will serve the lands.

ROYAL CANAL

The Dublin City Development Plan supports the use of Ireland’s waterways for transport and amenity. The spatial and design response in the Masterplan capitalises on the canal as a vital amenity and natural resource in the area. As such, the use of the canal corridor and waterway for recreation and amenity will be supported. Dublin City Council will support other agencies as required in achieving this.

PRIVATE CAR

Traffic management

The Masterplan supports active and sustainable modes of transportation while seeking to take a balanced approach to the effective management of traffic. It is also acknowledged that business access will be required in the short to medium term. The movement hierarchy set out supports current business requirements but also supports a low car zone.

Parking management

The Masterplan strongly supports the development of a low car development in this location. However, it is also accepted that car parking and car storage will be required to support family friendly living policies in the city. The parking standards set out in the Development Plan will be applied in this location. Car parking maxima of up to 1 space per residential unit (where justified) may be considered. The Masterplan supports creative design solutions for car storage and car sharing solutions.

Specific Design Objective 5 - Feasibility Studies for Future Permeability Interventions:

A: To investigate the feasibility of enabling a secondary vehicular access road, between Ballyboggan Road and Lagan Road to support local traffic management within the plan area, post Luas Finglas construction and operation.

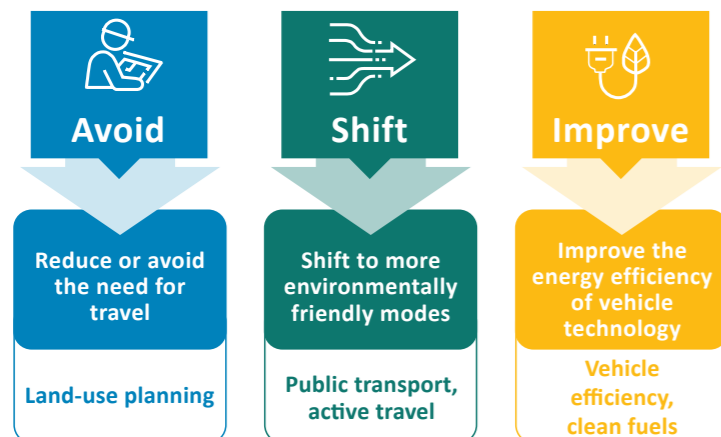
B: To support the NTA, TII and Iarnród Éireann if they conduct a feasibility assessment for delivering a potential new pedestrian/cycle bridge across the Royal Canal and railway.

ACTIVE TRAVEL

The National Sustainable Mobility Policy (SMP) 2022 sets out a strategic framework for sustainable active travel and public transport to 2030, to help Ireland meet its climate targets. The associated action plan includes a number of measures to provide viable alternative to car journeys. The approach taken is based on the principle of Avoid-Shift-Improve (figure 3.10 refers).

This Masterplan facilitates the implementation of sustainable mobility policies by fostering the creation of compact urban growth which maximises strategic landbanks adjacent to existing and proposed public transport.

Figure 3.10: After Avoid-Shift-Improve Extract from National Sustainable Mobility Policy 2022. (Government of Ireland, 2022).



Specific Design Objective 6 - Local Traffic Management and Permeability:

To monitor existing major traffic junctions and to carry out mobility improvements where necessary, in tandem with plan implementation and in addition to BusConnects proposals, in order to cater for increased pedestrian and cyclist movements.

Specific Design Objective 7- Car Parking Strategy:

The car parking standards set out in the Development Plan will be applied in this Masterplan. Car parking maxima of up to 1 space per residential unit (where justified) may be considered in order to support family friendly living policies in the city.

Figure 3.11: Broombridge transport interchange. Image by National Transport Authority.



4

URBAN FORM
&
DESIGN

4 Urban Form & Design

Chapter 3 sets out a coherent urban structure to facilitate development opportunities within the Masterplan lands over an extended time frame by providing clarity and certainty. This chapter focuses on urban form and design, providing a series of additional urban design tools and principles, detailing place and facilitating character. Urban form relates to block layout and form, height and design, while ensuring sufficient flexibility to foster and encourage creative and innovative design solutions as part of individual proposals.

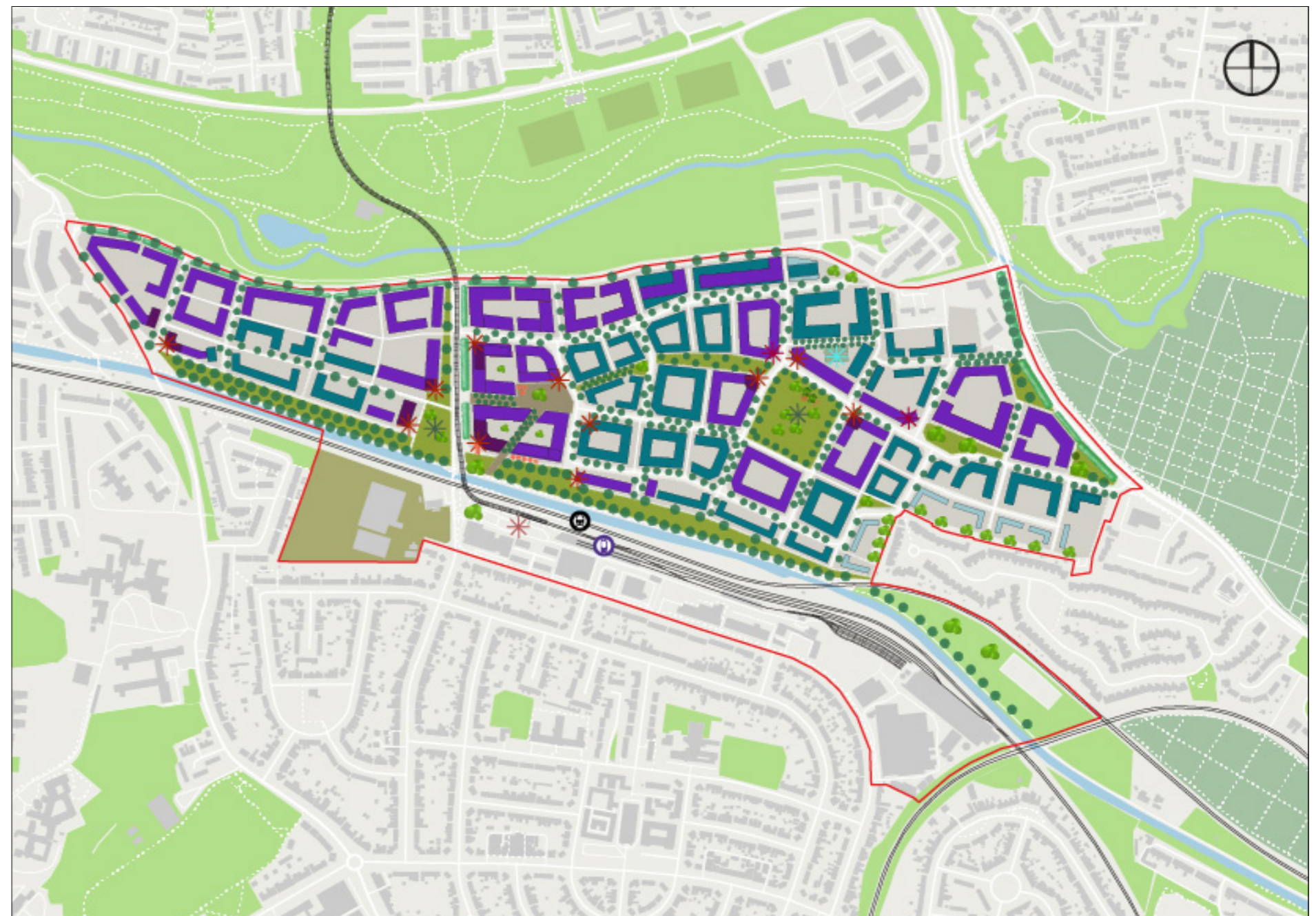
BUILDING AND BLOCK LAYOUT

The building envelopes illustrated predominantly show a perimeter block or court typology, which facilitates the creation of a strong street edge, provides delineation between public, semi-private and private open space, while also providing sufficient design flexibility.

Individual proposals will be assessed at planning application stage in accordance with Section 28 Ministerial Guidelines and the development standards set out in the Development Plan. Having regard to shadowing, daylighting, the provision of communal open space and other amenity safeguards, the nature and extent of flexibility in any given circumstance will be determined on a case-by-case basis through the development management process.

The various components of the Masterplan will be explored in further detail in the sections that follow.

Figure 4.1: Urban Framework



LEGEND							
	Plan area		Up to 4 storeys		Proposed green/amenity space		Proposed Community Grade 1 Park
	Rail station		Up to 6 storeys		Proposed urban plaza		New/improved urban plaza
	Luas station		Up to 8 storeys		TU Dublin Brombridge Sports Complex		Proposed MUGA - School/Community Campus
	Rail track		Up to 9 storeys		Major SuDS feature		Indicative street trees
	Existing built form		Potential for amplified height / corner feature		Indicative landscaping		Indicative play space
	Existing green/open space				Indicative outdoor seating		

HEIGHT

The Urban Framework establishes the baseline height ranges across the lands based on a detailed urban design assessment. The height strategy acknowledges the performance-based criteria set out in Appendix 3 of the Dublin City Development Plan 2022-2028 and has been devised in relation to the following key principles:

