



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

DUBLIN CITY DEVELOPMENT PLAN 2022-2028

VARIATION NO. 11

To incorporate the housing growth requirements set out in the First
Revision to the National Planning Framework



Contents

- 1** Introduction 3
- 2** Chapter 2: Core Strategy 5
- 3** Chapter 13: Strategic Development and Regeneration Areas 21
- 4** Chapter 14: Land Use Zoning 34
- 5** Volume 3: Zoning Maps 35

1 Introduction

Pursuant to Section 58 of the Planning and Development Act 2024, as amended, the Members of Dublin City Council resolved to adopt Variation No. 11 of the Dublin City Development Plan 2022-2028 at a Special City Council meeting on 22nd June 2026.

Variation No. 11 of the Dublin City Development Plan 2022-2028 is effective as of the 22nd June 2026.

The Dublin City Development Plan 2022 – 2028 was varied to give effect to the First Revision of the National Planning Framework, April 2025, and to incorporate the housing growth requirements set out in the Ministerial Guidelines - *National Planning Framework NPF Implementation: Housing Growth Requirements, Guidelines for Planning Authorities, 2025*.

The Dublin City Development Plan 2022 – 2028 was varied by making amendments to the Core Strategy and the tables contained therein; to the land use zoning objectives of 7 sites from Z6 Employment/Enterprise to Z1: Sustainable Residential Neighbourhoods, Z10 Inner Suburban and Inner City Sustainable Mixed-Uses and Z14 Strategic Development and Regeneration Areas (SDRAs); to amend 8 Strategic Development and Regeneration Areas to provide for additional housing capacity; and, to prioritise and prepare a framework plan for the Santry area including lands at Santry KUV and at Santry Industrial Estate.

This document outlines the additions to the Dublin City Development Plan 2022-2028. It should be read in conjunction with Dublin City Development Plan 2022-2028.

VARIATION NO. 11

Amendments to the Dublin City Development Plan 2022-2028 are shown by way of bold green and underlined text. Deletions are shown in bold red text with strike through.

To assist those utilising a screen reader:

Amendments are enclosed with brackets with the following format: **{amendment}**

Deletions are enclosed with brackets with the following format: **~~{deletion}~~**

Please note, if you are using a screen reader, the level of punctuation may need to be amended throughout the text in order to identify these brackets correctly.

2 Chapter 2: Core Strategy

DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 1, WRITTEN STATEMENT

CHAPTER 2: CORE STRATEGY

AMENDMENT 1

Chapter 2: Core Strategy
Section 2.1.1 Legislative Basis
Page: 37

Amend 3rd Sentence of Section

The core strategy sets out a spatial settlement strategy for the city which is consistent with the Housing Strategy, the National Planning Framework {First Revision*} (NPF), the Regional Spatial and Economic Strategy (RSES), specific planning policy requirements (SPPRs) required under Section 28 guidelines and takes account of policies of the Minister in relation to national and regional population targets.

Insert footnote (*) linked to above amendment -National Planning Framework {First Revision*} (NPF)

{A reference to National Planning Framework (NPF) is a reference to the National Planning Framework First Revision, April 2025.}

AMENDMENT 2

Chapter 2: Core Strategy
2.1.2 Policy Context
National Planning Framework (NPF)
Page: 37-38

Amend 3 Bullet Points:

Delete first bullet point and replace with new bullet point text:

- ~~▪ (NPO 3b seeks the delivery of at least half of all new homes to be targeted in the five main cities within their existing built-up footprints.)~~
- {NPO 4 sets a target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.}

Insert new text in 2nd bullet point:

- **NPO 11** states that there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, {towns and villages.} subject to development meeting appropriate planning standards and achieving targeted growth.

Delete NPO References in 3rd Bullet point and replace with new NPO references.

- NPO no. ~~(72a, no. 72b and no. 73a)~~ {101, no. 102, and no. 103} are considered to be interlinked and largely deal with the NPF ‘tiered approach’ to zoned lands that are serviced, classified as Tier 1: Serviced Zoned Lands; and zoned lands that are serviceable during the life of the development plan, classified as Tier 2: Serviceable Zoned Land (see Section 2.4.4 below).

AMENDMENT 3

Chapter 2: Core Strategy

2.1.2 Policy Context

Department of Housing Local Government and Heritage - Section 28 Guidelines

Page: 39

Amend text in first paragraph of subsection - Department of Housing Local Government and Heritage - Section 28 Guidelines and replace with new text

The Department of Housing Local Government and Heritage (DHLGH) published the ~~(Housing Supply Target Methodology for Development Planning, December 2020, Projected Housing Demand by Local Authority Area 2020 – 2031 ESRI NPF Scenario Housing Supply Target.)~~ {National Planning Framework NPF Implementation: Housing Growth Requirements, Guidelines for Planning Authorities, in July 2025.} It contains ~~(housing supply targets)~~ {housing growth requirements to 2040} for each individual local authority. These housing requirement figures, are used as part of the core strategy figures, detailed below under Section 2.2.

AMENDMENT 4

Chapter 2: Core Strategy

2.2 Quantitative Data Underpinning the Core Strategy

Page: 41

Delete the 2nd bullet point in 1st Paragraph and replace with new text

This section summarises the key quantitative data used to inform the preparation of the core strategy. The two key sets of figures, required to input to the core strategy, are population and housing. In this regard, the key data sources are:

- Eastern Midland and Regional Assembly: Population Allocation for Dublin City Council (July 2020);
- ~~(Department Housing, Local Government and Heritage, Housing Targets for Dublin City Council (December 2020).)~~
- {Department Housing, Local Government and Heritage, NPF Implementation: Housing Growth Requirements, Guidelines for Planning Authorities, (July 2025).}

Delete text in 2nd Paragraph and insert replacement text

The other main sources of quantitative data under this section include an analysis of the Dublin Housing Taskforce (DHTF) Returns for Dublin City Council, which reports on residential planning and construction activity, and the Central Statistics Office (CSO) data on population, housing and employment figures, as interpreted by both ESRI and AIRO. ~~(The CSO Census of 2016 (including the most recent CSO annual regional area population projections published August 2021) and~~

~~the quarterly CSO Local Authority Area New Dwelling Completions also inform the core strategy.) {The CSO Census of 2022 informs the core strategy}~~

AMENDMENT 5

Chapter 2: Core Strategy
 Section 2.2.1 Population and Housing Delivery
 Sub Section - Population Growth Patterns
 Page: 41

Delete all text under sub section - Population Growth Patterns and Table 2-1 - and insert replacement text and new Table 2-1

~~{The population of Dublin City has increased on average by approximately 5% each inter-censal period between 2006–2016. The 2006 Census recorded a population figure of 506,211, rising to a recorded population figure of 527, 612 (+ 4.2 %) in 2011 with a recorded population figure of 554,554 (+5%) in Census 2016. XXX}~~

Table 2-1: Population Change

Census year	Population	% increase
2006	506,211	
2011	527,612	+4.2% over 5 years
2016	554,554	+5% over 5 years
2021 CSO population estimate	600,600	8.3% over 5 years

Source: CSO

~~The CSO’s 2021 population estimate for the Dublin Region was 1,430,000 persons. Dublin City Council’s share of the 2016 Census regional population figure for Dublin was approximately 42%. Assuming the same share for the CSO 2021 estimated regional population figure for Dublin, this gives an estimated population figure of 600,600 for Dublin City Council in April 2021. This indicates an estimated 8.3% rise in the population of Dublin City over a five year period from 2016 through to 2021.~~

~~The preliminary Census 2022 results for the administrative area of Dublin City Council in April 2022 recorded 588,233 persons. This is a preliminary increase of approximately 33,000 persons on the 2016 census of 554, 554. This equates to approximately a 6% increase in a 6 year period averaging a 1 % increase per year, in-line with previous results.~~

~~{The official Census 2022 results will be published April 2023.}~~

{The population of Dublin City has increased on average by approximately 5% each inter-censal period between 2006 -2022. The 2006 Census recorded a population figure of 506,211, rising to a recorded population figure of 527, 612 (+ 4.2 %) in 2011, a recorded population figure of 554,554 (+5%) in Census 2016, and, a recorded population figure of 592,713 (+6.8%) in 2022 (see Table 2-1 below).}

Table 2-2: Population Change

{Census year}	{Population}	{% increase}
{2006}	{506,211}	
{2011}	{527,612}	{+4.2% over 5 years}
{2016}	{554,554}	{+5% over 5 years}
{2022}	{592,713}	{+6.8% over 6 years}

{Source: CSO}

{In the last Development Plan period (2016 to 2022) the population increased by +6% in the six-year period.}

Using the CSO’s Population and Migration Estimates, April 2025, it is apparent that the city’s population has grown significantly since 2022. The CSO’s population estimate for County Dublin in April 2025 is 1,568,000 persons. This gives Dublin City an approximate population of 642,880 persons in April 2025. This is an estimated population increase of approximately c.50,000 persons from 2022 to April 2025. This equates to an 8.4% increase in a 3-year period.}

AMENDMENT 6

Chapter 2: Core Strategy

Section 2.2.2 Population and Housing Targets

Sub Section - Population Projections for the Core Strategy set out in the RSES and NPF and

Table 2-5 and Table 2-6

Page: 45 - 46

Delete 1st Paragraph and Table 2-5 and replace with new text and a new Table 2-5

2.2.2 Population and Housing Targets

Population Projections for the Core Strategy set out in the RSES and NPF

~~{The NPF identifies a minimum target population of 1,408,000 for Dublin City and Suburbs (including all four Dublin local authority areas) by 2040, representing a 20-25% population growth range from 2016 (see Table 2-5 below).}~~

~~Table 2-5: NPF Targeted Pattern of City Population Growth for Dublin City and Suburbs^[1]~~

Population 2016	Population Growth to 2040		Minimum Target Population 2040
	% Range	Number	
1,173,000	20—25%	235,000— 293,000	1,408,000

~~The Dublin City Development Plan runs from 2022 until 2028. The above figures have been used to extrapolate figures aligning with the development plan period. The adjusted population for Dublin City for the year 2028 is 625,750 (Low) to 640,000 (High) persons.}~~

{The NPF identifies a target population of at least 1.56 million in total for Dublin City and Suburbs (including all four Dublin local authority areas) to 2040, representing a 20-25% population growth range from 2022 (see Table 2-5 below).}

{Table 2-5: NPF Targeted Pattern of City Population Growth for Dublin City and Suburbs^[2]}

<u>{Population 2022}</u>	<u>{Population Growth to 2040}</u>		<u>{Minimum Target Population 2040}</u>
	<u>{% Range}</u>	<u>{People}</u>	

{1,263,000}

{20 – 25%}

{296,000}

{1,560,000}

Insert text in the 2nd paragraph of sub section, and title of Table 2-6 and add a new paragraph at the end of subsection

The RSES, guided by the National Planning Framework Implementation Roadmap **{July 2018}**, sets out population projections for the region for 2026 and 2031. These figures are set out in Table 2-6 below.

