

FINAL STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)
SCREENING REPORT

VARIATION NO. 33

DUBLIN CITY DEVELOPMENT PLAN 2016-2022

PLANNING AND DEVELOPMENT ACTS 2000 (AS AMENDED)

PLANNING AND DEVELOPMENT (STRATEGIC ENVIRONMENTAL ASSESSMENT) REGULATIONS

2004-2011

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1.0 Introduction

Dublin City County Council (DCC) has prepared and adopted¹ Variation No. 33 to the Dublin City Development Plan 2016-2022 (the Development Plan) under Section 13 of the Planning and Development Act 2000 (as amended).

A Screening for Strategic Environmental Assessment was completed by DCC in accordance with the provisions of Article 13K and Schedule 2A of the Planning and Development (SEA) Regulations 2004-2011.

Having regard to the provisions of the Planning and Development (Strategic Environmental Assessment) Regulation 2004-2011, and following the appropriate consultation period and consideration of the submissions/observations received, the Planning Authority determined that proposed Variation No. 33 would not likely have a significant effect on the environment. The Planning Authority has considered that a Strategic Environmental Assessment (SEA) is not required in respect of Proposed Variation No. 33 of the Dublin City Development Plan 2016-2022.

The prescribed bodies were notified of the above determination concerning SEA and no objections were received within the appropriate period.

1.1 Public Consultation Programme and Submissions

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

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

- Notification of the preparation and display of Proposed Variation No. 33 to the Development Plan, including Planning Report and Environmental Reports for public consultation was placed in the Irish Independent on 18th March 2021 with information on the public consultation programme and an invitation for submissions.
- Letters that provided notification of Proposed Variation No. 33 consultation programme and an invitation for submissions were distributed to, inter alia, the Minister for Housing, Local Government and Heritage, and relevant prescribed authorities.

¹ On the 14th June 2021, at its Monthly Council Meeting the elected members of DCC resolved to adopt Variation No. 33 of the Dublin City Development Plan 2016-2022. Variation No. 33 became effective as of the 14th June 2021.

- A public information display of proposed Variation No. 33 and Environmental Reports were made available by appointment only at the offices of Dublin City Council, Public Counter, Planning and Property Development Department, Block 4, Ground Floor, Civic Offices, Wood Quay, Dublin 8. Details were also available on the City Council’s website at www.dublincity.ie.
- Briefing for Elected Members on 8th March 2021.

A total of **201 submissions** were received. All submissions were read, analysed, and summarised and these formed the basis of the Chief Executive’s Report and recommendations. A total of **8 motions** were received from the members of Dublin City Council concerning this consultation programme carried out. The recommendations proposed by the CE to the members arising from the consultation and the motions received were determined to be **non-material** and identified as not giving rise to significant environmental effects. Please refer to the respective CE Reports and Recommendations for further detail.

Dublin City Council as the competent authority has determined that Strategic Environmental Assessment is not required in respect of Variation No. 33 of the Dublin City Development Plan 2016-2022.

This report provides the findings of the screening exercise that was undertaken, in accordance with the provisions of Article 13K of the Planning and Development (SEA) Regulations 2004-2011, to determine the requirement for SEA to be undertaken in respect of Variation No. 33 of the Dublin City Development Plan 2016-2022. This report was used by DCC in supporting its Screening Determination.

2.0 Proposed Variation

It is proposed to make a Variation to the Dublin City Development Plan 2016 – 2022 by **changing the Land Use Zoning** Objective of a c. 43.11-hectare land bank situated between Jamestown Road and St Margaret’s Road / McKee Avenue, Finglas, Dublin 11,

from Land Use Zoning Objective **Z6** (Employment / Enterprise) “To provide for the creation and protection of enterprise and facilitate opportunities for employment creation”

to Land Use Zoning Objective **Z14** (Strategic Development and Regeneration Areas): “To seek the social, economic and physical development and/or rejuvenation of an area with mixed-use, of which residential and ‘Z6’ would be the predominant uses”.

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

The proposed changes to the Dublin City Development Plan 2016-2022 are as follows:

- Land Use Zoning Map Change (Map A) to **Z14 (Strategic Development and Regeneration Areas)** to replace the existing Z6 (Employment / Enterprise) zoning.
- Amend Map K, to include the new **Strategic Development and Regeneration Area (SDRA)**.