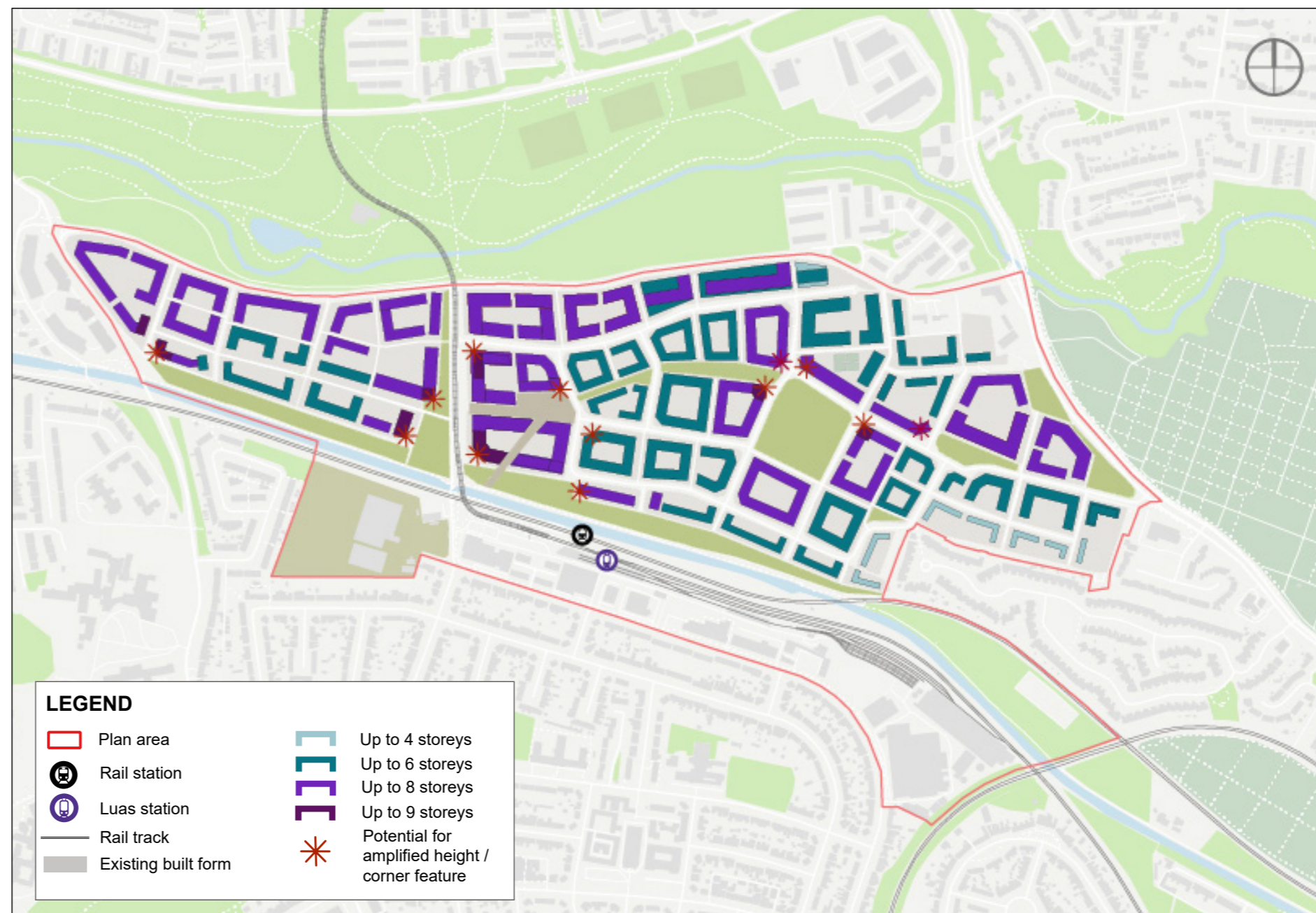
- Enhancing legibility and placemaking
- Reinforcing urban function
- Proximity to public transport
- Topography and natural assets including the Canal and Tolka Valley
- Respecting existing context and established residential areas

In general, building heights in the range of 4-6 storeys will be encouraged to provide a coherent street structure, with an appropriate sense of enclosure, while supporting a range of housing typologies and uses. Opportunities for additional height over this range are provided at the Quaternion/Broombridge urban village and at the local neighbourhood centre, situated to the east of the lands. This is a design response which is intended to reinforce the urban function and hierarchy of the lands, framing the public realm and introducing vistas through the site to aid legibility. All proposals for additional height will be assessed in accordance with the Development Plan and will be required to demonstrate compliance with the performance criteria set out in Table 3 of Appendix 3 of the Development Plan. The onus is on the applicant to demonstrate in their application documentation that the site is appropriate for the height proposed, in the context of an urban design analysis and subject to amenity safeguards in the Development Plan. Even where a site indicates a particular height range, the proposal must meet all performance-based assessment criteria as part of detailed design proposals.

The height ranges set out in figures 4.1 and 4.2 provide for flexibility at the level of the urban block and require responsive and creative design solutions. There is a presumption against proposals for monotonous heights within urban blocks or along key frontages including the Royal Canal. In all cases, varied heights will be required to facilitate good urban design and to achieve a high level of residential amenity, having regard to the illustrated height ranges. In general, heights should be stepped down on the south of urban blocks to allow adequate daylight and sunlight within blocks/courts. Parcel design frameworks shall be used by applicants to guide appropriate heights and demonstrate compliance with this Masterplan.

Opportunities exist for amplified height at prominent corners and to address public open space in order to enhance the overall urban structure in a coherent way and to provide a variety in height across the Masterplan. These opportunities may correspond with prominent corners, can act to punctuate vistas, or can serve as design features for character and legibility, but shall not apply to the overall block. This is to avoid the proliferation of monolithic 'slab' blocks. Additional height, where appropriate, should be no more than 1/3 of the overall length/width of the urban block.

Figure 4.2: Height Strategy



Additional height, set-backs, or amplified height on selected prominent corners, above the ranges set out in figures 4.1 and 4.2 may be considered appropriate as part of a detailed design proposal, as long as the overall proposal complies with the overarching spatial principles and urban structure established throughout the Masterplan, having regard in particular to the potential impact on existing residential amenity, local height context, the land use function and legibility. In general, this provision will not apply where a proposal is proximate to residential dwellings, if an undue impact on visual or residential amenity would be likely.

The illustrated height ranges set out in figures 4.1 and 4.2 generally assume residential floors and relate to the prevailing street level. Where

significant topographical variation occurs between a site and its immediate surrounding context, for example along the western and north east edges and along the Royal Canal corridor, an increase or reduction in the height ranges set out may be considered appropriate, having regard to urban design criteria and amenity.

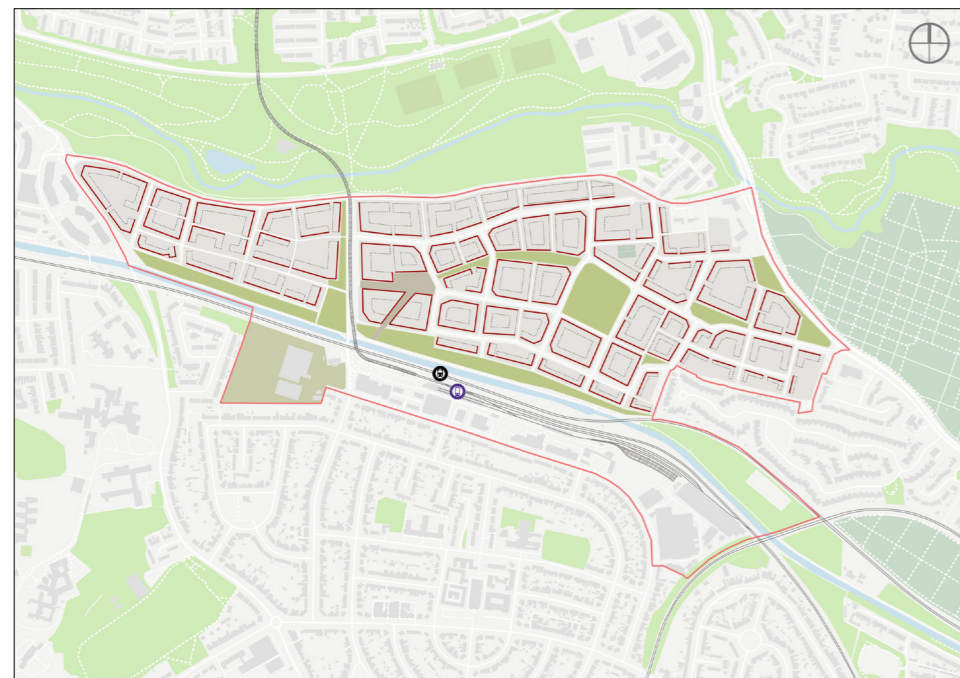
Reduced building heights are generally required adjacent to Claremont Court in order to safeguard the residential amenity of this mature residential area and to provide an appropriate transition to the newer typology of residential and mixed-use development proposed. In general, prevailing residential heights of up to 3 storeys, with opportunities for 4 storeys will be sought in such locations. The onus is on the applicant to demonstrate an appropriate design response.

URBAN FORM

The Masterplan identifies fixed building frontages along a number of key streets and public open spaces. This is to ensure the creation of a strong street edge, to encourage passive surveillance and to support animated and active streets. It also ensures that adequate enclosure along key streets and public open spaces enhances the pedestrian experience. Limited step backs from the fixed street edge are permitted as part of a considered design response to provide local variety and visual interest. Breaks in the fixed street edge are also permitted as part of design proposals to support fine urban grain.

Building form is illustrated as flexible on many local streets within development parcels to allow for some variation and creative design responses within individual development parcels, as long as the overall concept of creating a continuous urban edge and robust urban block structure is maintained. The inner building lines illustrated are flexible, intended to provide an indicative form.

Figure 4.3: Urban Form



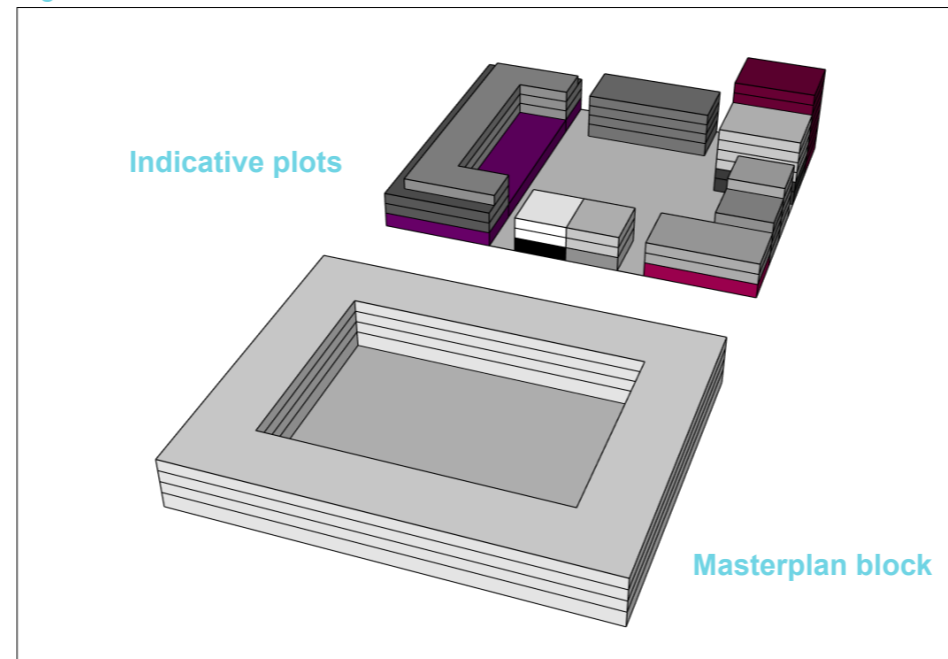
LEGEND	
	Plan area
	Fixed frontage
	Rail station
	Luas station
	Rail track
	Indicative built form
	Existing built form

URBAN GRAIN

The perimeter block and court typology is universally recognised as supporting the creation of quality urban environments, while supporting flexibility in uses and adaptability. Larger development parcels identified will be developed as a series of urban blocks, within specific plots. These blocks are generally between 60m x 80m in size but no more than 100m in size. Within these blocks, a variety of design solutions can be explored to 'wrap' larger floor plates for community, cultural or enterprise uses with smaller active uses fostering active streets and creating passive surveillance. This also provides opportunities for existing enterprise and employment uses wishing to consolidate on site. Additionally, the introduction of new filtered streets provides opportunities to create a finer grain of development. Finer urban grain supports permeability and enhances legibility through the area. Fine urban grain will be required in particular within Quaternion/Broombridge urban village and Slaney Road Neighbourhood Centre (see Figure 4.5), to encourage and support a variety of uses. Creative design solutions will be actively encouraged to explore the urban block.