Table 2-6: RSES Population Projection for the Dublin City Council Area 2016-2031 (adjusted to comply with NPO 68 **{of 2018 NPF}**)

2016 (CSO)	2026 Low	2026 High	2031 Low	2031 High (adjusted)
554,500	613,000	625,000	638,500	655,000

The Dublin City Development Plan runs from 2022 until 2028. The above figures have been used to extrapolate figures aligning with the development plan period. The adjusted population for Dublin City for the year 2028 is 625,750 (Low) to 640,000 (High) persons.

{Having regard to CSO’s Population and Migration Estimates, April 2025 and Dublin City’s proportion of that population estimate (approximately 642,880 persons), as outlined in section 2.2.1 Population and Housing Delivery, it is reasonable to assume the adjusted 2028 population projection for the city has been exceeded within the current development plan period.}

AMENDMENT 7

Chapter 2: Core Strategy

Section 2.2.2 Population and Housing Targets

Sub Section – Housing Supply Targets, Table 2-7 and Sub Section - Summary

Page: 46 - 47

Delete Sub Sections - Housing Supply Targets, Table 2-7 and Summary and Insert new title, text, new Table 2-7 and new sub-section entitled Additional Provision

~~{Housing Supply Targets~~

~~The Department of Housing, Local Government and Heritage issued Section 28 guidelines – Projected Housing Demand by Local Authority Area 2020 – 2031 ESRI NPF Scenario Housing Supply Target of S28 Housing Supply Target Methodology for Development Planning, December 2020 – to provide planning authorities with the figures and methodology to~~

incorporate national and regional population and housing projections into their statutory functions.

Table 2-7 below applies the approach prescribed to estimate projected housing demand for the city. The results of this approach identifies the need for 47,941 residential units from 2017 through to 2028 within Dublin City Council, which must then be refined to the development plan period, following the prescribed methodology. Estimated homeless (3,905)^[3] is added to this need; and the volume of housing delivered from 2017 to 2020 (11,708) is subtracted. Using this calculation, the Housing Demand for the years 2022 to 2028, the relevant development plan period, is approximately 40,000^[4] residential units for the six year period.

Table 2-7: Projected Housing Demand for Dublin City Area 2020 – 2031^[5]

Table 2-7: Dublin City Council		Total Households	Number of Relevant Years	Annual Average
A	ESRI NPF scenario projected new household demand 2017 to end Q4 2028 ^[6]	47,941	12	3,995
B	Actual new housing supply 2017 to end Q4 2022 (actual to Q4 2020 and estimated 2021 and 2022 Q1 – Q4)	11,708	6	1,951
C	Homeless households (June 2021) and unmet demand (as per 2016 Census)	3,905	-	-
D	Plan Housing Demand = Total (A-B+C), (Projected ESRI NPF demand – new completions) + Unmet demand	40,138	6	6,690

Summary

Based on the population targets and calculated housing need set out within national and regional planning policy, guidelines and prescribed methodology, the development plan must accommodate between 20,120 – 31,520 additional persons up to an overall population target of between 625,750 and 640,000 by 2028. The housing demand calculated sets a requirement for the development plan to provide for approximately 40,000 housing units between 2022 and 2028.)

{Housing Growth Requirements}

{The Housing Supply Target Methodology for Development Planning, Guidelines for Planning Authorities, 2020, required a housing demand of approximately 40,000 residential units for the six-year development plan period with an annual housing target of 6,690 residential units.

The Department of Housing, Local Government and Heritage has since issued new guidelines - National Planning Framework NPF Implementation: Housing Growth Requirements, Guidelines for Planning Authorities – in July 2025 to provide planning authorities with the figures to incorporate updated NPF national and regionally based population and housing projections into development plans. This identified an annual housing requirement for the city of 8,196 residential units.

Table 2-7 below sets out the projected annual housing requirement for the city from 2026 to 2034 and from 2035 to 2040.}

{Table 2-7: Annual Housing Growth Requirement for Dublin City}

<u>{Development Plan - Annual Housing Requirement (Housing Supply Target) 2022 – 2025 (3 years)}</u>	<u>{Development Plan – Annual Housing Requirement (Housing Supply Target) 2026 – 2028 (3 year year period)}</u>	<u>{Annual Housing Growth Requirement 2026 to 2034}</u>	<u>{Annual Housing Growth Requirement 2035 to 2040}</u>
<u>{6,690}</u>	<u>{8,196}</u>	<u>{8,196}</u>	<u>{6,075}</u>

{The housing growth requirement for the development plan period (2022 – 2028) is 44,658 residential units and the housing growth requirement for the 2026 – 2028 period (until the end of the current Dublin City Development) is 24,588 residential units.}

Additional Provision

{There is an urgent need to increase housing delivery in the city and ensure delivery of a mix of housing typologies and tenures to cater for our rapidly growing population. Therefore, in addition to the above new housing requirements, the NPF Implementation Guidelines outline the need for local authorities to identify the ‘additional provision’ of housing units in their core strategies.}

{‘Additional provision’ means up to 50% more residential units over the baseline housing growth requirement. For Dublin City this would mean an annual figure of up to 12,294 residential units for the remainder of the plan period. }

AMENDMENT 8

Chapter 2: Core Strategy

Section 2.4 The Core Strategy

Sub Section 2.4.1. Land Capacity Assessment

Page: 49

Delete last sentence of this sub-section and insert new text

A land capacity analysis was carried out by the Planning Department to calculate the yield of undeveloped land; with a particular focus on the 17 Strategic Development Regeneration Areas that are prioritised for development over the development plan period (see also Chapter 13). Of this 5,800 ha of land zoned for residential or mixed (including residential) uses; it has been estimated that there are approximately 550 hectares available to develop during this development plan cycle which can provide approximately 49,175 residential units.

The analysis undertaken demonstrates that Dublin City Council has the capacity to accommodate the required need of 40,000 residential units over the development plan period within its administrative area. ~~(The breakdown of this available land and associated housing capacity is detailed in Table 2-8 and Table 2-9 below.)~~

{Following the publication of the NPF First Revision Implementation Guidelines in 2025, the capacity of the core strategy to accommodate the new NPF national and regionally based population and housing projections was reviewed. Variations were made to the development plan to facilitate the new housing growth requirements and the requirement for ‘additional provision’ of housing for the city:

- Lands at Dublin Industrial Estate (see 2.4.5 Future Development Areas) were rezoned to facilitate mixed use regeneration including housing (8,500 residential units) (see SDRA 18 - Broombridge – Hamilton).
- Lands at Kylemore/Inchicore (see 2.4.5 Future Development Areas) were rezoned to facilitate mixed use regeneration including housing (4,000-5,300 residential units) (see SDRA 19 - Kylemore).
- SDRA’s No.’s 3, 5, 6, 7, 8, 10, 12 & 13 were amended to provide an uplift in housing yield (total increase of c.8,600).
- A number of employment / enterprise (Z6) lands in the city were rezoned to accommodate the provision of additional residential development (c.1,200 residential units).
- A framework plan for Santry is to be brought forward to provide new housing and to support the sustainable development of Santry.

With the potential to provide c.23,600 residential units in addition to the zoned capacity for approximately, 49,175 residential units as identified in 2022, Dublin City Council has the capacity to accommodate the housing growth requirement over the development plan period and can accommodate additional provision of residential units within its administrative area.

In view of the complexity of developing brownfield lands in the city, it is anticipated that the core strategy housing yield (see Table 2-8 below) will allow for a wider range and choice of development potential and options that can facilitate the housing requirements for the city in the plan period and potentially into the next plan period having regard to the housing growth requirements and additionality envisaged in the National Planning Framework (First Revision).

The breakdown of this available land and associated housing capacity is detailed in Table 2-8 below.}

AMENDMENT 9

Chapter 2: Core Strategy

Section 2.4 The Core Strategy

Sub Section Integration of the Core Strategy and Settlement Hierarchy

Page: 49

Delete text and insert new text

The core strategy is shaped and driven by the overall vision outlined in the settlement strategy, with significant new housing delivery framed within the overall settlement hierarchy for the city targeted at (1) the inner city; (2) along key high quality transport corridors as set out by the RSES and MASP and within Key Urban Villages and (3) on key brownfield and infill opportunity sites with the Tier1 RSES area (which encompasses the entire council area) to support ~~(NPO3a, b and c)~~ {NPO4} and NPO11. The settlement strategy recognises there is a strong overlap between these categories within the hierarchy with many key SDRAs sites fitting within two or three elements.

AMENDMENT 10

Chapter 2: Core Strategy

Section 2.4 The Core Strategy

Table 2-8 Core Strategy and Settlement Hierarchy

Page: 50 - 52

Amend table 2-8.

Table 2-8: Core Strategy and Settlement Hierarchy

Settlement Hierarchy	Relevant SDRAs/Strategic Lands	Character and general density applied*	Proposed Zoned Area	Proposed Residential Yield	Estimated population
INNER CITY					
City Core	Docklands (SDRA 6 and KUV)	Mixed use	{24} <u>{44}</u>	{7,900} <u>{11,900}</u>	{15,800} <u>{23,800}</u>
	Dolphin House (SDRA 12)	Residential	6	{350} <u>{550}</u>	{700} <u>{1,100}</u>
	Grangegorman/ Broadstone (SDRA 8)	Primarily education/ health	11.5	{1,200**} <u>{1,400**}</u>	{3,000} <u>{3,500}</u>
	Heuston and Environs (SDRA 7)	Mixed use	14	{1,250} <u>{2,000}</u>	{2,500} <u>{4,000}</u>
	Liberties & Newmarket Square (SDRA 15)	Mixed use	30	2,500	5,000

	Markets Area and Environs (SDRA 13)	Mixed use	8	(400) {600}	(800) {1,200}
	North East Inner City (SDRA 10)	Mixed use	12	(850) {1,000}	(1,700) {2,000}
	St. Teresa's Gardens (SDRA 11)	Residential and open space	13	1,500	3,000
	Werburgh Street (SDRA 17)	Mixed use	2	0	0
	St. James's Healthcare Campus and Environs (SDRA 14)	Primarily health	-	-	-
	Other KUVs- Phibsborough				
MASP CORRIDORS					
North East Corridor	Clongiffin/Belmayne (SDRA 1 and KUV)	Mixed use	52	6,950-7,350	14,700
	Oscar Traynor Road (SDRA 16)	Residential and open space	17	850	1,700
	Other KUVs- Santry (Omni){***}, Northside, Donaghmede	Mixed use			
North West Corridor	Ballymun (SDRA 2 and KUV)	Primarily residential	35	2,200-2,350	4,700
	Finglas Village Environs and Jamestown (SDRA 3 and KUV)	Mixed use	52	(2,800) {4,400}	(5,600) {8,800}