- Amend Chapter 15, to insert new Strategic Development and Regeneration Area (SDRA) **Guiding Principles** for the subject lands.
- Amend Chapter 2, to include the SDRA lands into the Core Strategy.

It is proposed to include additional text to Section 15.1.1 of the City Development Plan and a new figure in respect of proposed **SDRA 19 Jamestown Road, St Margaret’s Road and McKee Avenue, Finglas**, to include the following:

Guiding Principles for the SDRA

A number of guiding principles have been established which will inform the future development of the SDRA lands. These principles include requirements for the following:

- Urban Structure.
- Land Use & Activity.
- Height.
- Design.
- Green Infrastructure.
- Climate Change.

Requirement for Masterplan

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

This Masterplan shall respond to the SDRA guiding principles and will not be limited to, but shall include details on the following:

- Public realm and street design and interface with existing streets.
- Housing Needs Demand Analysis (HNDA).
- Range of housing typologies.
- Green Infrastructure Strategy.
- Integrated Surface Water Management Strategy.
- Mobility Management Strategy.
- Encourage exploration of options for district heating.
- Statement submitted with any planning permission demonstrating how proposals accord with SDRA and Masterplan.
- Development shall occur sequentially and contiguous to existing residential development.
- Phasing plan.
- Delivery of new community facilities.

It is proposed to amend **Chapter 2** by amending table C (page 22) to include the hectage as one of the “other zonings containing residential use”; thus increasing the size from 2043 to 2086 and the associated total from 6509 to 6552.

It is also proposed to add Finglas SDR to Table E (page 25) and amend the total so that it reads:

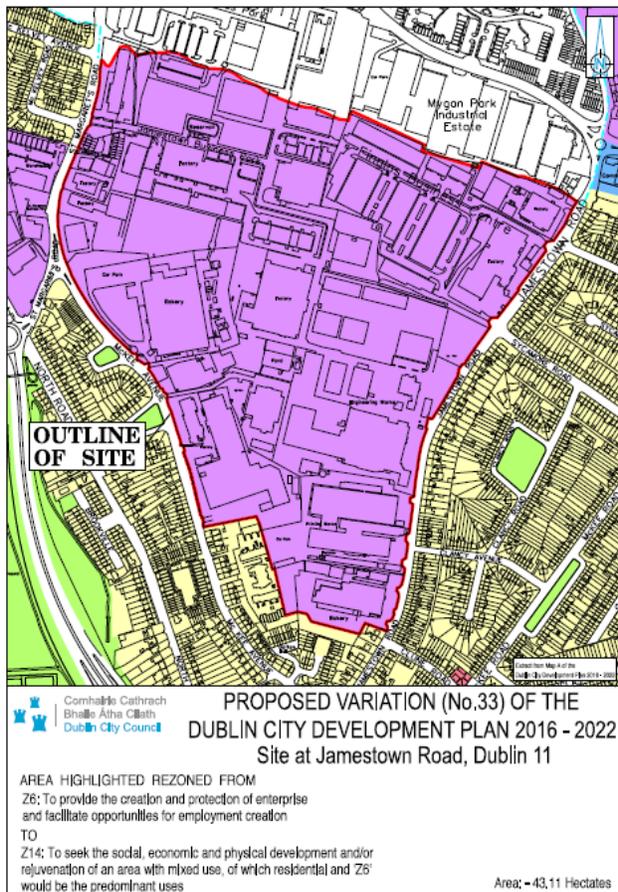
SDRA 19	Finglas	2,200
	Total	54,500- 54,800.

3.0 Context for Variation Lands

The c. 43.11-hectare land bank is situated to the immediate north of Finglas village and is bound by Jamestown Road to the east, McKee Avenue, and St Margaret's Road to the west and interfaces with the administrative boundary of Fingal County Council to the north, where the lands are currently characterised by employment/industrial uses. The lands border existing residential dwellings to the south/southwest. Existing residential dwellings are located along Jamestown Road and McKee Avenue, with a mix of commercial and residential uses along St Margaret's Road. Charlestown Shopping Centre is located to the northwest of the lands and the emerging preferred route option for the proposed Luas extension to Finglas will border the lands, along St Margaret's Road, terminating at Charlestown. The proposed Core Bus Corridor from Finglas to the City Centre as part of the Bus Connects project will also serve the lands, from the Finglas Road to the west.