Figure 4.4 illustrates how an indicative 100m x 80m block can support a fine urban grain by creating smaller plots.

Figure 4.4: Block Form and Urban Grain



The urban perimeter block and court typology supports the clear delineation between public, semi-private and private open space. A number of the urban blocks will facilitate landscaped communal open space within the blocks, providing an important amenity for residents. This typology also provides a safe area for providing children's play areas within individual developments. The design, layout, height and massing of blocks will be required to take into account daylight and sunlight requirements, to ensure that an acceptable level of residential amenity is provided.

DENSITY AND DEVELOPMENT CAPACITY

The Sustainable Residential Development and Compact Settlement Guidelines (2024) and the Dublin City Development Plan 2022-2028 set out the net residential density ranges that can be supported in the area. This Masterplan applies an urban design approach to the calculation of anticipated density and development capacity in line with the Compact Settlement Guidelines. The calculation of net residential density was carried out in accordance with Appendix B (Measuring Residential Density) of the Guidelines.

While the gross area of the Masterplan constitutes 77 hectares of land, 66 hectares of this is zoned and a further 10 hectares undevelopable. Such land includes land zoned Z9 (Amenity/Open Space Lands/ Green Network) and Z11 (Waterways Protection) and includes rail and Luas infrastructure, stations and depots, excluded from the calculation of development capacity. The development capacity and urban framework prepared relates to 45.5 hectares of land currently zoned Z6 (Employment/Enterprise). The calculated net residential area of this land is 28 hectares. The net residential area excludes non-residential uses such as the reserved educational multi-campus, proposed parks, commercial and community uses, based on approximately 75% residential.

The net residential density ranges set out in the Development Plan for Strategic Development and Regeneration Areas (SDRAs) are between 100-250 units per hectare (uph). The provision of an existing transport interchange at Broombridge and proposals for Dart+ West, Luas Finglas and BusConnects support a compact form of development. As such considering the accessible location for this urban extension, there is a presumption that net residential density in the range of 200-250 uph is achievable. Densities greater than 250 uph but not exceeding 300 uph may be considered in certain circumstances on appropriate sites, having regard to the provisions of the Development Plan.

Having regard to the sustainable density anticipated on the site and to the urban structure, form and land use mix as set out in the Masterplan, it is anticipated that approximately 6,000 – 7,000 homes can be provided in the area.

Table 4.1: Development capacity

Development area	Area	Net residential area	Net residential density	Anticipated development capacity
Urban Framework lands	45.5 ha	28 ha	200-250 uph	6,000-7,000*

* Development capacity rounded off.

Additional infill opportunities also exist on residential zoned lands to the north east and south of the Royal Canal. These lands have an estimated capacity to deliver between 1,000-1,500 homes, based on comparable densities.

PLACESHAPING

The placeshaping strategy for the Masterplan area seeks to capitalise on the existing natural, cultural, heritage and land-use assets in the area in order to enhance and build character. This is achieved through the development of a number of distinct character areas.

1. Quaternion/Broombridge urban village

Situated to the north of the Royal Canal at Broombridge, between the 7th and 8th Locks and adjacent to rail and Luas links, this mixed-use urban village centre seeks to capitalise on its location adjacent to public transportation and the proposed active travel and amenity corridor along the Royal Canal and proposed Luas extension along Broombridge Road. Ground floor active uses will include community uses. The area will contain high quality and exemplary public realm, to include a new public plaza to be delivered as part of detailed design proposals for this parcel to come forward through the development management process.

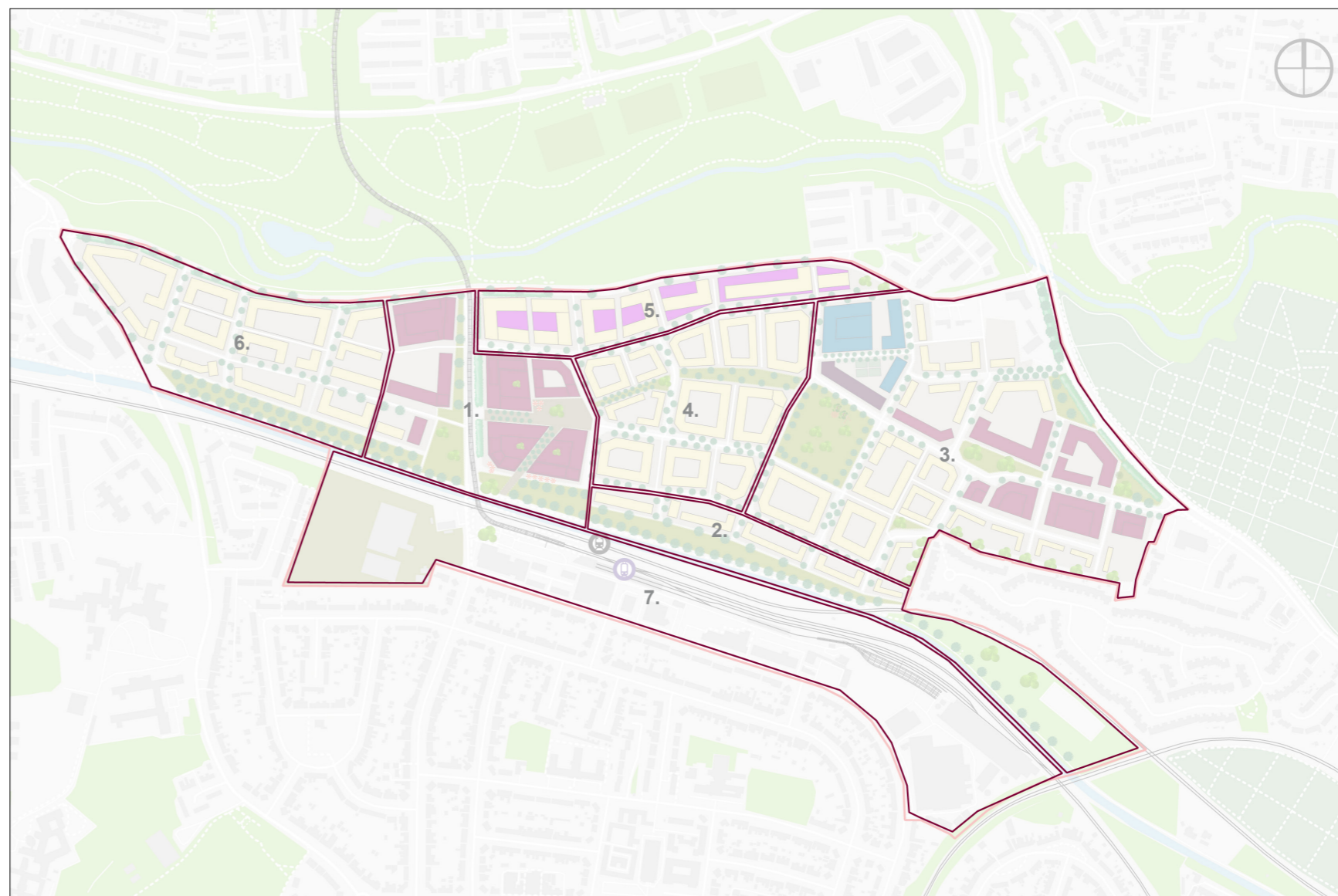
2. Royal Canal

A proposed flagship linear park will form a feature of the redevelopment and regeneration of these industrial lands. This linear park will support the delivery of a new walking and cycle greenway and will also support and enhance biodiversity. A number of breakout spaces will support passive and active recreation and will serve to connect the various character areas and urban spaces. As illustrated, varied set-backs in the range of 30 – 60 metres are required to facilitate the implementation of this space. In general, minimum set-backs in the range of 30-40 metres from the canal edge are required to facilitate the linear park, with increased set-backs required at breakout spaces. Varied widths will be considered based on site specific circumstances. Dublin City Council's Parks, Biodiversity and Landscape Services Department will develop guidelines for the implementation of public open space to enhance clarity and support individual landowners develop detailed proposals. Dublin City Council will actively explore options for the delivery of this linear park, which may include the consideration of land acquisition and/or phased delivery in association with development proposals. Active ground floor uses along the canal frontage will be actively supported. These should generally correspond to breakout spaces to enhance animation and activity. In accordance with the height strategy, additional height may be considered for canal frontage developments, relative to the required set-back needed to facilitate the linear park. This is to ensure appropriate enclosure and surveillance over the public realm. Public open space or setbacks provided to deliver the Royal Canal Linear Park will be offset against requirements set out in the open space requirements in the Dublin City Development Plan.

3. Slaney Road neighbourhood centre

The Slaney Road neighbourhood centre is focused on local community uses to support new residents in the area. This includes a site for schools and a co-located community building, including a multi-use games area. These are situated adjacent to a new community grade 1 park. Residentially zoned lands to the north include some existing residential development as well as lands at Rivermount Cottages with extant

Figure 4.5: Character Areas



planning permission for redevelopment. This redevelopment proposal is supported by the Masterplan.

4. Barrow residential neighbourhood

Situated between the two neighbourhood centres, this area is predominantly residential in character and contains a new urban amenity corridor.