South West Corridor	Broombridge-Hamilton (SDRA 18)	Mixed use regen	60	8,500	17,000
	{City Edge/Inchicore lands***}	Mixed use regen	(-)	(-)	{12,500}
	<u>{Kylemore SRDA 19}</u>		<u>{52}</u>	<u>{4,000-5,300}</u>	
	Emmet Road (SDRA 9)	Primarily residential	15	1,050	2,100
	Naas Road (SDRA 5 and KUV)	Mixed use	18	{3,300}	{6,600}
				<u>{4,800}</u>	<u>{9,600}</u>
South East Corridor	Park West and Cherry Orchard (SDRA 4)	Residential and open space	49	2,500-3,100	6,200
	Other KUVs- Ballyfermot, Crumlin	Mixed use			
	Other KUVs- Rathmines	Mixed use			
	Sub-total		{358.5ha}	{35,600}	{74,100} {
			<u>{490.5}</u>	<u>{36,750}</u>	<u>{120,900}</u> }
URBAN CONSOLIDATION					
City Centre within M50	Infill/smaller scale	Primarily residential			
	Brownfield and opportunity sites		{187.5}	{12,900}	{23,220}
			<u>{202}</u>	<u>{14,100}</u>	<u>{28,200}</u>

TOTAL		(57,000-	
		58,150)	(114,320)
	{696}	{70,800 –	{ 149,100}
	{693}	73,250 }	

*Densities from extant LAPs/SDZs/existing permissions are included; over and above that, potential yields outside of these areas are estimated using standard densities of 200 units per hectare (uph) for inner city areas and 100 uph for areas in the suburbs, where sites are primarily residential. For mixed use zonings the figures are reduced to take account of the impact of other non-residential developments.

**Refers to primarily student and supported residential accommodation.

KUVs outside of SDRAs present opportunities for some densification and infill, however the housing yield of this is not quantified due to the highly speculative and underdetermined nature of such estimation.

{***It is anticipated that lands at Santry KUV and Industrial Estate which are not yet zoned for residential purposes, will, through the production of a framework through the variation process, come forward for development post 2028.}

~~(*** these lands are not yet zoned for residential purposes but it is anticipated that they will, through the variation process, come forward for first phase of development during the lifetime of the plan.)~~

AMENDMENT 11

Chapter 2: Core Strategy

Section 2.4 The Core Strategy

Sub Section - Capacity of SDRAs Lands

Page: 53

Delete sentence in 1st paragraph and insert updated text

Capacity of SDRAs Lands

The SDRAs lands are critical to the core strategy. All SDRAs (both new and previously identified) have been examined to determine capacity for future housing growth, taking into account sustainable densities and relevant SDZs and LAPs where relevant. This detailed assessment gave a potential yield from the ~~(17 SDRAs of between 35,600 – 36,750 new dwellings on approximately 358 hectares)~~ {19 SDRAs of between 56,700 – 59,150 new dwellings on approximately 490 hectares}. (Table 13-1 in Chapter 13 shows a breakdown of these figures by individual SDRAs).

It is the intent of the Council to monitor and keep under review the core strategy and particularly the implementation of the SDRAs during the life of the development plan; and propose changes, if necessary, to secure successful implementation of the core strategy.

AMENDMENT 12

Chapter 2: Core Strategy

Section 2.4 The Core Strategy

Sub Section 2.4.2 Summary – Total Land Capacity and Zoning Requirements

Page: 54 - 55

Delete text in 1st Paragraph and insert new text. Amend Table 2-10.

Table 2-10 summarises the potential capacity of zoned lands within the development plan; combining the SDRAs areas with other city lands (including extant permissions and new zonings). When the development plan was adopted in 2022 it demonstrated a (There is) zoned capacity for approximately 49,175 housing units on approximately 550 hectares of developable land within the lifetime of the development plan. Following the publication of the NPF Implementation Guidelines, July 2025, Table 2-10 demonstrates a post 2025 zoned capacity for approximately 72,000 housing units on approximately 693 hectares of available developable land within the lifetime of the development plan.

Table 2-10: Total Capacity of City Lands

City Area Name	Estimated Capacity	Area (HA)	{Post 2025} City Area Name	{Post 2025} Estimated Capacity}	{Post 2025} (HA)
SDRA lands	35,600 – 36,750	358	{SDRA lands}	{56,700 – 59,150}	{490}
Other City lands (excluding SDRAs)	13,000 ^[1]	189	{Other City lands (excluding SDRAs)}	{14,100}	{202}
Current zoned total	48,600 - 49,750 Mid-range 49,175	550^[8]	{Current zoned total}	{70,800 – 73,250 Mid-range 72,000}	{693}
Potential lands at Glasnevin & Naas Road, Phase 1 (see Section (2.4.5))	6,000		{Potential lands at Santry (see Section 2.7.1)}	{-}	
Potential total	54,600 – 55,750 Mid-range 55,175		{Potential total}	{70,800 – 73,250 Mid-range 72,000}	

Delete paragraph before Table 2-11 and amend Table 2-11.

Based on this housing capacity, there is evidently sufficient zoned land to meet the needs of the population and housing targets set by the Ministerial Guidelines and the NPF. In addition to this, there are also significant regeneration lands^[9] as yet not zoned for housing/mixed use that have potential to deliver additional housing which can be expedited to ensure that the core strategy is

implemented in the appropriate timescale. For the purposes of clarity, these are included in Table 2-10 as potential lands.

The later phases of these land areas are currently proposed for housing and regeneration beyond the six year life of this development plan. In light of the Government strategy Housing for All, these areas will be considered for variation where they are associated with projects led by Dublin City Council and/or the Land Development Agency; with the core strategy updated to remain in accordance with the NPF and RSES.

~~(The Core Strategy Compliance Table, Table 2-11 below, sets out the level of exceedance at approximately 23%. This headroom is considered in line with the 20 – 25% surplus identified in the Development Plan Guidelines, published June 2022.)~~

Table 2-11: Core Strategy Compliance Table

Appropriately Zoned Lands Available (Ha) 2022 - 2028	Residential Capacity of Available Land (Residential Units)	Housing {Growth} {Need Demand} Requirement for Plan period (Residential Units)	{Additional Provision (3 years)}	{Exceedance (%)}
{500} <u>{693}</u>	{49,175} <u>{72,000}</u>	{40,150} <u>{44,658}</u>	<u>{12,294}</u>	9,025 (23%)

AMENDMENT 13

Chapter 2: Core Strategy

Section 2.7 Implementation

2.7.1 Plan Making

Sub Section – Other Local Areas Plans/Village Improvement Plans (VIPs)

Page: 62

Insert new Text into the first paragraph

In addition to the above priority list of LAPs to be progressed over the development plan period, it is proposed to prepare a number of other Local Area Plans and/or Village Improvement Plans (VIPs) as set out in Table 2-14 below, subject to resources.

{A framework plan is to be prioritised and prepared for the Santry area. Lands at Santry KUV and at Santry Industrial Estate in particular present a significant redevelopment and regeneration opportunity to provide new housing and to support the development of a sustainable extension to the existing KUV centre and community in Santry. The framework plan will, subject to an appropriate zoning and environmental considerations, identify the social and physical infrastructure requirements to support existing and new development and the wider Santry area.}

This framework plan will also consider the wider social and community needs of the existing community including those related to any undeveloped residentially rezoned lands in the

wider Santry area such as at the Shanowen lands, that in addition to having the potential to meet local housing need, also have the potential to provide for future local social, community, cultural and economic opportunities in the area under a Z1 residential zoning. The process of engagement is to start in the 2026 calendar year and the framework plan is to be completed within the lifetime of the current development plan, in consultation with the North Central and North West Area Committees.}

It should be noted that in the absence of an LAP, developments will be considered through the development management process in accordance with the policies and objectives of the development plan. The preparation of {the other plans, see Table 2-14} ~~(these plans)~~ will be based on a prioritised selection procedure to be agreed during the implementation phase of the plan. Such prioritisation will be on the basis of:

- Areas that require economic, physical and social renewal.
- Development potential and ability to assist in the delivery of the core strategy.
- Need for regeneration within an area based on the Pobal Index of Deprivation.

AMENDMENT 14

Chapter 2: Core Strategy

Section 2.7 Implementation

2.7.1 Plan Making

Sub Section – Other Local Areas Plans/Village Improvement Plans (VIPs)

Page: 63

Amend Objective CS04

It is an Objective of Dublin City Council:	
CS04	<p><i>Programme for the Preparation of Local (Area) Plans/Village Improvement Plans</i></p> <p><u>{To prioritise and prepare a framework plan for the Santry area including lands at Santry KUV and at Santry Industrial Estate}</u>. To implement a programme for the preparation of Local (Area) Plans/Village Improvement Plans and to prioritise areas in accordance with the strategic objectives of the core strategy including those areas which are experiencing or likely to experience large scale development and regeneration.</p>

^[1] NPF Table 4.1: Ireland 2040

^[2] NPF {(First Revision)} Table 4.1: Ireland 2040

~~^[3] The most recent homeless figures for June 2021 taken together with the overcrowded household figure from Census 2016 to give an updated figure of unmet need (overcrowded and homeless) at 3,905.~~

~~^[4] Note: this number is rounded from 40,138.~~

~~^[5] Prepared in compliance with Appendix 1 of the Section 28 Guidelines: Housing Target Methodology for development Planning, December 2020.~~

~~^[6] ESRI Baseline Scenario of projected new housing demand from 2017 to Q4 2022 is 47,534; almost in line with the ESRI NPF scenario included above.)~~

- ⌚ This figure includes the changes of zoning outlined in Table 2-9 added to extant permissions in non-SDRA locations, rounded from 12,900 from Table 2.8.
- ⌚ Number averaged and rounded for ease of reference.
- ⌚ Section 2.4.5 provides more information on these lands.

3 Chapter 13: Strategic Development and Regeneration Areas

AMENDMENT 15

CHAPTER 13: STRATEGIC DEVELOPMENT AND REGENERATION AREAS

13.1 Introduction

Table 13.1: Capacity of SDRA Designated Lands for Residential Use or a Mixture of Residential and Other Uses and Supporting Infrastructure

Page 410-411

Amend Table 13.1.