The lands contain a number of existing industrial estates and a business park that is characterised by buildings/structures with large footprints with low-intensity employment uses. The area also contains a number of vacant sites and has a poor relationship with the adjoining street network. There is poor permeability through these lands, with private/controlled access to individual premises and across the lands.

Location Map



4.0 Purpose of the Proposed Variation

The purpose of this Proposed Variation is to change the land use zoning objective of the subject lands, from Land Use Zoning Objective Z6 (Employment/Enterprise) to Z14 (Strategic Development and Regeneration Areas), to fulfil National and Regional planning objectives on responding to climate change, delivering compact development and sustainable urban growth.

4.1 Policy Context

The **National Planning Framework (NPF)** (Project Ireland 2040) states that at least 50% of all new homes for Dublin City and suburbs are required to be delivered within and adjoining its existing built-up footprint. To achieve this, the NPF identifies the reusing of large and small 'brownfield' land/infill sites, and underutilised lands at locations well served by existing and planned public transport. The NPF particularly highlights the need to focus on underutilised lands within the canals and the M50 ring. The proposed variation supports this policy position.

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

The **National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035** provides a framework for developing a sustainable transport network. Three key public transportation projects for Dublin City include:

- **Finglas Luas**– the extension of the green line Luas from Broombridge to Charlestown, to the northwest of the Jamestown Z6 land bank.
- **Bus Connects** – enhancement of Dublin's bus network along with several identified Core Bus Corridors, including Finglas.
- **Metrolink** – proposed rail link from the City Centre to Dublin Airport / Swords. Both the Finglas Luas and Finglas Core Bus Corridor are being designed to integrate and interchange with Metrolink as part of a wider strategic transport network for Dublin.

The Proposed Variation supports and establishes a plan-led approach to maximising the development of the lands in line with significant State investment in the public transport infrastructure of the area.

4.2 Background

Following a review of the City's employment / industrial lands in 2018/19, the Planning Department identified 82 land parcels with the potential to accommodate future housing and more intense land uses, within the existing built fabric of the City. Of these, 20 small to medium land banks were initially proposed for re-zoning by way of a Variation to the Dublin City Development Plan 2016-2022 (Proposed Variations No.'s 8 - 27). At the

Dublin City Council monthly meeting held on 2nd March 2020 and continued 10th March 2020 a number of these Proposed Variations were adopted.

The potential of the Jamestown Z6 land bank was identified in the 2018/19 study, having regard to the lands strategic location inside the M50 and adjacent to the proposed Luas extension to Finglas (Finglas Luas). The study recognised that this area represents well-connected but underutilized employment (Z6) zoned brownfield lands within the built-up area of the City with the potential to allow for more varied and intense mixed uses.

Since March 2020, Dublin City Council has been in consultation with Transport Infrastructure Ireland (TII) and there is now greater certainty around the timeline and process for the delivery of the Finglas Luas. Furthermore, there has been ongoing engagement between Dublin City Council and the National Transport Authority (NTA) concerning the Finglas Core Bus Corridor as part of the Bus Connects project which is providing greater clarity in terms of the delivery of this public transport project. Also, there has been increased landowner interest in advancing the development of the lands.

As a result of this change in circumstances and having regard to the significance of the lands in achieving the National and Regional policy objectives set out in the NDF and RSES / MASP, it was considered appropriate to bring forward these lands for re-zoning from Z6 to Z14 subject to the requirement for a Masterplan based on guiding principles established for the SDRAs and shown in the Framework Plan (Figure 38A)

Land Use Zoning Objective Z14 of the Dublin City Development Plan endeavours “To seek the social, economic and physical development and/or rejuvenation of an area with mixed-use, of which residential and 'Z6' would be the predominant uses”. Chapter 15 of the Dublin City Development Plan identifies several SDRAs and sets out the guiding principles for their development. SDRAs are capable of delivering significant quanta of homes and employment for the City, with many situated within the existing built environment on underutilised or brownfield sites. Finglas is currently designated a Key District Centre (KDC) in the Dublin City Development Plan. KDCs represent the top-tier of urban centres outside the City Centre and a number of these form part of the larger SDRAs. KDCs act as strong spatial hubs for development in the suburbs.