5. Ballyboggan/Lagan Roads

The plots situated between Ballyboggan Road and Lagan Road require special design considerations due to the topographical variation between the roads. This provides opportunities to provide enterprise and employment uses on lower floors, while supporting residential above. It is anticipated that Lagan Road will largely contain residential, with any enterprise and employment uses fronting or addressing Ballyboggan Road. Proposals within this development parcel will require comprehensive design proposals that consider the entire parcel. In

particular, proposals will be required to demonstrate how they integrate with the streetscape and surrounding uses.

6. Ratoath Road

Redevelopment opportunities along the lands fronted by Ratoath Road will be required to develop design proposals that address the canal and also respond to the elevated road over the canal and railway.

7. Bannow Road

The area south of the Royal Canal contains the TU Dublin Broombridge Sports Complex and access to Broombridge Luas and Rail stations. Dublin City Council proposes redeveloping lands to the east of the stations for housing. Consolidation and individual redevelopment opportunities are anticipated along Bannow Road. Such proposals will be assessed in accordance with the Development Plan.

GUIDING PRINCIPLES TO INFORM DETAILED DESIGN PROPOSALS

Specific Design Objective 8 - Parcel Design Frameworks:

In order to ensure that a coordinated approach is taken to the delivery of public open space, surface water drainage, community and social infrastructure, the first application(s) within individual development parcels will be required to produce a parcel design framework to accompany planning applications*. Where possible, it is the preference of the planning authority that design frameworks should be prepared and agreed with the approval of all landowners, business owners and community/cultural operators within parcels.

However, it is accepted that this is not always possible and can present challenges. Therefore, the planning authority may accept a planning application without a design framework, if it is satisfied that reasonable efforts to engage have taken place; that an appropriate and reasoned spatial response is set out in the application; and that the planning application complies with this Masterplan.

Where the provision of streets, public open spaces or SuDS extends across landownership boundaries within parcels, applicants may be required to demonstrate the delivery of this essential infrastructure as part of proposals.

Dublin City Council may consider selective land acquisition where it is considered that key regeneration proposals are being unreasonably delayed due to a lack of appropriate coordination or agreement between key stakeholders.

*See Figure 6.1

Figure 4.9: O'Devaney Gardens Phase 1A. DCC City Architects. Image by Donal Murphy.



Specific Design Objective 9 - Proposed local streets (filtered permeability):

The Masterplan introduces a number of local streets through development parcels which serves to enhance permeability and functions to create a number of smaller plots and urban blocks. This approach supports the achievement of a finer urban grain and a diversity in land use and built form. The precise location of these streets is flexible in accordance with the definition set out in Chapter 1, as long as the overall design objectives can be achieved.

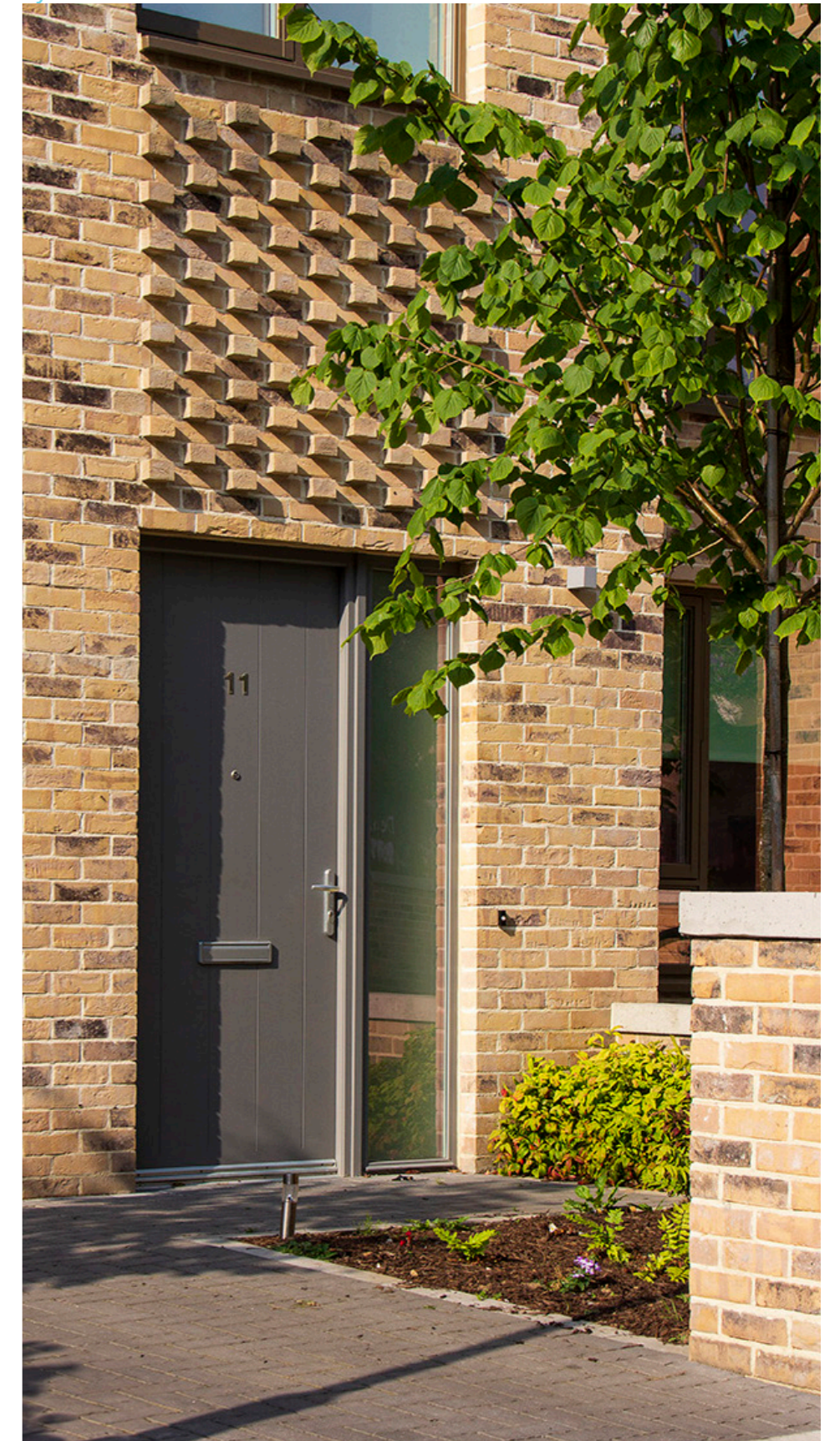
New local streets shall:

- Be delivered as part of planning applications. This may require a coordinated approach between individual landowners.
- Be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS).
- While local streets will be filtered, public access should be maintained. As such, any measure to restrict or limit public access along such streets will not be acceptable.
- Built form shall not 'build over' streets and streets shall remain open.
- Be designed to a taken-in-charge standard.

Figure 4.10: Example of car-free, child-friendly residential street by Mole Architects at Marmalade Lane, Cambridge, UK. Image by David Butler Photography.



Figure 4.11: O'Devaney Gardens Phase 1A. DCC City Architects. Image by Niall O'Connell.



Specific Design Objective 10 - Open Space:

The urban perimeter block and court typology supports the clear delineation between public, semi-private and private open space. While the Masterplan identifies locations for public open space, it is anticipated that other blocks will provide public, semi-private and private open spaces, as required under the provisions of the Development Plan. However, in lieu of providing minimal public open space within all urban blocks that do not identify strategic open space as illustrated in the Masterplan, the planning authority may accept an additional development contribution in lieu of provision.

Detailed design proposals will also be required to provide landscaped communal open space within the blocks, providing an important amenity for residents. This typology also provides a safe area for providing children's play areas within individual developments.

Specific Design Objective 11 - Design:

Proposed buildings will be designed to the highest architectural quality and respond to the identified character areas and urban function. Variety in architectural style is strongly encouraged. The urban structure set out provides opportunities for variety within individual development parcels. This should be maximised to create variety and to create unique character and identity, recognising the area's industrial heritage as well as its long association with the railway and canal. Such elements present an opportunity to anchor new development in local history, promote the creation of place and help maintain the continuation of established identity.



Figures 4.12, 4.13, 4.14: Examples of urban design elements used in Bridgefoot Street Park in Dublin City. Images by Fennell Photography.

5

LAND USE & FUNCTION

5 Land Use & Function

The provision of quality, appropriate and affordable housing is essential to meet the needs of our growing population and provide for the development of sustainable, inclusive and vibrant communities in the city. The regeneration of the Masterplan lands provides an incredible opportunity to create a new residential neighbourhood in the city with its own distinct character and identity, centred on a new urban village and neighbourhood centre supported by community uses such as schools and local employment opportunities. The land use strategy is focused on two neighbourhood local centres: a new urban village situated adjacent to Broombridge transport interchange (Quaternion/Broombridge urban village); and a local neighbourhood centre proximate to Finglas Road (Slaney Road neighbourhood centre). These centres are connected to each other and to the surrounding environs by public open spaces and high-quality public realm.

The ambition is for this area to develop as a balanced, inclusive community, well integrated with the surrounding neighbourhoods of Cabra, Glasnevin and Finglas, and accessible to the wider city. The lands have tremendous potential to readily contribute to the supply of much needed quality housing in the city core in the short to medium term.

Having regard to the Development Plan standards and to national policy, in addition to the block layouts, anticipated building envelopes and building heights illustrated, it is anticipated that an approximate land use mix of 75% residential and 25% enterprise and community uses to include schools is achievable on these lands. This range is intended as a guide to foster the development of a sustainable mixed-use neighbourhood and should not be interpreted as a target or a cap.

Figure 5.1 Land Use function



LEGEND			
	Plan area		Residential
	Rail station		Urban village / neighbourhood centre
	Luas station		Educational Multi-campus
	Rail track		Community co-located/shared with schools
	Existing built form		Ground floor enterprise
	Existing green / open space		Proposed green/amenity space
			Proposed urban plaza
			TU Dublin Brombridge Sports Complex
			Major SuDS feature
			Proposed MUGA - School/Community Campus
			Indicative street trees
			Indicative landscaping
			Indicative play space
			Indicative outdoor seating



DELIVERING HOMES

HOUSING OPPORTUNITIES

Public consultations carried out in the area as part of the plan research stage highlighted the need and desire for additional and alternative housing options such as rightsizing options or housing for older people. Further demographic and housing analysis was carried out during the plan drafting to identify future housing trends and challenges to delivery. This research reinforces the need to provide high quality, sustainable, adaptable housing units with good levels of amenity that readily provide for changing needs over time including the needs of families with children, older people and people with disabilities.