Table 13.1: Capacity of SDRA Designated Lands for Residential Use or a Mixture of Residential and Other Uses and Supporting Infrastructure

SDRA Ref.	City Area Name	Estimated Capacity	Area (Ha)	Supporting Infrastructure
SDRA 1	Clongriffin/Belmayne and Environs	6,950 – 7,350	52	DART+, BusConnects, completion of Main Street, social infrastructure
SDRA 2	Ballymun	2,200 – 2,350	35	Metrolink, Bus Connects
SDRA 3	Finglas Village Environs and Jamestown Lands	(2,800) {4,400}	52	Luas Finglas, BusConnects, social infrastructure
SDRA 4	Park West/Cherry Orchard	2,500 – 3,100	49	DART+, BusConnects, social infrastructure.
SDRA 5	Naas Road	(3,300) {4,800}	18	Bus Connects, Luas stop, Water service upgrade

SDRA 6	Docklands	(7,900) <u>{11,900}</u>	(24) <u>{44}</u>	DART+, Dodder Bridge, BusConnects, Luas Poolbeg, District Heating, social infrastructure
SDRA 7	Heuston and Environs	(1,250) <u>{2,000}</u>	14	DART+, BusConnects
SDRA 8	Grangegorman/Broadstone	(1,200) <u>{1,400}</u>	11.5	BusConnects
SDRA 9	Emmet Road	1,050	15	BusConnects, social infrastructure
SDRA 10	North East Inner City	(850) <u>{1,000}</u>	12	DART+, BusConnects, social infrastructure
SDRA 11	St. Teresa's Gardens	1,500	13	BusConnects
SDRA 12	Dolphin House	(350) <u>{550}</u>	6	Bus Connects
SDRA 13	Markets Area and Environs	(400) <u>{600}</u>	8	Public realm
SDRA 14	St. James's Healthcare Campus and Environs	-	-	BusConnects
SDRA 15	Liberties and Newmarket Square	2,500	30	BusConnects, social infrastructure, public realm
SDRA 16	Oscar Traynor Road	850	17	BusConnects
SDRA 17	Werburgh Street	0	2	Public realm
SDRA 18	Broombridge-Hamilton	8,500	60	Dart+, Luas Finglas, BusConnects, social infrastructure
{SDRA 19}	{Kylemore}	{4,000 – 5,300}	{52}	{Dart+, BusConnects, social infrastructure}
	Total	(44,100 – 45,250) <u>{56,700 – 59,150}</u>	(418.5) <u>{490.5}</u>	

AMENDMENT 16

CHAPTER 13: STRATEGIC DEVELOPMENT AND REGENERATION AREAS

13.8 SDRA 6 – Docklands

Guiding Principles for Key Opportunity Sites

Page 458

Insert new text relating to new Key Opportunity Sites 16 – 21.

16. IFSC and Custom House

The Dublin Docklands extends across approximately 520 hectares and remains one of the most strategically significant regeneration areas in the State. While major portions of the Docklands have been successfully redeveloped over recent decades, substantial potential remains for further transformation.

The Docklands accommodates a nationally important concentration of employment floorspace. It is home to globally recognised clusters in technology, finance, banking, digital and creative industries, with the IFSC acting as a major economic anchor. The area's evolution has been shaped in part by sustained IDA investment since the 2000s, which has attracted multinational financial and technology firms and supported Dublin's position as a leading European tech and financial services hub.

Despite this strong economic foundation, the Docklands now faces a new phase of regeneration driven by changing workplace patterns, office consolidation, the rise of hybrid and remote working, and the obsolescence of early-phase office campuses constructed in the 1980s and 1990s. These structural shifts present significant opportunities for mixed-use redevelopment, residential intensification, sustainable transport integration and renewal of outdated building stock. As the area continues to mature, urban regeneration will increasingly focus on overcoming the legacy of mono-use office development, improving vibrancy, and delivering neighbourhoods that support the 15-minute city.

The area encompassing the Custom House, the IFSC and George's Dock forms the historic, civic and economic heart of the northern Docklands. It represents a uniquely strategic convergence of national civic heritage, internationally significant commercial activity and prominent public spaces, all within immediate proximity to Connolly Station and Busáras. This district is now entering a new phase of evolution, shaped by the obsolescence of early IFSC office stock, changes in working patterns, demand for new residential neighbourhoods and the need for improved public realm and cultural activation. Together, these three interconnected areas form the foundation for a renewed, high-density, mixed-use urban

quarter that strengthens Dublin's national transport interchange, enhances civic identity and delivers a more vibrant, people-focused Docklands environment. Notwithstanding, the largely developed / brownfield nature of the majority of the area, this area is located adjacent or close to European and National designated sites, including Special Areas of Conservation (SAC), Special Protection Areas (SPA) and proposed Natural Heritage Areas (pNHA) in the Tolka Estuary, Dublin Bay and in adjoining Irish Sea Coast. Given its coastal location, flooding risk, associated climate change and flood management, are key considerations for the docklands area.

The following guiding principles will inform redevelopment proposals.

Custom House

- Reinforce the Custom House as a national civic symbol and set-piece along the Liffey quays. Support a flagship public civic use through enhanced public access as a catalyst for urban regeneration in the north Docklands.
- Support the transition to a pedestrian-priority plaza along Custom House Quay, enabling a new riverside civic space.
- Integrate public realm, green infrastructure and heritage-sensitive design that frames the Custom House as the centrepiece of the district.

IFSC

- As part of comprehensive redevelopment proposals, support the transition of the IFSC from a mono-use commercial quarter to a balanced mixed-use district featuring increased residential capacity.
- Encourage the renewal or repurposing of obsolete office stock to support contemporary workspace needs, urban living and ground-floor activation.
- Support a fine-grained, permeable urban structure with enhanced block layouts and stronger connections between the IFSC, Connolly Station, Custom House Quay and the wider Docklands.
- Ensure that development positively frames the River Liffey, George's Dock, and Custom House Quay.
- Maximise transit-oriented regeneration by leveraging immediate access to rail, DART, Luas and national bus services.
- Site-specific masterplans will be required for significant redevelopment proposals to ensure that best practice urban design principles are achieved.

George's Dock

- Reimagine George's Dock as a flexible cultural and recreational destination space capable of supporting day-to-day community use.
- Deliver high-quality public realm upgrades linking George's Dock to Custom House Quay, the IFSC spine and the Liffey quays.

17. Docklands Station

This c. 4.2 ha site at Docklands Station, Dock Road comprises underutilised bus parking areas and undeveloped lands. The lands directly adjoin operational mainline Rail/DART infrastructure. The current Docklands Station is a temporary facility and is expected to undergo significant transformation as part of the DART+ programme, including the future relocation of the station underground at Spencer Dock. In the event that the surface station is removed or substantially reduced, a considerably larger development footprint would become available, thereby increasing the long-term development potential of the lands and enabling a more comprehensive urban block structure and higher-intensity residential-led development. Any future redevelopment must therefore adopt a phased approach that protects current rail operations while allowing for longer-term urban consolidation once rail infrastructure is reconfigured.

Future urban form will be required to address the Royal Canal while facilitating east-west connectivity through the site. A site specific masterplan or detailed design statement will be required as part of comprehensive redevelopment proposals on this site to ensure successful integration into the existing urban fabric.

18. Sheriff Street Upper

This c.5.6 ha site at Sheriff Street Upper comprises railway sidings and container storage lands subject to land use zoning Z14 Strategic Development and Regeneration Areas. Redevelopment proposals will require the consolidation of existing railway infrastructure, with the northern tracks retained and protected to maintain essential port access. Subject to detailed design measures and integrated design a future build-out over the existing railway sidings may be achievable to enable the retention of the majority of existing operational functions.

The site has significant capacity to accommodate a high-density, mixed-use development, to include a significant residential yield while ensuring the continued operation of critical transport functions. A new street and block structure which responds to the key surrounding lead edges should create enhanced permeability, strong pedestrian connections to East Wall,

Spencer Dock and the wider Docklands and high-quality public realm, integrating green infrastructure throughout.

Given the scale and complexities associated with this site, a site specific masterplan shall be prepared to address the above matters in addition to planned phasing. The masterplan should also address the interface with rail operations.

19. Site on East Wall Road / Bond Road

This c.4.9 ha site, currently in use for port-related vehicle storage offers a significant medium-term opportunity to transition from low-intensity port-related functions to a compact, mixed-use urban development. The redevelopment potential of the subject lands will require careful coordination with the adjacent vacant site and ESB and Dublin Port Tunnel infrastructure lands. Development should deliver a permeable urban block structure with enhanced pedestrian and cycle connections to East Wall, EastPoint and the wider Docklands, together with high-quality public realm. Appropriate set-backs and landscaped buffers between the site and Port Tunnel access road will be required. A site specific masterplan that addresses the interface with Key Opportunity Site 20 and the immediately adjacent lands will be required to inform the appropriate scale and scope of development. In particular, the masterplan will be required to address access and egress noting that access from the Port Tunnel Control Building road will not be permitted and shall have regard to the operational, safety and security requirements of the Dublin Tunnel and Motorway Traffic Control Centre, in consultation with Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA).

20. Site adjacent to the Tunnel Control Building, East Wall Road

This site is adjacent to the Tunnel Control Building and is well-positioned to support sequential redevelopment potential in the area. Having regard to the location adjacent to an existing educational facility, the provision of educational or community facilities on this site will be supported. The form and nature of development will be required to address the surrounding context and address the interface along East Wall Road and shall have regard to the operational, safety and security requirements of the Dublin Tunnel and Motorway Traffic Control Centre, in consultation with Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA).

21. EastPoint Business Park

Introduction

EastPoint Business Park and environs constitute a significant landbank of c. 20 hectares of employment and enterprise lands strategically located within the north eastern edge of Dublin's Docklands. Originally conceived and developed as a purpose-built office and commercial campus, its low rise and low-density form presents opportunities for consolidation and regeneration to support modern employment practices, while facilitating the transition of these lands into a mixed use neighbourhood with new homes and community facilities, underpinned by exemplary urban design and design-led architecture.

At present, the lands are effectively severed from East Wall by the Port Tunnel access road and while there is controlled access from Bond Road to the east, primary access is via the EastPoint Causeway from Alfie Byrne Road. Future regeneration opportunities provide substantial potential for exploring options for enhanced integration with surrounding neighbourhoods, capitalising on planned active travel interventions in the immediately surrounding area, including the Dublin Port Greenway.

A coordinated and urban design-led approach to redevelopment is required to ensure that EastPoint transitions from a largely mono-use business park into a dynamic, mixed-use and sustainable urban quarter. Considering the scale of the lands and the multiple benefits that regeneration at this scale can provide the City, prior to significant redevelopment proposals, a masterplan shall be prepared by the landowners/developers for the designated Key Opportunity Site area and agreed with the Planning Authority as part of the development management process. All subsequent applications within EastPoint must demonstrate compliance with this Masterplan, with deviations considered only where they demonstrably enhance the intent and delivery of the guiding principles.