Therefore, the rationale for this Variation is as follows:

- To provide for more varied and intense mixed uses of these existing low-density mono use brownfield urban lands within the Dublin Metropolitan Area. This Variation supports the National and Regional planning objectives set out in the NPF and RSES / MASP by supporting the area regeneration to deliver a compact and sustainable urban form at this location, to achieve the sustainable use of scarce urban land, and to respond to climate change.
- To maximise the potential of a well-connected but underutilised brownfield low-intensity employment land, situated within the existing built fabric of the City and adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor, as set out in the National and Regional planning objectives in the NPF and RSES / MASP.
- To support the economic revitalisation of Finglas village through the creation of a cohesive urban framework and guiding principles, by way of a new SDRAs designation for the proposed Z14 lands, to ensure that the future development of the lands occurs in a coordinated and sustainable manner that can act as a catalyst to regenerate the village.

The lands proposed for re-zoning comprise a total of c. 43.11 hectares. Assuming a target density of 100 units per hectare and assuming that 50% of the land would be in residential use, this land bank has the potential to deliver an indicative c. 2,220 residential units. It is anticipated that the remaining land would be comprised of 30% employment/commercial, 10% public open space, and 10% social/community/education.

In preparing for the proposed change of zoning to allow for such a significant area of potential new residential units, the impact of this variation has been examined in relation to the Core Strategy. Whilst the volume of land proposed provides for approximately 2,200 units, it is not expected that any significant portion of this will be delivered during the lifetime of the current City Development Plan; though it is possible that a number of permission applications will be made within this time.

In analysing the delivery of the sub-areas for residential development (Table E), it is clear that a number of these have yet to reach their full capacity and some are not yet progressed nor likely to be by the end of the life of the current Development Plan.² It is therefore considered that the additional zoning provided will remain consistent with the Core Strategy and its defining principle of achieving a compact sustainable mixed use growth with the existing envelope of the city, supported by high quality public transport and connectivity.

Delivery of SDRA housing within a brownfield, infill or regeneration context is complex due to its context, and delivery of housing often extends across a series of Development Plans. This variation and other SDRAs are designated within that long term horizon. The capacity provided by these lands will aid the Council in meeting its future housing targets in tandem with the other SDRA lands and it will be particularly relevant to the brownfield targets of the NPF.

It is proposed to amend table C (page 22) to include the hectage as one of the “other zonings containing residential use”; thus increasing the size from 2043 to 2086 and the associated total from 6509 to 6552.

It is also proposed to add Finglas SDRA to Table E (page 25) and amend the total so that it reads:

SDRA 19	Finglas	2,200
	Total	54,500- 54,800.

² Including but not exclusively SDRA 17 (650-700), SDRA 12 (over half of 800-1,000), SDRA 4 (LAP had reduced this area, less than half likely of 2,000) to be implemented during the Plan lifetime. Also taken into account are Variations 8-22 which added just under 35 ha of residential and mixed use lands across a range of smaller infill sites.

5.0 Requirements

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

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

THE CHARACTERISTICS OF THE PLAN HAVING REGARD IN PARTICULAR TO:

The degree to which the plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions, or by allocating resources;

It is proposed to vary the Development Plan, by changing the Land Use Zoning Objective of the subject lands from Z6 to Z14 and the designation of the lands as a new Strategic Development and Regeneration Area (SDRA), as outlined above. The rationale for the proposed variation (as set out above) is:

- To provide for more varied and intense mixed uses of an existing low-density mono use brownfield urban land within the Dublin Metropolitan Area in support of National and Regional planning objectives and in response to climate change.
- To maximise the potential of a well-connected but underutilised brownfield low-intensity employment land adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor.
- To support the economic revitalisation of Finglas village through the creation of a cohesive urban framework and guiding principles, by way of a new SDRA designation for the proposed Z14 lands, to ensure that the future development of the lands occurs in a coordinated and sustainable manner that can act as a catalyst to regenerate the village.