The regeneration of the Masterplan lands presents a once-off opportunity to shape the development of the area to respond to the context of existing housing provision and need in the wider area. Historically, the majority of older housing stock in the area is represented by traditional two-storey terraced or semi-detached houses. This means that there are narrow housing options available to those looking to live in the area. The Masterplan will allow for the development of a mix of different housing typologies including apartments that will help meet housing demand in the area.

The Masterplan provides the opportunity to plan for a balanced residential population, by ensuring the lands include a wide range of housing sizes and tenures, providing for a mix of household types and catering for people of all ages. This will help establish a stable and inclusive community in the Masterplan area, but will also benefit surrounding areas by providing increased housing choice for those seeking to live in their local area close to family and friends.

The size and accessible location of the Masterplan area is a great opportunity for appropriate placemaking, while maximising the residential potential of the site in conjunction with careful urban design. Creating a desirable living environment with access to employment and amenities can be achieved through modern sustainable building design and layouts. As commercial uses and also supporting community uses are also planned for the area, there are urban design opportunities to create quality, character and identity in this new mixed-use area.

Figure 5.2: Bunratty Walk. DCC City Architects. Image by Niall O'Connell.



PLANNING FOR AN APPROPRIATE MIX OF QUALITY HOUSING

While quantitative analysis is an important element in considering future housing needs, this must also be viewed through the lens of the overarching policy approach that seeks to build balanced, inclusive and sustainable communities that are without segregation and that will grow and thrive in future years. In this respect the ultimate determinant of the success of national and local planning policy will be the creation of a properly functioning and self-supporting community, the opportunity of a positive future for younger generations and clear evidence of the establishment of community well-being. This type of success is often difficult to express in purely statistical terms and given the importance of ensuring adequate housing supply into the future, the Masterplan must strike an appropriate balance between the need to increase supply in numerical terms while also retaining an important focus on housing and neighbourhood quality, as well as on community building.

Apartment schemes will make up the majority of new housing stock in Dublin City. It is therefore essential that high quality, attractive and liveable apartment units are provided. All apartment developments should make a positive contribution to the local area in terms of public open space and / or public realm improvements and should provide long-term living environments for future residents through quality communal amenity spaces and attractive and sustainable internal units.

In relation to specific housing mix and other requirements, the Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025 or any other future amendment thereof, sets out specific planning policy requirements (SPPR) for apartment developments. These Section 28 guidelines should be referenced as part of any planning application for apartment developments in addition to the normal development standards of the Dublin City Development Plan 2022-2028.

Figure 5.3: Example of mixed tenure residential development at Sutherland Road, London, UK by Levitt Bernstein. Image by Levitt Bernstein.



SAFEGUARDING HIGHER STANDARDS

The Apartment Guidelines state that it is critical to ensure that apartment living is an attractive and desirable housing option for a range of household types and tenures in the context of the Government's housing plans, along with the NPF, in projecting a need to plan for approximately 50,000 additional homes per year to 2040. Therefore, based on the background demographic and housing analysis carried out by Dublin City Council, this Masterplan strongly advocates for the minimal provision of one-bedroom or studio type units, with a greater emphasis on providing two-bed and on longer term family size accommodation to support community formation, stability and well-being, within the mandatory requirements of Specific Planning Policy Requirement 1. In accordance with SPPR 1, this Masterplan does not prescribe a minimum requirement for any one bedroom or studio type units within the Masterplan.

Furthermore, it is noted that any apartment units can exceed the minimum required floor area standards as market factors may require. For example, higher density housing schemes may include higher proportions of three bedroom and larger units. More generously sized units (i.e. above minimal sizes) are also important in the context of remote working provisions. In 2022, a new question was asked on the census form about whether people ever worked from home. In Dublin City, nearly 120,000 people, or 40% of workers, indicated that they worked from home for at least some part of their week.

Figure 5.4: Springvale Groove. DCC City Architects. Image by Niall O'Connell.



CREATING AN INCLUSIVE AND SOCIALLY BALANCED COMMUNITY

The planned residential led regeneration of the Masterplan lands should provide for a broad spectrum of future residents in recognition of wider demand and also to encourage the development of a sustainable residential community. This balance needs to be reflected in the housing typology delivered and also the types of tenure mix planned. This should include opportunities for smaller households, accommodation for older people and people with disabilities, and units suitable as starter homes.

In achieving a balanced approach to housing it is important that each parcel accommodates a mix of tenure types, including its social housing requirement, and that clustering of particular tenures or forms is avoided. Dublin City Council will therefore seek a balanced choice of tenure type from each parcel in order to avoid the dominance of any one tenure type where the ultimate aim is to create an inclusive and socially balanced community. Mixed tenure development should be 'tenure blind' with differing tenure units physically indistinguishable from those built for, sale or rent at market prices.

Figure 5.5: Courtyard at Poplin Place, DCC City Architects. Image by Niall O'Connell.



HOUSING OPTIONS FOR AN AGING POPULATION

One of the most notable features of Ireland's changing demographics is the pace at which the population is ageing, particularly the rate of growth in the older age cohorts. The percentage of the population aged 65 and over in the vicinity of the Masterplan area is 15% as per Census 2022. The Central Statistics Office (CSO) has predicted that this segment of the population will increase very significantly in the state from its 2016 level of 629,800 persons to nearly 1.6 million by 2051. This points toward a strong and sustained demand for appropriate housing stock in the Masterplan area in order to meet the needs of an ageing population over the coming years who may wish to 'downsize' or, 'rightsize' but also wish to stay in their local area. In this context, two bedroom plus units are considered most appropriate to fulfil this role to provide space for older couples or singles in an independent setting but with the option for occasional care assistance and family support. This is in line with the Quality Housing for Sustainable Communities guidance published by the Department in 2007 (updated 2021).

THE UNITED NATIONS CONVENTION ON THE RIGHTS OF PERSONS WITH DISABILITIES (UNCRPD)

The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) is a human rights treaty adopted by the UN in 2006. Having regard to the UNCRPD, it is important that services and facilities in the Masterplan including housing, are available in an accessible and adaptable way, and in line with universal design principles. According to the UNCRPD, 'Universal Design' means the design of products, environments, programmes and services to be usable by all people, to the greatest extent possible without the need for adaptation or specialised design.

The Housing Strategy set out in Appendix 1 of the Development Plan, will be the key enabling planning mechanism available to Dublin City Council for the delivery of new affordable housing in the Masterplan area. Dublin City Council will seek to facilitate the maximum allowable provision under the Planning Act (as amended) for affordable and social housing provision as part of future planning permissions.

Figure 5.6: Example of terraced housing, O'Devaney Gardens Phase 1A. DCC City Architects. Image by Niall O'Connell.



HOUSING DELIVERY

Dublin City Council encourages residential development through its proactive land management policies and planning frameworks. The City Council has been successful in planning for new neighbourhoods and creating new communities at Ashtown-Pelletstown and Clongriffin-Belmayne in the city's northern suburbs and in North Lotts and Grand Canal Dock, through regeneration of the city's historic docklands area. Creating a viable development framework that provides the optimal conditions for housing delivery is a key aim of the Masterplan strategy.

The Dublin City Development Plan includes a socially inclusive Housing Strategy for the existing and future population of the city including the needs of those that require social housing. The Housing Strategy (Appendix 1 of the Development Plan) indicates that there is sufficient, well-serviced land to meet the housing targets set out in the Core Strategy. There remains however, ongoing challenges in terms of housing delivery in the city. There is a pressing need to facilitate a significant increase in affordable housing output whilst creating high quality accommodation to address a range of housing issues including homelessness.

The Masterplan lands are ideally located to accommodate a significant quantum of housing over the coming years. There is strong demand for housing locally and across the city and region generally. At a strategic level, the role of the state, the local authority and private sector are significant in the delivery of housing. The majority of developable land within the Masterplan area is within private ownership and enabling more intensive mixed used development through this Masterplan will incentivise redevelopment options for landowners, ultimately leading to increased housing provision for residents and workers in the area. Dublin City Council will use this Masterplan to promote co-ordinated residential development through active land management, which will include land acquisition to assist regeneration and meet housing needs.

Specific Design Objective 12 - Tenure mix:

To create balanced and mixed communities a mixed tenure approach to housing delivery with a balanced choice of tenure types within individual neighbourhood blocks and development phases will be required. Mixed tenure development should be 'tenure blind' with differing tenure units physically indistinguishable from those built for, sale or rent at market prices.

Specific Design Objective 13 - Unit mix:

To allow for a specific mix of unit sizes for social housing developments, for social/affordable, for housing provided for under Part V the Act or for schemes to provide housing for older persons, in accordance with the specific requirements of the Housing & Community Services Department.

Specific Design Objective 14 - Unit sizes:

To support community formation, stability and well-being, there is an expressed preference for the provision of two bed and longer-term family size accommodation within the mandatory requirements of the Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025.

Specific Design Objective 15 - Housing for Older Persons:

To ensure the development of an intergenerational community and place, opportunities for tailored housing options for older people will be supported to allow the development of sheltered own-door housing, assisted-living apartments as well as nursing home care and related services.

As such, two bedroom (plus) units are encouraged as an appropriate typology for rightsizing, assisted or age friendly living where space is provided for occasional care assistance and family support, in line with the Quality Housing for Sustainable Communities guidance published by the Department in 2007 (updated 2021).

Figure 5.7: Example of duplex apartments, O'Devaney Gardens Phase 1A. DCC City Architects. Image by Donal Murphy.



DEVELOPING COMMUNITY & CULTURE



Delivering community and cultural infrastructure in tandem with regeneration will be essential in order to create a successful mixed-use urban neighbourhood. The Masterplan approach requires the co-ordinated provision of a range of facilities and services to cater for all, such as schools, cultural spaces and community spaces. This will require an inter-agency response to ensure the timely provision of such social infrastructure in line with population growth and phasing on the Masterplan lands.

The Masterplan will ensure that the community facilities and services developed are fully accessible to different neighbourhoods and communities beyond the Masterplan lands. Equally, population growth following regeneration will help support and sustain the existing community facilities in the area that will continue to be supported and improved by Dublin City Council.

In addition to the demographic and housing analysis carried out during the plan drafting, further work was undertaken to audit the existing social infrastructure in the area. This research is contained as a supplemental report and has informed the drafting of the Masterplan. The Masterplan seeks to provide for community infrastructure that complements the range of neighbouring facilities already existing in the area. Recognising and supporting the existing cultural and community uses in the area will ensure a continuity of identity and can help sustain and grow these uses as implementation is phased.