The following guiding principles shall be incorporated and comprehensively addressed in the masterplan.

Urban Structure

- The Masterplan shall set out a clear and legible urban structure with a network of permeable east–west and north–south connections, integrating the business park into surrounding neighbourhoods.
- In general, urban blocks shall typically range from 60–80 metres in size and not more than 100m in width/length to ensure that an optimal level of permeability is achieved at an appropriate scale.

- The masterplan shall detail a movement hierarchy and framework that aligns with the SDRA framework map and the Design Manual for Urban Roads and Streets (DMURS). The existing internal road layout should be reconfigured over time to create a more urban, interconnected block structure. The identified key connection route through the lands shall provide for a dedicated through bus route from Bond Road through to Alfie Byrne Road, designed to accommodate modern electric bus vehicles.
- The use of bus gates may be required at key access points at EastPoint Causeway and Bond Road to ensure that public transport is prioritised and private car journeys through the lands are minimised.
- A mobility management strategy may be required to inform the masterplan in order to address, but not limited to: filtered permeability; location of bus stops; enhanced active travel routes and connections to DART and bus.
- Building frontages shall address all key routes, with limited setbacks except where required to create enhanced public realm or to accommodate sustainable mobility infrastructure.
- A vibrant and active central spine should be established, connecting the parks to public transport nodes and forming the core of a new public realm strategy.

Land Use & Activity

- EastPoint shall evolve from a mono-use employment campus into a mixed-use neighbourhood, which supports the retention of employment space, albeit in a consolidated and higher density form. This will provide opportunities for renewed investment in Dublin City, the development of innovation and knowledge hubs, while providing critical spaces for SMEs.
- The consolidation of existing commercial and office space facilitates residential development within appropriate locations.
- The anticipated land use mix is approximately 50% residential, 20% office/commercial, 15% community and education and 15% public open space.
- There is a presumption that net residential densities in the range of 200-250 units per hectare can be achieved on these lands, in accordance with the Development Plan standards for SDRAs.
- Critical community and social infrastructure is required to be provided and the masterplan will be required to identify specific sites to support this. As such, subject to the needs of the Department of Education and Youth, a site or sites in the range of

0.6 hectares (minimum) or appropriately sized urban block, shall be provided to support educational provision.

- A multi-use community facility proximate to an educational campus is also required.
- The Masterplan for EastPoint shall identify three distinct character areas, each reflecting the site's context, urban design intent and land use. Together, they underpin a coherent structure guiding land use, height, density, design response and community infrastructure provision.

Waterfront edge

Located along the northern and western edges this area has the greatest potential for urban intensification and high-profile architectural expression. In general, this area will contain residential-led mixed uses located along a high-quality amenity corridor with an enhanced water-edge and public realm.

Central Commercial & Mixed-Use Spine

This central movement spine forms the hearth of the urban structure. This area will contain consolidated employment, opportunities for selective ground floor active uses and residential development. This central area will contain key community and educational facilities and forms a transition between the waterfront edge to the north and the perimeter commercial edge to the south.

Perimeter commercial edge

The southern and eastern edges shall generally support the retention and consolidation of employment and commercial uses due to the proximity to the Port Tunnel Access and active Dublin Port lands. In general, residential development is not anticipated within this area. Enhanced public realm and access shall be supported to connect with existing and future active travel projects or greenways.

Height

- The SDRA Guiding Principles Map identifies opportunities for additional building height on corners/façades of certain proposed urban blocks and potential locally higher buildings, as a tool to enhance urban design and legibility. The masterplan shall establish and detail an overall height strategy.

- Baseline heights in the range of 6-8 storeys will generally be encouraged in order to support the scale and density of development required on these lands. The masterplan will be required to detail a height strategy, which shall take account of key views and vistas and future amenity.
- The waterfront edge and high visibility edges to include key movement corridors and public open space may support heights in the range of 8-10 storeys.
- Opportunities for landmark buildings up to 50 metres will be supported on selected urban blocks as part of an overall strategy to enhance legibility and urban design. These may include waterfront corners, key vistas and entrances.
- Increased height must be justified through high-quality architectural design, minimal overshadowing and positive contribution to legibility and placemaking.
- Lower elements may be required having regard to site specific circumstances and interfaces.

Design

- The masterplan will be required to address interfaces with the surrounding environment to include Dublin Port, Dublin Port Tunnel and access roads and the waterfront.
- Architectural design shall respond to the identified character areas in order to promote coherence, variety, and design excellence, avoiding monolithic blocks and incorporating a richness of materials and articulation.

Green Infrastructure

- A minimum of 15% of the site area should be provided as high-quality public open space, distributed to support placemaking and local character areas
- A Green Infrastructure Strategy should be incorporated into the masterplan and provide for the integration of Sustainable Drainage Systems (SuDS), utilising an integrated nature based solutions response that is aligned with climate adaptation requirements. Extensive tree planting along streets in addition to the provision of green connections between public open spaces is required.
- Waterfront edges, where applicable, shall be enhanced to improve ecological value and public amenity.

- The masterplan must set out a play strategy, setting out what active sports and play will be provided for within the public or semi-private open spaces and how the needs of younger children will be accommodated within each local area.
- Planting and landscaping must be framed on a policy of promoting biodiversity, with a high proportion of native species and those which support this aim.

Phasing & Implementation

- It is anticipated that redevelopment will occur incrementally and as such will be required to proceed on a sequential and coordinated basis. As such, the Masterplan should outline a phasing strategy outlining how individual sites will be sequenced and how critical and supporting infrastructure will be delivered in line with developments.
- All planning applications must include a statement of compliance with the Masterplan and these guiding principles.
- The Masterplan and development proposals in all areas must demonstrate compliance with:
 - the Climate Action Plan, a Climate Action Energy Statement with District Heating Enabled proposal and decarbonisation requirements;
 - site specific flood risk assessment;
 - screening for appropriate assessment and appropriate assessment, as required;
 - screening for strategic environmental assessment / environmental impact assessment and preparation of an environmental report / environmental impact assessment report, as required;
 - height and daylight/sunlight requirements;
 - requirements for a shift towards sustainable modes of transport and public transport and the preparation of sustainable mobility management plans.}

AMENDMENT 17

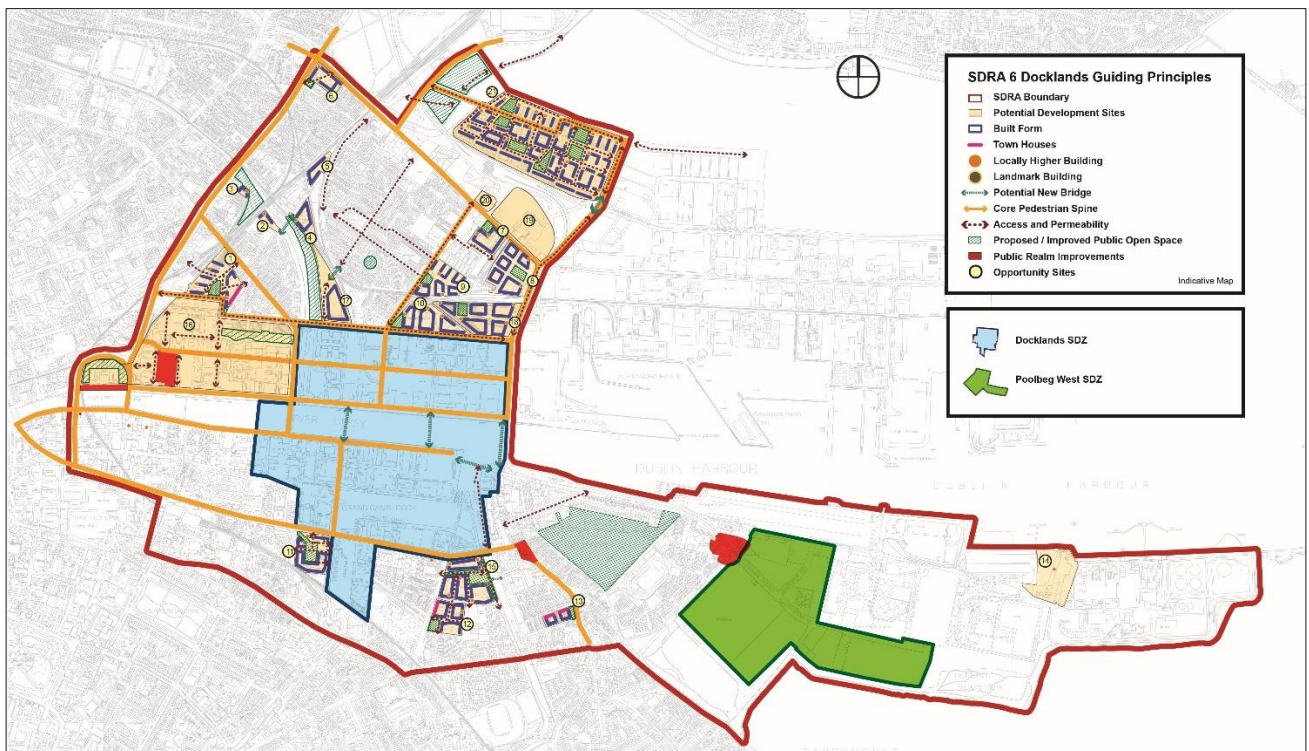
CHAPTER 13: STRATEGIC DEVELOPMENT AND REGENERATION AREAS

13.8 SDRA 6 – Docklands

Figure 13-6: SDRA 6 Docklands

Page 459

Amend Figure 13-6 to include new key opportunity sites 16 – 21.