The Development Plan establishes the strategic planning policy framework for all projects and development in the City (excluding Strategic Development Zones). All planning proposals are assessed against this strategic framework and all lower plans must be consistent with this. It is considered that this proposed variation is consistent with the Development Plan.

The content of the Development Plan has been informed by Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA) undertaken as parallel processes in tandem with each stage of Plan process, thereby ensuring full integration and consideration of environmental issues.

It is not considered that the proposed re-zoning and associated textual changes, result in significant effects on the environment over and above any identified (and mitigated against) as part of the SEA of the Development Plan.

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

The Development Plan sits at the Local Government level of the Spatial Planning Hierarchy in Ireland and below the Regional Assembly and Government levels. The Development Plan sits at the top of the Local Government Level Spatial Planning Hierarchy and it influences Local Area Plans.

A variation to the Development Plan is proposed relating to the rezoning of lands at a local scale in the city and with associated textual changes relating to the designation of a SDRA.

The proposed Variation does not influence other plans, including those in a hierarchy.

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

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

The Development Plan includes, inter-alia, the following objectives for:

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

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

A variation to the Development Plan is proposed as set out above.

This variation is compatible and complementary with the strategies, policies and objectives of the Development Plan relating to brownfield regeneration, sustainable urban housing, mixed-use development and with environmental protection.

Environmental problems relevant to the plan.

The content of the Development Plan has been informed by Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA).

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

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

A variation to the Development Plan is proposed. The variation is concerned with the re-zoning of land in the city and associated textual changes relating to a new SDRA designation.

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

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

The Development Plan is relevant for the implementation of European Union legislation on the environment.

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

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

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

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

The probability, duration, frequency and reversibility of the effects.

The cumulative nature of the effects.

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

The proposed variation is compatible, and complementary with, the policies and objectives of the operational Development Plan relating to compact urban development and environmental protection.

The Z6 land bank subject to this proposed variation is underutilised in nature, but is located adjacent to the existing built-up area of the City, contiguous to Finglas village, and along proposed high quality public transport corridors (Finglas Luas and Bus Connects). These lands are affected by various issues including vacancy, poor urban design and underutilisation, but have significant potential (subject to their rezoning) to deliver improved amenities and a better relationship with neighbouring lands and streets.

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

The proposed re-zoning of the lands would shift the primary focus from employment and enterprise, and facilitate its sustainable redevelopment in accordance with the operational policies, objectives and standards of City Plan which already safeguard against activities which may give rise to significant effects on the environment. The Development Plan includes the necessary policies, objectives and standards to ensure that no adverse impact will arise, singularly or in a cumulative manner.

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

The transboundary nature of the effects.

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

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

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

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

The proposed Variation comprises a local rezoning, designation of a new SDRA and associated textual and graphic changes. The magnitude and spatial extent of the effects will not be over and above the effects from the strategy, policies and objectives of the current City Development Plan

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

(a) special natural characteristics or cultural heritage;

Built heritage: No issues identified.

Archaeological heritage: No issues identified.

Biodiversity: No issues identified.

Groundwater:

The majority of the subject lands have a stated low groundwater vulnerability (GSI). However, areas of moderate to high vulnerability in a north-west to south-east direction exist. Ground water vulnerability is linked to water attenuation. In times of flooding, there is a higher risk for groundwater contamination and potential contamination downstream. In order to mitigate against this, all proposed developments in this area would be subject to a detailed **surface water management strategy** and associated infrastructure upgrades (green infrastructure), which would slow down the movement of water. This will be explored further below.

A Strategic Flood Risk Assessment (SFRA) has also been prepared to accompany this proposed variation, which sets out these measures in more detail.

Flooding and Surface Water Drainage:

The lands subject to re-zoning are located within Flood Zone C. With the exception of the Tolka Valley, the Finglas area is situated within Flood Zone C. A number of tributaries flow into the Tolka River, including the Finglas River, which is culverted, with its branch stream passing through the north west of the site and Claremont Stream, which rises to the east of Jamestown Road (east of the subject lands).