The Dublin City Development Plan contains the relevant and necessary policy guidance and standards for achieving the appropriate provision of social and community floorspace and outdoor facilities as part of regeneration. Development Plan Objective CUO25 outlines landowner responsibility with respect to the provision of cultural use as part of large qualifying development proposals. In other instances, national guidance in the realm of education and health service provision will be of relevance.

COMMUNITY INFRASTRUCTURE & COMPACT DEVELOPMENT

Accessible and serviced regeneration land is an extremely valuable and finite resource in the city. It will be necessary for all uses to fully optimise land use and land take. To achieve this, community infrastructure can sit within mixed-use buildings or blocks that incorporate other uses such as residential and employment use. Community, healthcare and sports facilities can overlap with one another, focusing on health and well-being through lifestyle choice, whilst again promoting community cohesion.

COMMUNITY INFRASTRUCTURE & PLANNING GAIN

To create a sustainable community in the Masterplan area, it is a core principle that opportunities for community infrastructure and gain are maximised through the design of buildings, the public realm provided, and the land uses proposed. Community infrastructure and gain will be promoted as part of larger scale development proposals in order to ensure the long-term integration of development into the urban fabric of this part of the city.

All proposals for large scale residential and/or mixed-use schemes will be required to submit community audits, comprising an audit of existing facilities in the area in accordance with the Development Plan. Within the plan area, opportunities to consolidate facilities will be supported by Dublin City Council.

EDUCATION

Dublin City Council will continue to actively liaise with the Department of Education and Youth in relation to the provision of schools within the Masterplan area. The Masterplan identifies a new multi-campus educational site that can accommodate new schools and include a co-located community building. This is proximate to a proposed community grade 1 park and amenity route which provides safe and high quality walking and cycling links to Luas, rail and bus services. The location of the school is fixed to this location, as illustrated in Figure 5.1. This location will be reviewed in accordance with the Development Plan review or if circumstances considerably change, subject to the requirements of the Department of Education and Youth.

The new educational multi-campus does not specify a mix or capacity pertaining to primary, post primary or special educational needs. While Broombridge Educate Together National School on Bannow Road is located within the Masterplan, it is anticipated that the early provision of an additional primary school will be required as regeneration commences. However, the delivery, scale and nature of new schools is a matter for the Department of Education and Youth. It is expected that the education multi-campus has the potential of significant education capacity in a compact urban form as there is opportunity for a building of height and scale in this high density redevelopment area.

The development of the Masterplan lands as a new mixed urban area will allow for the design and delivery of schools as part of an urban block and in a compact form. Additionally, co-locating and taking the opportunity to share facilities where appropriate, will support the compact approach to infrastructure provision. Dublin City Council will liaise with the management of any future schools to explore the sharing of DCC sports facilities in the immediate vicinity. Dublin City Council will actively support the delivery of a co-located community use and will explore delivery options available.

The need for a further educational campus either within or in the immediate environs of the Masterplan will be actively assessed, subject to the requirements of the Department of Education and Youth.

CHILDCARE

With a growing population, there will be a continuing and increasing demand for childcare places and in particular for affordable facilities. The vision for the area is to promote the location as a family-friendly neighbourhood and to ensure access to childcare facilities. The Masterplan seeks the provision of childcare facilities in new residential developments to cater for local demand and for consolidation of this use to allow for a viable scale of operation.

Figure 5.8: Springvale Grove, Scouts Community Hall. DCC City Architects. Image by Niall O'Connell.



Figure 5.9: Dublin 7 Educate Together National School, Grangegorman. Grafton Architects. Completed 2023. Image by Aisling McCoy.



COMMUNITY HUBS, HEALTH AND CARE CENTRES

The ambition for the area is to integrate community hubs and related facilities into the urban fabric, becoming part of mixed-use developments, and thus operating at the heart of neighbourhoods.

The Masterplan supports the provision of a high-quality multifunctional neighbourhood hub that will provide the space needed to cater for a range of local community and leisure uses. It is anticipated that such a hub would form the anchor use to a wider number of typical commercial neighbourhood uses. Some flexibility on provision will be considered where the principles and goals of the designated location are preserved and a case for a better location is demonstrated to the satisfaction of Dublin City Council.

Larger scale facilities such as a primary care centre will be supported.

SPORTS AND RECREATION

Sports and recreation facilities will be integrated into the urban form of this new area as part of neighbourhood blocks and operating as indoor or outdoor multi-use facilities.

Existing playing facilities within walking or cycling distance in the area include Cabra Parkside Community Sports Centre-Pope John Paul II Park, all weather pitches at Deaf Village Ireland at Ratoath Road, pitches at Navan Road, pitches at Martin Savage Park, play facilities at Ashington Park, pitches at Kilkieran Road and pitches at Tolka Valley Park. TU Dublin's Sports Complex at Broombridge provides all weather, floodlit facilities within the plan area.

It is noted that the Dublin City Council Sports Plan 2024 - 2029 indicated that the city is reasonably well catered for as regards to playing pitches. However, it is also noted that the plan identifies that there are ongoing issues with access to playing fields and that this will be examined further as a key action of the Sports Plan. The outcome of this action can be monitored as the Masterplan is implemented.

In line with the Sports Plan's vision of Dublin City: More Active, More Often and the ambition to make Dublin City one of the most active cities in the world, the Masterplan's intention is to deliver smaller play facilities throughout the area with a movement away from standard senior size play facilities in favour of smaller all weather and natural play and landscaping features. This will complement the existing formal sport pitch provision in the area and support the provision of recreational facilities that cater to a wider demographic, including families with younger children and older persons.

Natural infrastructure will not be considered as suitable for use as part of organised sports or play facilities and will perform a passive recreation role as well as supporting biodiversity and in response to climate change challenges.

SPATIAL DISTRIBUTION OF COMMUNITY FACILITIES AND SERVICES

The provision of community facilities and services to serve the Masterplan area is planned around a hierarchy of facilities set out below. Dublin City Council is committed to supporting high-quality community services at each scale. The delivery of community facilities and residential services in tandem with development is key to providing a sustainable new urban neighbourhood from the outset. For this reason, the early phasing of these facilities is integrated with the delivery of housing.

Table 5.1: Hierarchy of community facilities and services

Type	Facilities	Funding
Community-wide facilities supporting new and existing residents and workers in the wider area.	Sports, faith, arts, performance and other organised activity with shared and/or dedicated facilities. Community centre. Healthcare centre.	DCC led delivery with a mix of public and private funding.
Urban block facilities generally supporting the needs of a local population.	Health and medical-related services – opticians, dentists, GP practices, chemists. Crèche, childcare.	Privately led delivery with oversight from DCC.

It is a key obligation that future applicants ensure that development proposals can integrate any necessary community infrastructure successfully within an overall design and in a compact way. Whilst individual developments may not reach the necessary threshold to trigger the need for specific infrastructure, they will be part of the cumulative growth that will trigger this requirement as part of a development parcel or block. Therefore, coordination of provision through different groups of landowners during the development management process will be necessary.

While it is anticipated that the majority of community infrastructure and facilities will be situated within the urban village and neighbourhood centres, with the exception of the educational multi-campus and co-located community facility, the exact locations of community infrastructure are not set out. However, each development parcel will need to provide its corresponding requirement if it arises unless it has been agreed to off-set this requirement in support of a larger facility that can be co-developed across several parcels to take advantage of scale or for urban design reasons.

Figure 5.10: Sport and recreation



Figure 5.11: Play space at Bridgefoot Park, Dublin. Fennell Photography.



CULTURAL PROVISION

As the city continues to grow and develop, there is a responsibility to expand the range of spaces and places to allow the pace of cultural growth match our planned population growth. Culture contributes to the growth of the city in a number of key ways. By having a vibrant city with many cultural activities and attractions, Dublin becomes more attractive to residents, tourists and visitors.

Cultural investment provides employment and also has many spin off economic benefits to other sectors including food and beverage, retail and the leisure industry. Cultural engagement and investment also allows people to develop their skills to work in the creative industries. This sector has potential to provide skilled employment in a world where traditional models of working and employment are changing.

For planning purposes, the City Development Plan defines cultural infrastructure as:

“the buildings, structures and places/spaces where culture is either:

Experienced: places where culture is experienced, participated in, showcased, exhibited or sold e.g. museums, galleries, theatres, cinemas, libraries, music venues, nightclubs and historical cultural sites.

or

Created: places of creative production where creative work is made by artists, performers, makers or manufacturers e.g. creative workspaces, performing arts rehearsal spaces, music recording studios”.

This Masterplan seeks to support the growth of cultural resources as a fundamental part of regeneration. Part of the vision for this area is the provision of new cultural facilities for the city. Development Plan Policy CU14 requires that new developments on former industrial lands incorporate cultural uses (including night-time entertainment space designed to minimise impact on residential areas) as part of new mixed-use communities.

It is a key element of this Masterplan that existing cultural uses that have developed over time are supported and maintained in the area and are also given the opportunity to grow as part of the regeneration process. In this respect it is highlighted that Development Plan Objective CUO26 seeks to preserve uses of a cultural value during redevelopment and regeneration. More specifically, where applications are made seeking to demolish or replace a cultural space/use, the development must re-accommodate the same or increased volume of space/use or a similar use within the redevelopment. Cultural uses include theatres, cinemas, artist studios, performance spaces, music venues, nightclubs, studios and dance space. Additionally, it is highlighted that Development Plan Objective CUO34 states that in all large-scale mixed use former industrial estate regeneration areas, at least one studio/rehearsal space and/or venue shall be included.

There are a number of public or private delivery opportunities or models that may factor in the delivery of new cultural development in the area. It should be noted that such provision can be a commercial use and for profit. It is a common misconception that cultural uses must be free to use or engage with.

Development Plan Objective CUO25 outlines landowner responsibility with respect to cultural use as part of larger qualifying development proposals. Under Objective CUO25 all new regeneration areas (SDRAs) and large-scale developments above 10,000 sq. m. in total area must provide at a minimum for 5% community, arts and culture spaces including exhibition, performance, and artist workspaces predominantly internal floorspace as part of their development at the design stage.

Dublin City Council has published a Culture Infrastructure Toolkit as a complementary resource to the implementation of Objective CUO25. The Toolkit provides a roadmap to guide the process of delivering cultural infrastructure, by helping developers:

- identify and respond to a real need,
- design for a clearly defined cultural use, and
- select a delivery model that is sustainable for both developer and operator.