AMENDMENT 18

CHAPTER 13: STRATEGIC DEVELOPMENT AND REGENERATION AREAS

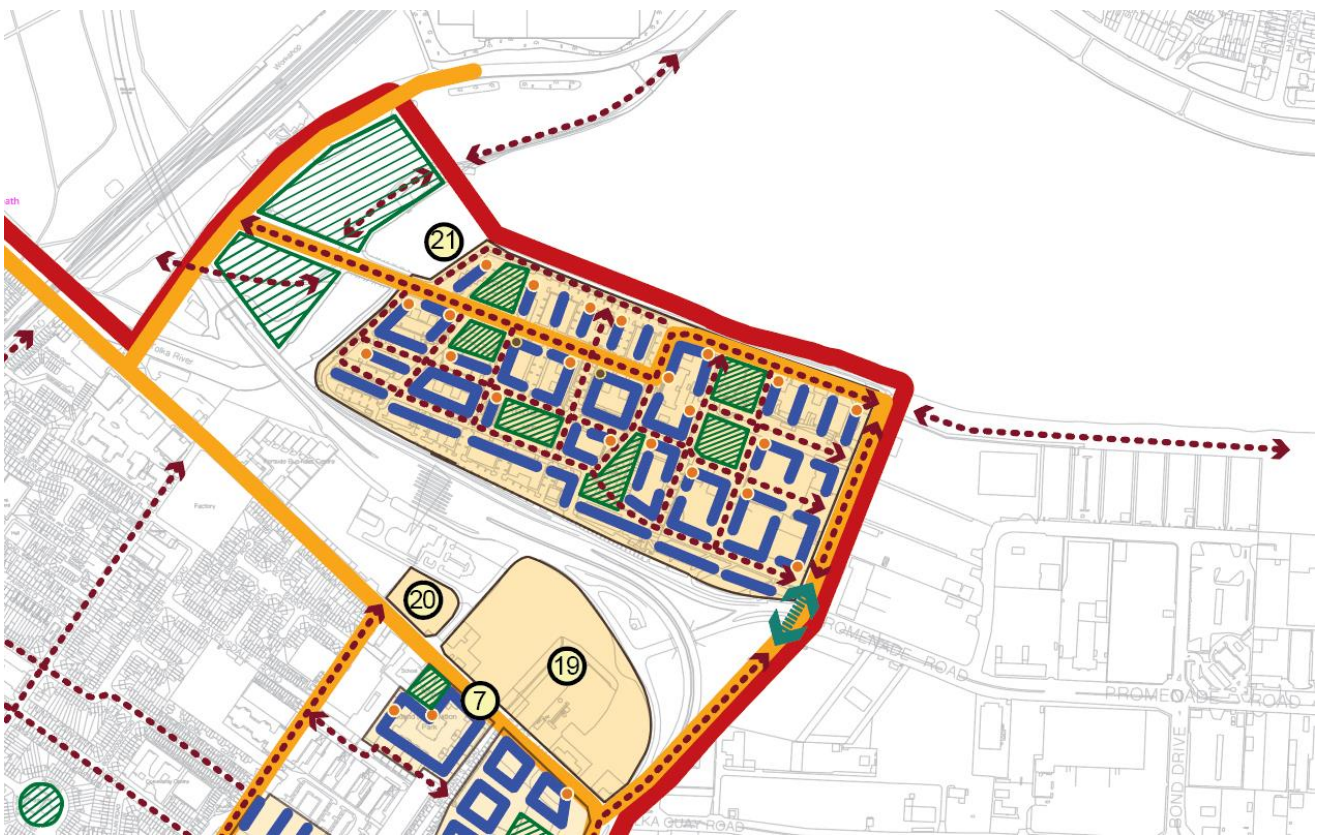
13.8 SDRA 6 – Docklands

Figure 13-6: SDRA 6 Docklands

Page 459

Insert new Figure 13-6a excerpt - EastPoint and Environs

{Figure 13-6a: EastPoint and Environs (excerpt of Figure 13-6)}



4 Chapter 14: Land Use Zoning

AMENDMENT 19

Chapter 14: Land Use Zoning

Section 14.7.10 Inner Suburban and Inner City Sustainable Mixed-Uses – Zone Z10

Land-Use Zoning Objective Z10: To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses.

Page: 540

Insert text at end of last paragraph

There will be a requirement that for any significant scheme (on Z10 zoned lands greater than 0.5ha in size) seeking to increase densities and/or height, a masterplan is prepared (see also Appendix 3: Achieving Sustainable Compact Growth). The requirement to prepare a masterplan in respect of future development will also specifically apply to Z10 zoned lands at Malahide Road, Harmonstown Road, Goldenbridge Industrial Estate, 110-114 Cork Street, Glenview Industrial Estate ~~(and)~~ Brickfield House/ Sunshine Estate (-) {,North Road Finlas, Finlas Business Park at Tolka Valley Road and Greenmount Industrial Estate at Harold's Cross.

Masterplans to be prepared will demonstrate, as appropriate, the proposed land uses, the form and scale of development, access to and permeability and connectivity through lands and to the surrounding area.

In the case of Z10 lands at North Road, Finlas, development proposals should:

- result in the reduction of access/egress points onto North Road;
- fully integrate with St. Margaret's proposed Luas stop
- locate highly vulnerable development outside of Flood Zones A and B of the Finlas Stream and locate less vulnerable development outside of Flood Zone A of the Finlas Stream.}

5 Volume 3: Zoning Maps

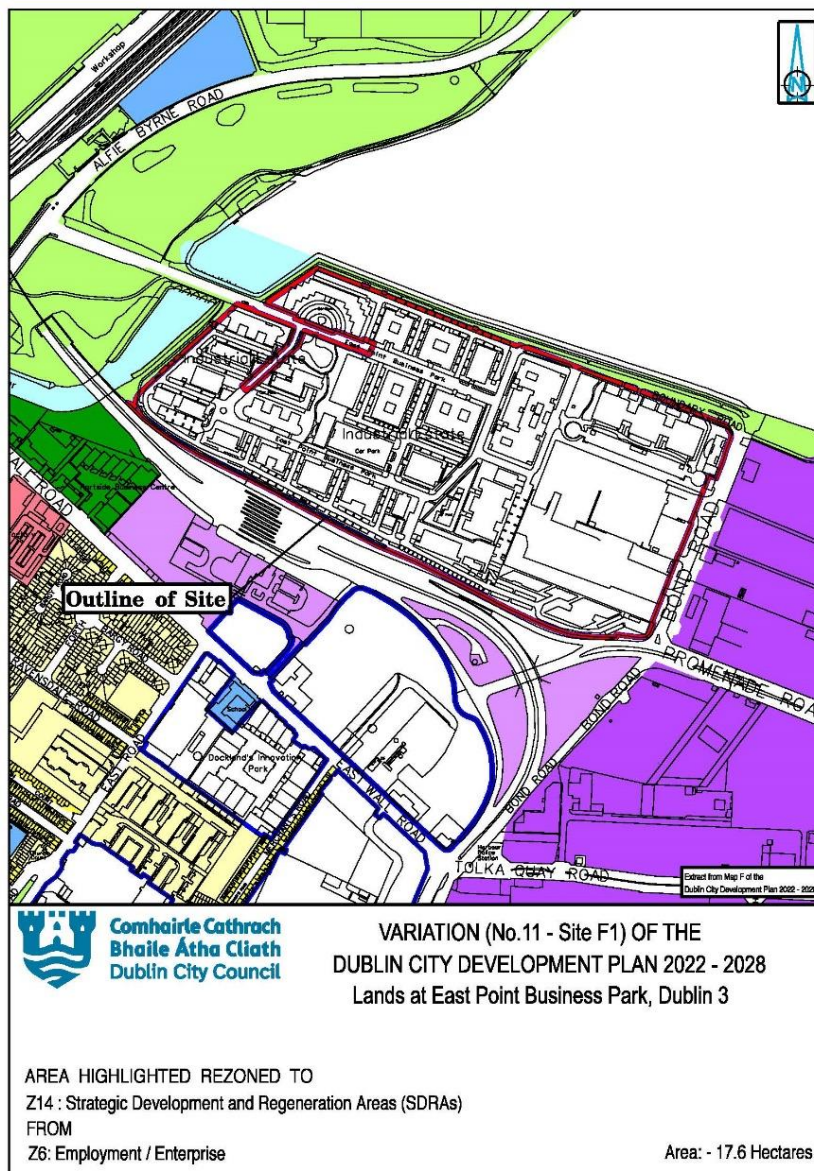
AMENDMENT 20

DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 3, ZONING MAP

Rezone Lands:

From: Land Use Zoning Objective Z6: 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Z6 Employment/Enterprise),

To: Land Use Zoning Objective Z14: 'To seek the social, economic and physical development and/or regeneration of an area with mixed-use, of which residential would be the predominant use' (Z14 Strategic Development and Regeneration Areas (SDRAs)).



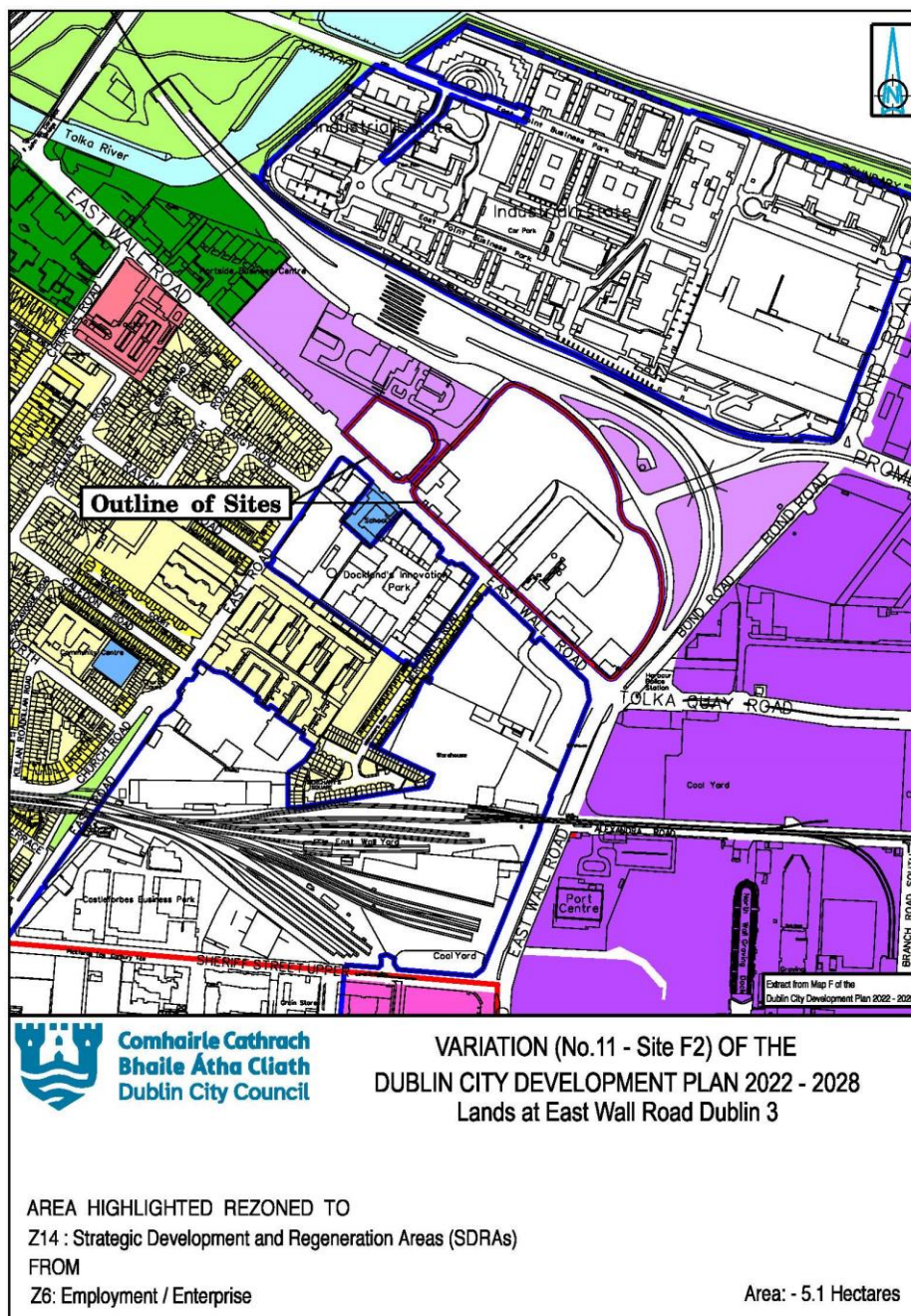
AMENDMENT 21

DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 3, ZONING MAP

Rezone Lands:

From: **Land Use Zoning Objective Z6:** 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Z6 Employment/Enterprise),

To: **Land Use Zoning Objective Z14:** 'To seek the social, economic and physical development and/or regeneration of an area with mixed-use, of which residential would be the predominant use' (Z14 Strategic Development and Regeneration Areas (SDRAs)).