The **Finglas River** rises beyond the M50 and enters Finglas along Cappagh Avenue and makes its way south-east via a culvert towards the roundabout where St. Margaret's Road meets the North Road. Here it is joined by a **branch stream** flowing south from the Charlestown area (**which travels through the north west part of the subject Z6 site**). The merged river continues south in an open channel to the east of the Finglas Road within a heavy wooded strip of land to the west of Brookville/ North Road. Piped surface water outfalls from housing areas join it here and elsewhere along its

course. The river re-enters a piped culvert, under the N2 and continues south along the western edge of the Finglas Road. On approaching Prospect Hill it crosses back to the east side of the Finglas Road and enters an open channel for c. 230metres. Here it is joined by two small tributaries flowing from Griffith Road and Glasnevin Downs. It then crosses back to the west side of Finglas Road at the Old Finglas Road junction, where it enters the **Tolka River**.

Claremont Stream rises to the east of Jamestown Road and travels east via a culvert across the Sycamore, Oakwood, Cedarwood area, towards Willow Park road, where it turns south parallel to Ballygall Road East, and into the grounds of St. Clare's Hospital where it enters into an open channel. South of these grounds it re-enters a channel and continues south until it discharges into the **Tolka River** at Glasnevin Bridge.

The Jamestown Industrial estate lands subject to this proposed re-zoning will require new surface water sewer infrastructure separating surface water runoff from the combined sewer system. Most of the current drainage network is at or near capacity. Additional surface water infrastructure will be required as part of future development opportunities and potentially upgrades of the existing network. All future developments would be required to comply with all such requirements, including current Development Plan policies and objectives, including the requirements of the Water Framework Directive in terms of improving water quality.

Due to issues of topography, ground water vulnerability and capacity constraints within the existing network, all future developments will be required to cater for a 10 year flood on site and to intercept the first 25mm rainfall in over ground SuDS/Green Infrastructure features.

Summary of surface water requirements:

Having regard to the above issues, and the accompanying SFRA, the following measures would be implemented as part of future development proposals on the subject lands, which is considered will considerably reduce the likelihood of pollution events due to surface water runoff / ground water contamination.

1. All new development shall implement a SuDS approach, which would deliver benefits for the whole community in terms of biodiversity, climate management, learning, wellbeing and recreation to provide resilient communities in this urbanised area. Therefore, managing surface water in a sustainable way will contribute to providing quality places to live and sustainable communities.
2. New development shall implement green infrastructure in an integrated way and take advantage of opportunities such as green roofs.
3. The build-out of the lands, public open spaces and roads affords the opportunity to implement source control and site control techniques to reduce the volume and increase the quality of surface water outflow through careful planning of these multifunctional spaces.

4. Development of private external spaces, streets and public places shall take the opportunity to make sustainable design such as green infrastructure and sustainable drainage an integral part of design.
5. The development of the lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, plus 20%-30% addition for climate change for any proposed development.
6. Opportunities to de-culvert or 'daylight' existing watercourses including the Finglas River, as it passes through the subject site proposed for re-zoning shall be investigated as part of new development proposals.
7. The development of the lands shall afford the opportunity to build further resilience into the surface water drainage network.
8. In order to service the proposed development plots on the subject lands, additional surface water, mainly green infrastructure will be required.

(b) exceeded environmental quality standards or limit values;

It is not expected that any environmental quality standards will be exceeded or that the value of vulnerable areas limited as a result of this Plan.

(c) intensive land use

The Core Strategy of the Development Plan includes policies and objectives which seek to facilitate population and economic growth, increase densities and consolidate and intensify land uses within the administrative area of the City Council. The Core Strategy identifies Key District Centres (KDCs) and SDRAs as the top-tier of urban centres outside the City Centre. Finglas is designated a KDC in the Development Plan.

In preparing for the proposed change of zoning to allow for such a significant area of potential new residential units, the impact of this variation has been examined in relation to the Core Strategy. Whilst the volume of land proposed provides for approximately 2,200 units, it is not expected that any significant portion of this will be delivered during the lifetime of the current City Development Plan; though it is possible that a number of permission applications will be made within this time.

In analysing the delivery of the sub-areas for residential development (Table E), it is clear that a number of these have yet to reach their full capacity and some are not yet progressed nor likely to be by the end of the life of the current Development Plan.³ It is therefore considered that the additional zoning provided will remain consistent with the Core Strategy and its defining principle of achieving a compact sustainable mixed use growth with the existing envelope of the city, supported by high quality public transport and connectivity.