Early engagement with the Dublin City Arts Office is strongly recommended in relation to larger development proposals. The Toolkit and related resources are available at:

<https://www.dublincityartsoffice.ie/supporting-the-arts-in-the-city/building-culture-culture-infrastructure-toolkit>

Figure 5.12 Recording studio



Specific Design Objective 16 - Educational Multi-Campus:

To reserve a site within the Masterplan to accommodate a new multi-campus educational facility to serve the population of the area, and to work with the Department of Education and Youth where the decision is made to proceed with new school(s). The design of any new educational facility must support a compact approach to infrastructure provision and shall ensure that the sharing of facilities such as pitches and/or halls are maximised and can be used out of hours. The ongoing education requirement of this Masterplan and the wider area will be assessed as part of any review of the Development Plan in conjunction with the Department of Education and Youth.

Specific Design Objective 17 - Local Community, Culture and Recreational Spaces

To promote the development of local community, cultural and recreational spaces within the Masterplan, with a particular focus on the community hub and village area of the scheme as an attraction and benefit to the residents in the area.

Specific Design Objective 18 - Demolition or Replacement of a Use of Cultural Value

Where applications are made seeking to demolish or replace a cultural space/use including any recording studios or community markets, the development must re-accommodate the same or increased volume of space/use or a similar use within the redevelopment or wider SDRA. Cultural uses can also include theatres, cinemas, artist studios, performance spaces, music venues, nightclubs, studios and dance space.

Figure 5.13 Arts and performing space



SUPPORTING ENTERPRISE & EMPLOYMENT



Dublin Industrial Estate and environs has traditionally played an important role in Dublin as a key industrial, manufacturing and employment area. The Masterplan lands are a collection of industrial estates and business parks within a pattern of low to medium intensity development. The area has access to high quality existing and planned public transport infrastructure and services and is located a short journey from the city centre. The area has been evolving over recent times and now also supports a diversity of other uses including entertainment, leisure and faith-based uses.

The aim of the Masterplan is to regenerate a well-connected and serviced site, delivering medium density housing proximate to public transportation. The development of a new residential neighbourhood requires a range of supporting land use mixes, to include community and local employment/enterprise.

As such, it is anticipated that a variety of enterprise and employment uses will remain in this area, grouped particularly around the two centres of Quaternion/Broombridge and Slaney Road as illustrated in the land use strategy.

Design responses to individual parcels and urban blocks within parcels, as previously discussed, can accommodate a range of non-residential uses on ground or lower floors. Pavilion or podium structures can be effectively 'wrapped' by finer grained enterprise units, while residential can be accommodated on upper floors. The development of sustainable and compact growth and the development of the 15-minute city requires an alternative approach to the consideration of land uses, to include the co-location of uses.

The economic vision of the Masterplan is to facilitate commercial growth through managed mixed-use regeneration, supporting existing uses and employers with a gradual transition towards more urban based commercial opportunities including, technology and innovation uses. Logistics, distribution and storage serving the city is an existing use within the industrial estate. This is an important function for the city and there is potential to retain and support this offering as part of regeneration to respond to the growth in e-commerce driven logistics.

Similarly, there is potential to support the growth of urban industries. This sector is concerned with industrial processes and includes such uses as manufacturing (including advanced manufacturing) and production. This sector is currently represented in the area and could be reintegrated into the mixed-use development of the area subject to appropriate residential amenity and urban design safeguards.

In Dublin City, according to the 2022 Census almost 119,800 people worked from home at least some of the time. Of these over 35,000 people worked from home for five days per week. The Masterplan area can support urban workspaces and remote working supports and services in response to these trends. The COVID-19 pandemic resulted in a re-thinking of the traditional 'office' which has given rise to new types of flexible workspace models for a variety of business typologies. Such uses would be well suited to co-location and integration into new developments. Urban workspace covers a wide variety of uses such as shared/private office space for business start-ups, lab space, maker space, incubator space, creative space/facilities, or for shared technical or workspace facilities for physical making or production of goods.

While local, community services and employment will be encouraged in the Masterplan area, large-scale convenience retail is not supported. Any retail will be at an appropriate scale to support the local community and will be considered on a case-by-case basis in accordance with the overall principles of the plan. This considers existing large-scale retail in the wider environs. The continuation of existing comparison goods retailing in the area is supported. The further development of comparison retail at appropriate locations, such as at podium locations will be encouraged.

SUPPORTING ESTABLISHED USES AND FACILITATING CHANGE

Existing employers and landowners will play a key role in the regeneration process over the long term. It is anticipated that the Masterplan area will become a more desirable business location and will act as a catalyst for new investment and development. Significant state investment is already planned in the form of the Luas extension to Finglas and Dart+ West enhancements. This will strengthen the role of the area within the economy of the city with positive spill over benefits for the wider community. Existing employers will have the opportunity to grow, refocus or to reconfigure their operations as part of a phased renewal of the area. The attraction of new and emerging sectors can also complement or add value to existing valued industries that are open to new business opportunities, building on their existing knowledge and experience.

The Masterplan lands will continue to be a significantly valuable employment location for the city. The area will be an attractive location for new businesses seeking a qualified and skilled workforce and also a place where people will want to live and to socialise. This will be supported through the creation of attractive urban environments with the potential for job opportunities across a range of high value sectors.

It is imperative that existing employers and established uses are supported as the lands transition from an industrial focus towards a mixed-use residential development. Prospective applicants for regeneration proposals on lands adjacent to existing industrial or business operations should consider and identify all potential adverse effects as part of their proposals. The planning authority will consider the potential impact on the residential amenity of future occupants of any proposed development. It should be noted that existing business and operations should not be unreasonably impacted as a result of any development permitted after they were established.

While the continuation of existing established uses will not be unreasonably restricted, as the area transitions and the density of residential uses increases in the immediate vicinity of any existing business or industry, applicants will be required to consider the potential impact on adjacent sensitive uses and consider the use of mitigation measures.

Any proposed expansion of existing business operations or the provision of on-site movement requirements that differ from those set out in the Masterplan will not be restricted, as long as they relate to the current established businesses and uses on site.

Specific Design Objective 19 - Supporting enterprise & employment:

In order to support existing and new enterprise and employment opportunities in accordance with the land use strategy and urban design principles set out in the Masterplan, innovative design solutions should be explored to integrate residential use, enterprise/employment uses and comparison retail, while ensuring that active frontages and animated public realm is achieved, by adapting the urban block structure.

Specific Design Objective 20 - Supporting established enterprise & employment:

Existing employers and established land uses will be supported as the lands transition from an industrial focus towards a more diversified employment and residential mix. The Masterplan supports the consolidation and diversification of employment uses as part of a phased renewal of the area. While the continuation of existing established uses will not be unreasonably restricted, as the area transitions away from a predominantly industrial area and the density of residential uses increases in the immediate vicinity of any existing business or industry, applicants will be required to consider the potential impact on adjacent sensitive uses and consider the use of mitigation measures.

6

IMPLEMENTATION

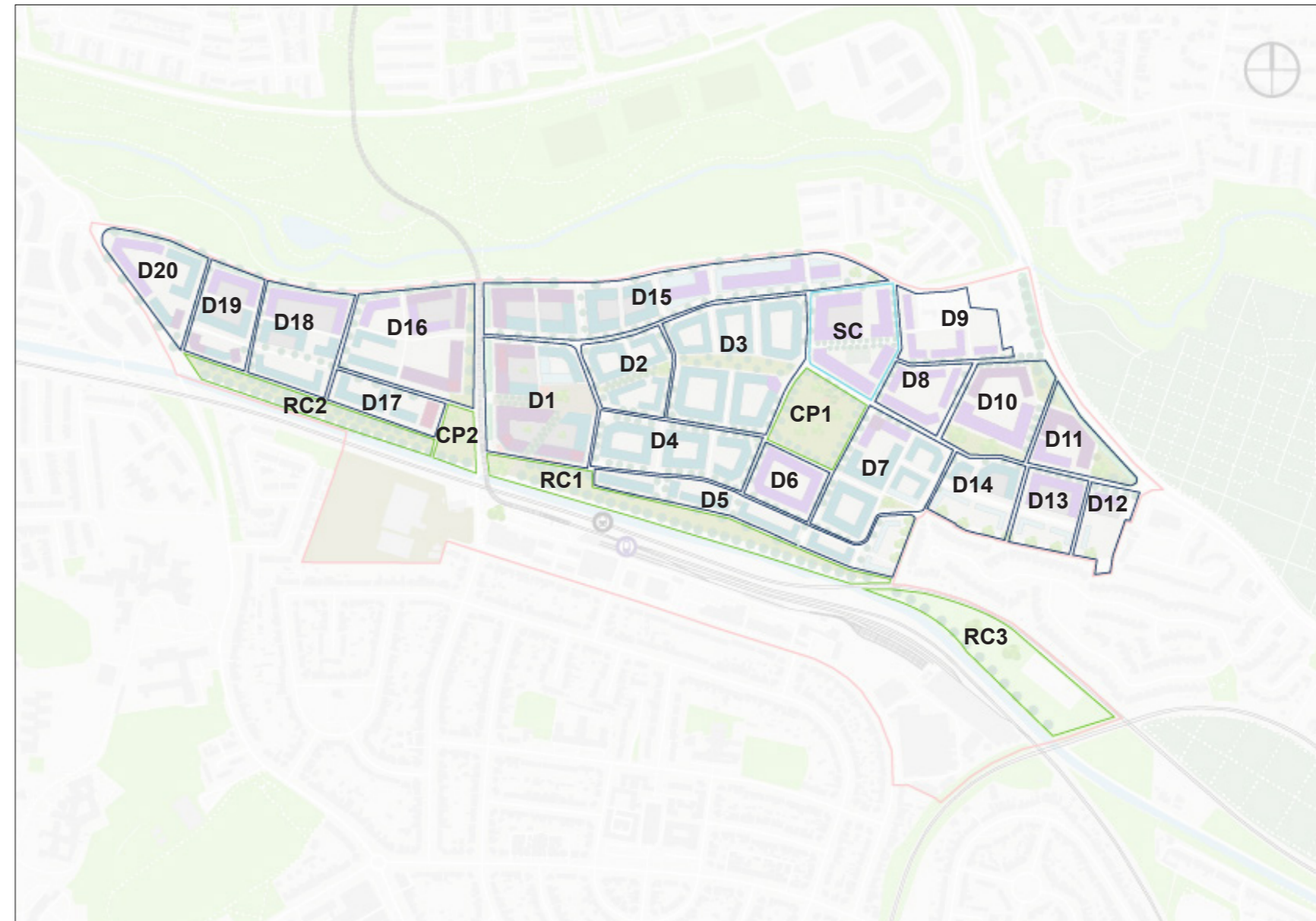
6 Implementation

Overall phasing and implementation is based on a parcel-based approach. This has taken into consideration the pattern of landownership (folios) and the required essential infrastructure such as open space, surface water drainage and the street network. While a sequential approach to the redevelopment of the lands is required, the existing street network and proximity to existing public transportation will allow a number of sites to come forward for redevelopment across different areas of the lands. For example, it is anticipated that parcels and plots situated in the Slaney Road and Bannow Road areas, in addition to the Quaternion/Broombridge urban village will constitute early phases of development. It is expected that more comprehensive redevelopment along Broombridge Road and Ballyboggan Road will be dependent on Luas Finglas and also on the appropriate physical and social infrastructure provision in the area.