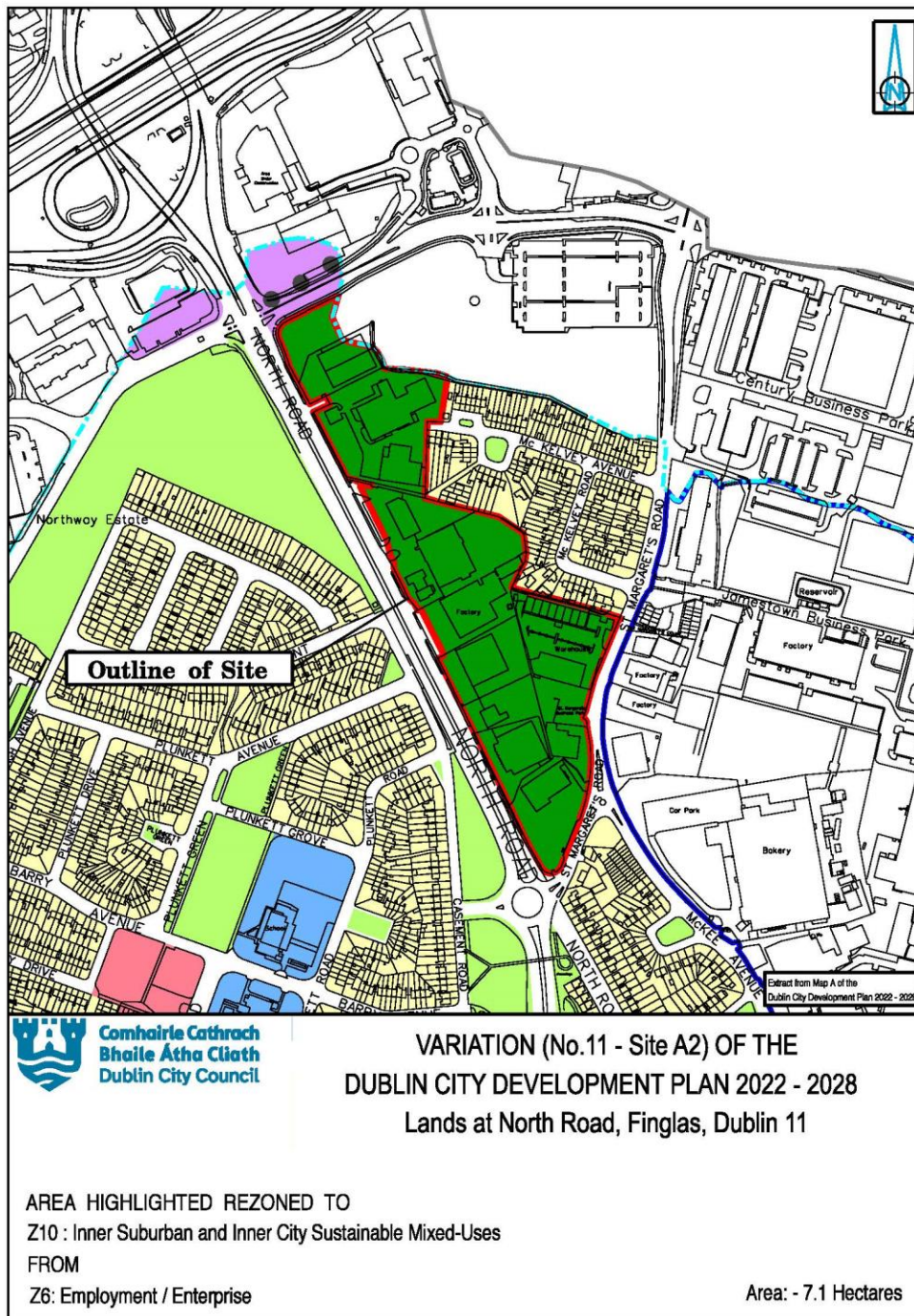
AMENDMENT 22

DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 3, ZONING MAP

Rezone Lands:

From: **Land Use Zoning Objective Z6:** 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Z6 Employment/Enterprise),

To: **Land Use Zoning Objective Z10:** 'To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses (Z10 Inner Suburban and Inner City Sustainable Mixed-Uses)



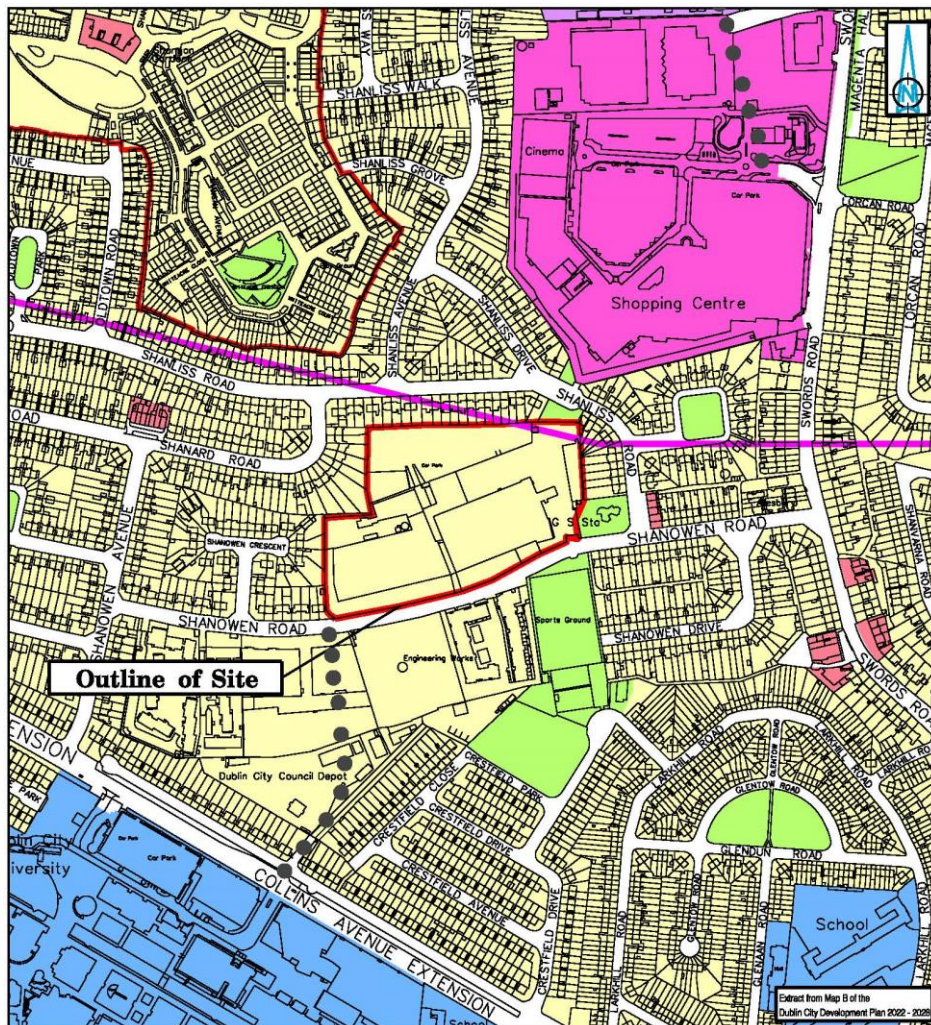
AMENDMENT 23


DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 3, ZONING MAP

Rezone Lands:

From: **Land Use Zoning Objective Z6:** 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Z6 Employment/Enterprise),

To: **Land Use Zoning Objective Z1:** 'To protect, provide and improve residential amenities' (Z1 Sustainable Residential Neighbourhoods)



 **Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council**

**VARIATION (No.11 - Site B7) OF THE
DUBLIN CITY DEVELOPMENT PLAN 2022 - 2028
Lands at Shanowen Road,
Whitehall / Santry, Dublin 9**

AREA HIGHLIGHTED REZONED TO
Z1 : Sustainable Residential Neighbourhoods
FROM
Z6: Employment / Enterprise