Delivery of SDRA housing within a brownfield, infill or regeneration context is complex due to its context, and delivery of housing often extends across a series of Development Plans. This variation and other

³ Including but not exclusively SDRA 17 (650-700), SDRA 12 (over half of 800-1,000), SDRA 4 (LAP had reduced this area, less than half likely of 2,000) to be implemented during the Plan lifetime. Also taken into account are Variations 8-22 which added just under 35 ha of residential and mixed use lands across a range of smaller infill sites.

SDRAs are designated within that long term horizon. The capacity provided by these lands will aid the Council in meeting its future housing targets in tandem with the other SDRA lands and it will be particularly relevant to the brownfield targets of the NPF.

It is not considered that the effects of the proposed Variation will be over and above the effects from the strategy, policies and objectives of the current Development Plan.

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

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

6.0 Consultation

The following observations were received in response to the SEA Screening Notice.

- Environmental Protection Agency (EPA)
- Department of Environment, Climate and Communications (Waste Policy and Resource Efficiency Division)
- Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media (Development Applications Unit)

The **EPA** made the following comments:

- The Planning Authority's determination that SEA is not required for the Variation is noted.
- Recommended to take the guidance document '[SEA of Local Authority Land Use Plans – EPA Recommendations and Resources](#)' into account and incorporating any recommendations as relevant and appropriate to the Variation.
- Dublin City Council should ensure that the Variation is consistent with the need for proper planning and sustainable development. Adequate and appropriate critical service infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the Variation.
- In considering the Variation, Dublin City Council should take into account the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans.
- Dublin City Council should also ensure that the Variation aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Eastern and Midlands Regional Spatial and Economic Strategy.
- The relevant aspects of the Key Actions identified in the EPA's State of Environment Report *Ireland's Environment - An Assessment 2020* (EPA, 2020) and the UN Sustainable Development

Goals (SDGs) should be taken into account in preparing the Variation to ensure that it aligns with and contributes to achieving Ireland's sustainable development and environmental protection ambitions.

- The AA GeoTool application developed in partnership with the NPWS available on the EPA website provides information relating to European Sites.
- Under the SEA Regulations, prior to making a SEA determination the following Environmental Authorities should be consulted with: Environmental Protection Agency; Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media (formerly Minister for Culture, Heritage and the Gaeltacht (functions transferred from Minister for Environment, Heritage and Local Government/ Minister for Housing, Planning and Local Government to Minister for Culture, Heritage and the Gaeltacht by S.I. 192 of 2011); Minister for Environment, Climate and Communications (formerly Minister of Communications, Climate Change and the Environment); Minister for Agriculture, Food and the Marine; and any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan.
- As soon as practicable after making a determination as to whether SEA is required or not, a copy of the decision, including, as appropriate, the reasons for not requiring an environmental assessment, should be made available for public inspection in the Council's offices and website and a copy of this determination sent to the relevant environmental authorities consulted.

The **Department of Environment, Climate and Communications (Waste Policy and Resource Efficiency Division)** made the following comments:

- In respect of waste in the within documentation, the Division would be obliged if the Local Authority would consult directly with their respective Regional Waste Management Planning Office regarding the development of the final plans.

The **Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media (Development Applications Unit)** made the following heritage related observations:

- The Department notes that the area of the proposed re-zoning is proposed to be designated a Strategic Development and Regeneration Area (SDRA), which includes the requirement for a Green Infrastructure Strategy to be incorporated into a Masterplan for the area.
- The Department appreciates and welcomes that a Green Infrastructure Strategy will include provision for the deculverting of the branch of the Finglas Stream which drains the subject lands and the establishment of riparian zones along its banks.
- It is stated that this approach should significantly improve the water quality of this stream and enhance the biodiversity of the re-zoned area.
- It is requested that further communications be sent to the Development Applications Unit.

The observations received have been considered by the Planning Authority in making a final determination on the requirement for SEA, pursuant to proposed Variation No. 33 of the Dublin City Development Plan 2016-2022.

7.0 Determination

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

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