Implementation will be monitored over the life of the Masterplan and a more restrictive development phasing may be employed to focus the delivery of key social and physical infrastructure if the market fails to satisfactorily deliver on the ambitions of this plan.

Brownfield urban regeneration is complex and requires a coordinated approach across landholdings to facilitate redevelopment opportunities and support excellent placemaking. The urban design-led approach adopted for the redevelopment of the industrial estate is reliant on a parcel-based framework, to ensure that the delivery of critical infrastructure is achieved as individual plots come forward for redevelopment, while being mindful of existing businesses who wish to maintain their operations for the foreseeable future. To achieve this Specific Design Objective 8 requires applicants to prepare a parcel design framework for the first application(s) within development parcels, to ensure that a coordinated approach is taken to redevelopment. In general, this will apply to the development parcels illustrated in figure 6.1. However, the area to be included in parcel design frameworks will be agreed following consultation with the Planning Authority as part of the development management process. A degree of flexibility to the boundary of parcel design frameworks will be permitted, to take account of landownership or other site-specific matters which may require a design framework to consider matters in adjacent development parcels to support detailed proposals. Design frameworks shall primarily constitute graphical maps included at application stage that can adequately support a development proposal by demonstrating how urban form, permeability, public open space, land use and critical enabling infrastructure, to include SuDS, has been comprehensively considered across multiple land

Figure 6.1 Development Parcels



ownerships within development parcels, while ensuring future integration with adjoining sites as the lands transition away from their current uses.

Dublin City Council may consider selective land acquisition where it is considered that key regeneration proposals are being unreasonably delayed due a lack of appropriate coordination or agreement between key stakeholders.

LEGEND

- D** Development Parcels¹
- SC** Educational and Community Multi-Campus
- CP** Community Grade 1 Park
- RC** Royal Canal Linear Park

¹ Numbering of development parcels does not denote sequencing precedent.

Table 6.1 Key infrastructure/requirements

Parcel	Key infrastructure / requirements	Key Stakeholder(s) ¹
All	Upgrading of the existing street network to include introducing a sustainable urban drainage network for the management of rain and surface water, utilising nature-based solutions.	Dublin City Council, Developer/Landowner
All	Parcel-level site works to include services and surface water drainage. This will require a coordinated approach across landholdings and phases.	Developer/Landowner
All	Delivery of local access streets within development parcels to facilitate the urban structure. This will require a coordinated approach across landholdings and phases.	Developer/Landowner
SC	Delivery of a community building within the identified educational multi-campus.	Dublin City Council, Department of Education
SC	Delivery of schools	Department of Education
RC1, RC2, RC3	New Royal Canal linear park and greenway	Dublin City Council
CP1, CP2	New community grade 1 parks	Dublin City Council
All	Parcel-based public realm and open space.	Developer/Landowner
All	To make provision for a new 110kV ESB substation within a suitable largescale development proposal, subject to the requirements of the ESB, in order to facilitate the activation and development of land within the plan area.	Electricity Supply Board, Developer/Landowner
All	Support the upgrade and provision of new medium and low voltage (MV/LV) substations as required within the plan area.	Electricity Supply Board, Developer/Landowner

ACTIVATION

The Broombridge-Hamilton Masterplan lands are largely zoned for employment and enterprise under a Z6 zoning objective in the Dublin City Development Plan 2022-2028. This Z6 zoning objective seeks to provide for the creation and protection of enterprise and facilitate opportunities for employment creation. This zoning objective does not provide for residential development.

The development framework is therefore subject to activation through appropriate future land use zoning variations to facilitate sustainable mixed-use residential development within the Masterplan area. For clarity, the proposed Masterplan is considered to be indicative until such time as statutory land use variations of the Development Plan have been approved to enable its activation.

¹ Delivery of key infrastructure and requirements will involve a multi-stakeholder approach.

FUNDING & IMPLEMENTATION

The adoption of this Masterplan is a significant positive step forward for landowners as the plan acts as a clear roadmap for the future development of the area. The development framework provides certainty to investors and 'de-risks' the regeneration process.

The large-scale urban brownfield nature of the area invariably means that the regeneration process will be a complex one. Accordingly, the financial investment required to commence and sustain regeneration over the long term will be significant. The scale of investment is such that a combination of public and private sector funding will be necessary to fund the implementation of this plan. The regeneration of these lands will be gradual, and for this reason careful phasing is critical to ensure that existing businesses and new residential uses can be successfully integrated.

Dublin City Council will use the existing Development Contribution Schemes to support the implementation of the Masterplan, supplementing the levies with additional funding from other sources where possible.

It is noted that a supplementary [special] development contribution [Luas] is already in effect over the lands. It is not intended that a further additional contribution scheme will accompany the Masterplan at this time in the interest of ensuring viability and competitiveness in what is a complex area, and to encourage land to come forward for development. This position may be reviewed over the lifetime of the Masterplan.

The scale of development proposed during the regeneration of the lands will need to be supported by key infrastructural provisions. Timely and successful infrastructure delivery is important on many levels. It will help create a desirable place where people will want to live, work and invest in and will bring confidence to the public, landowners and investors involved in the regeneration of the area.

How this infrastructure is funded and delivered is a critical factor to the successful implementation of the plan. Some infrastructural requirements will be developer led and related to individual development parcels or sites whereas some wider requirements will be publicly led and coordinated to create benefits and opportunities that will be experienced across the wider Masterplan lands and beyond.

The existing policy mechanisms to support the viable implementation of the Masterplan are the development contribution schemes as provided for under the Planning and Development Act 2000 (as amended). Part V of the Act also provides for the contribution of social and affordable housing. Dublin City Council will consider utilisation of Compulsory Purchase Order (CPO) powers where appropriate to ensure the delivery some of the strategic community elements of the development framework.

There is a significant level of strategic infrastructure required across the lands, the majority of which will ultimately need to be coordinated and delivered by a number of state agencies, including public transport, roads, utility networks, education and community facilities. The undergrounding of overhead electricity transmission lines traversing development parcels will be actively explored, where feasible. The provision for a new 110kV ESB substation within a suitable large scale development proposal in addition to upgraded or new medium and low voltage (MV/LV) substations is supported, in order to facilitate the activation and development of land within the plan area.

Dublin City Council will work with the Department of Housing, Local Government and Heritage, Transport Infrastructure Ireland, the National Transport Authority and other funding agencies where appropriate to bring forward key projects and funding resources that will aid successful plan implementation.

The role of the Land Development Agency in unlocking relevant lands to provide for sustainable, social and affordable housing is also recognised. Dublin City Council will support the Land Development Agency to promote the development of new housing, particularly affordable housing.

MONITORING AND REVIEW

A review of the Masterplan will be undertaken by Dublin City Council as part of the review of the Dublin City Development Plan 2022-2028 or as economic or legislative developments require.

Specific Design Objective 21 - Funding & Implementation:

Dublin City Council will use the City's Development Contributions Scheme to support the implementation of the Masterplan, supplementing the levies with additional funding from other sources where possible.

Dublin City Council may consider selective land acquisition where it is considered that key regeneration proposals are being unreasonably delayed due a lack of appropriate coordination or agreement between key stakeholders.

Specific Design Objective 22 - Monitoring & Review:

A review of the Masterplan will be undertaken by Dublin City Council as part of the review of the Dublin City Development Plan 2022-2028 or as economic or legislative developments require.

Image Credits

Figure 2.1 Artist impression of rainscapes project at Ribh Road, Dublin. Project under construction. Dublin City Council. Image by McCloy Consulting.

Figure 2.3 Pollinators. Adobe Stock.

Figure 3.11 Broombridge transport interchange. Image by National Transport Authority.
<https://www.nationaltransport.ie/planning-and-investment/transport-investment/projects/luas-finglas/>

Figure 4.9 O'Devaney Gardens Phase 1A. Dublin City Council City Architects. Image by Donal Murphy.

Figure 4.10 Example of car-free, child friendly residential street by Mole Architects at Marmalade Lane, Cambridge, UK. Image by David Butler Photography.

Figure 4.11 O'Devaney Gardens Phase 1A. Dublin City Council City Architects. Image by Niall O'Connell.

Figures 4.12, 4.13, 4.14 Examples of urban design elements used in Bridgefoot Street Park in Dublin City. Images by Fennell Photography.

Figure 5.2 Bunratty Walk. Dublin City Council City Architects. Image by Niall O'Connell.

Figure 5.3 Example of mixed tenure residential development at Sutherland Road, London, UK. Levitt Bernstein Architects. Image by Levitt Bernstein.

Figure 5.4 Springvale Groove. Dublin City Council City Architects. Image by Niall O'Connell.

Figure 5.5 Courtyard at Poplin Place. Dublin City Council City Architects. Image by Niall O'Connell.

Figure 5.6 Example of terraced housing, O'Devaney Gardens Phase 1A. Dublin City Council City Architects. Image by Niall O'Connell.

Figure 5.7 Example of duplex apartments, O'Devaney Gardens Phase 1A. Dublin City Council City Architects. Image by Donal Murphy.

Figure 5.8 Springvale Grove, Scouts Community Hall. Dublin City Council City Architects. Image by Niall O'Connell.

Figure 5.9 Dublin 7 Educate Together National School, Grangegorman. Grafton Architects. Completed 2023. Image by Aisling McCoy.

Figure 5.10 Sport and recreation. Adobe Stock.

Figure 5.11 Play space at Bridgefoot Park, Dublin. Fennell Photography.

Figure 5.12 Recording studio. Adobe Stock.

Figure 5.13 Arts and performing space. Adobe Stock.



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