Area: - 4.3 Hectares

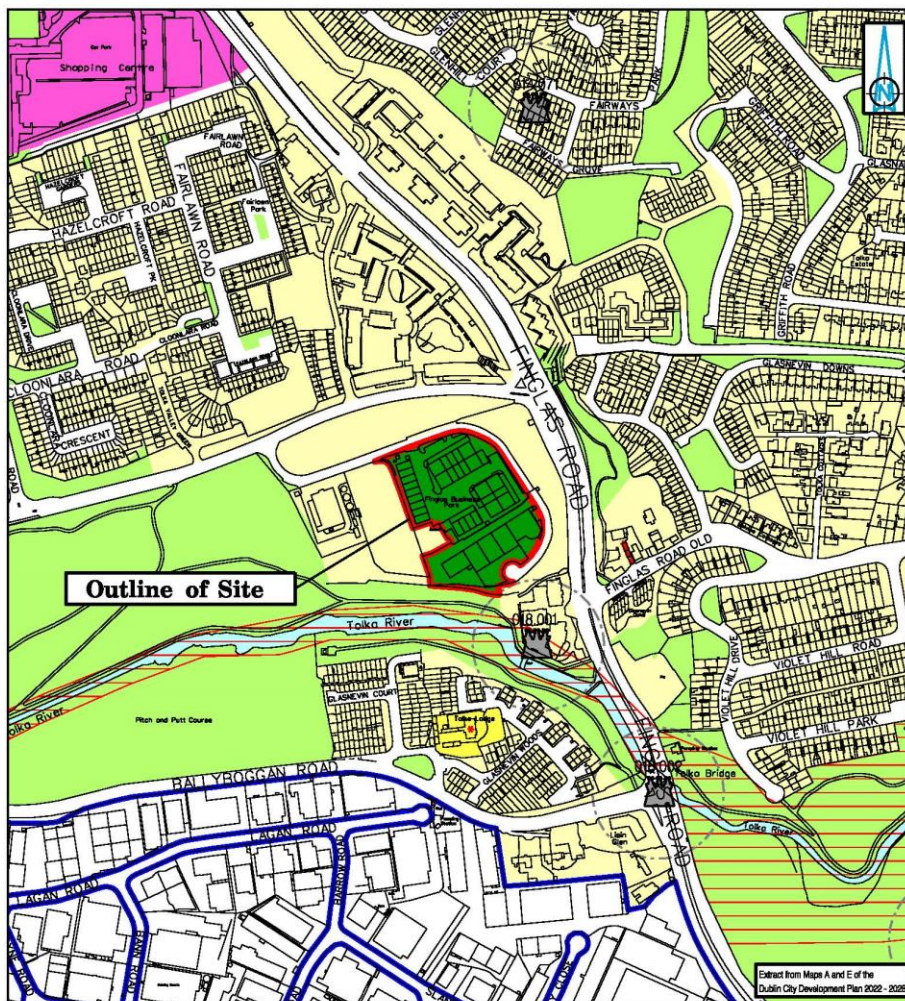
AMENDMENT 24


DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 3, ZONING MAP

Rezone Lands:

From: Land Use Zoning Objective Z6: 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Z6 Employment/Enterprise),

To: Land Use Zoning Objective Z10: 'To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses (Z10 Inner Suburban and Inner City Sustainable Mixed-Uses)



 **Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council**

**VARIATION (No.11 - Site A6) OF THE
DUBLIN CITY DEVELOPMENT PLAN 2022 - 2028**
Lands at Finglas Business Park,
Tolka Valley Road, Dublin 11

AREA HIGHLIGHTED REZONED TO
Z10 : Inner Suburban and Inner City Sustainable Mixed-Uses
FROM
Z6: Employment / Enterprise

Area: - 1.9 Hectares

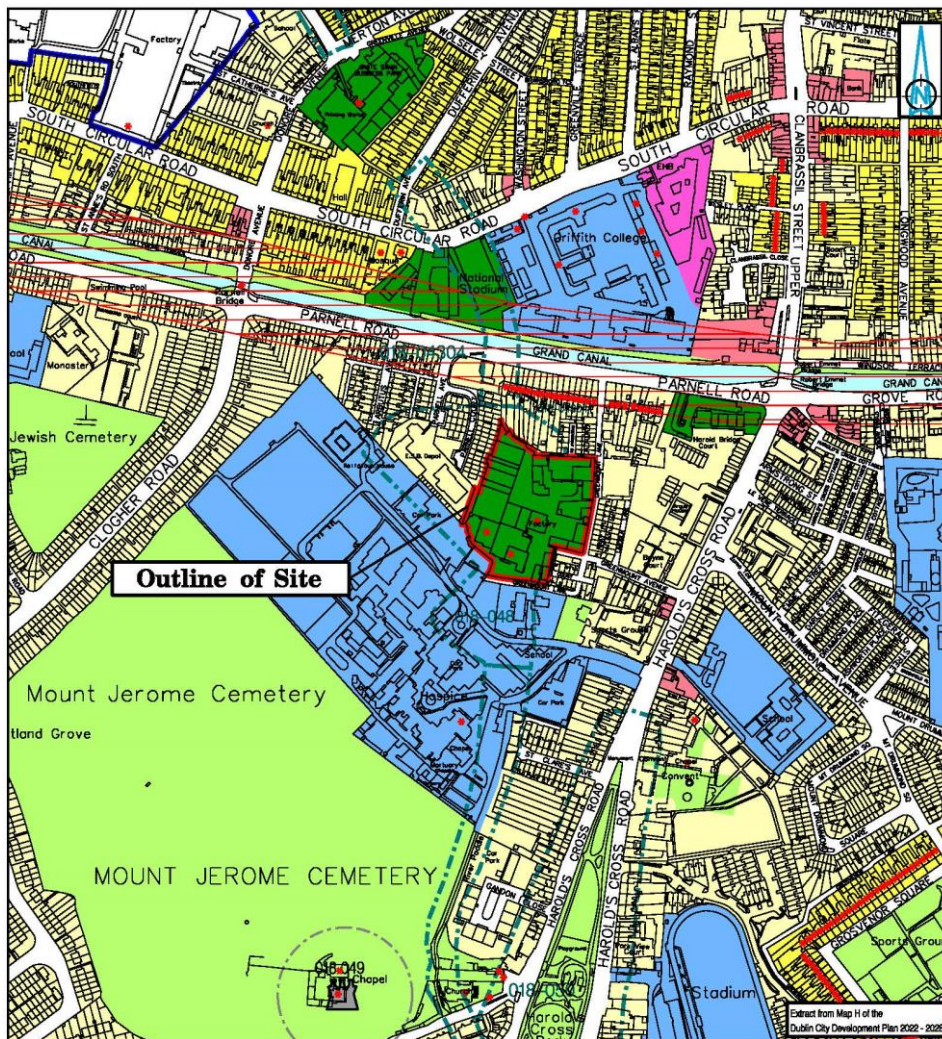
AMENDMENT 25

DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 3, ZONING MAP

Rezone Lands:

From: **Land Use Zoning Objective Z6:** 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Z6 Employment/Enterprise),

To: **Land Use Zoning Objective Z10:** 'To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses (Z10 Inner Suburban and Inner City Sustainable Mixed-Uses)



VARIATION (No.11 - Site H1) OF THE DUBLIN CITY DEVELOPMENT PLAN 2022 - 2028 Lands at Greenmount Industrial Estate, Harold's Cross, Dublin 6

AREA HIGHLIGHTED REZONED TO
Z10 : Inner Suburban and Inner City Sustainable Mixed-Uses
FROM
Z6: Employment / Enterprise

Area: - 1.5 Hectares

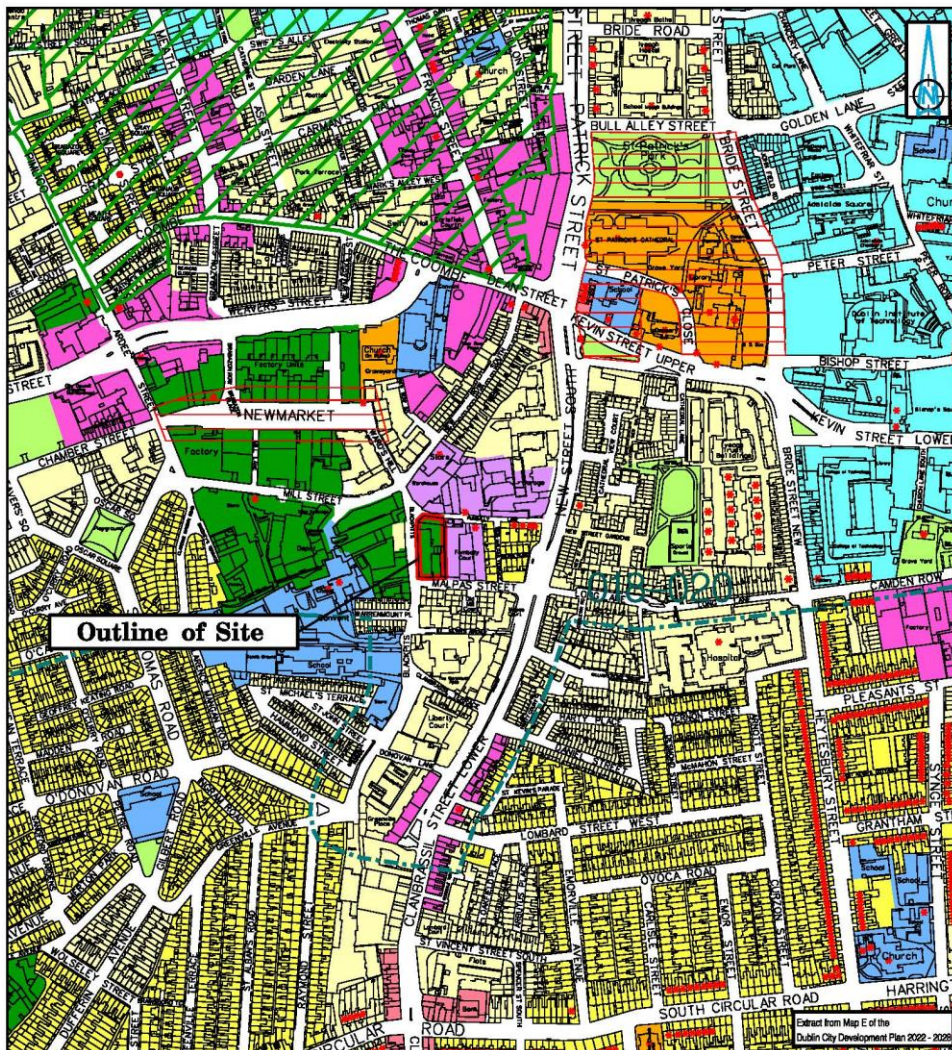
AMENDMENT 26

DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 3, ZONING MAP

Rezone Lands:

From: Land Use Zoning Objective Z6: 'To provide for the creation and protection of enterprise and facilitate opportunities for employment creation' (Z6 Employment/Enterprise),

To: Land Use Zoning Objective Z10: 'To consolidate and facilitate the development of inner city and inner suburban sites for mixed-uses (Z10 Inner Suburban and Inner City Sustainable Mixed-Uses)



 **Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council**

**VARIATION (No.11 - Site E17) OF THE
DUBLIN CITY DEVELOPMENT PLAN 2022 - 2028**

Lands at Fumbally Lane / Malpas Street / Blackpitts, Dublin 8

AREA HIGHLIGHTED REZONED TO
Z10 : Inner Suburban and Inner City Sustainable Mixed-Uses
FROM
Z6: Employment / Enterprise

Area: - 0.2 Hectares



**Comhairle Cathrach
Bhaile Átha Cliath**
Dublin City Council

**Planning, Property & Economic Development
Department,
Civic Offices, Wood Quay,
Dublin 8.
D08 RF3F**

Tel: 01 222 2222

Email: variations@dublincity.ie

Web: www.dublincity.ie