

Comhairle Contae  
Fhine Gall  
Fingal County  
Council



# FINGAL DEVELOPMENT PLAN 2023-2029

**PROPOSED VARIATION  
NO. 1 TO THE FINGAL  
DEVELOPMENT PLAN  
2023 – 2029  
Chief Executive's Report**



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## **1. Introduction**

### **1.1 Purpose of Report**

Fingal County Council published notice on the 23<sup>rd</sup> of December 2025 of proposed Variation no. 1 to the Fingal Development Plan 2023-2029. Public consultation on the proposed Variation closed on the 29<sup>th</sup> of January 2026.

The purpose of Variation no. 1 is to incorporate new revised housing growth requirements arising from the adoption of the National Planning Framework, First Revision in April 2025 and the publication of the 'NPF Implementation: Housing Growth Requirements' Guidelines published under Section 28 of the Planning and Development Act 2000, as amended, in July 2025.

In summary, Variation no. 1 proposes to:

- Amend the text of the Fingal Development Plan 2023-2029 Written Statement and Appendices.
- Change the land use zonings of several areas of land shown on the Development Plan Map Sheets and to amend development boundaries accordingly.
- Replace the Long-Term Strategic Reserve designation in relation to lands at Dunsink on Development Plan Map Sheet 13 with a Local Area Plan designation.

The purpose of this report is to list all persons or bodies who made submissions or observations on the proposed variation, to provide a summary of all submissions and observations received, and to present the Chief Executive's response to the issues raised in the consultation, including recommendations where relevant.

This report is prepared in accordance with section 13(4) of the Planning and Development Act 2000, as amended. As the statutory notice of this proposed variation was published prior to the repeal of Chapter I, Part II of the Planning and Development Act 2000, as amended, this variation will continue to proceed under the provisions of that Chapter, in accordance with section 69(2) of the Planning and Development Act 2024, as amended.

### **1.2 Public display and consultation process**

The proposed Variation No. 1 to the Fingal Development Plan 2023-2029 was subject to a statutory consultation process between Tuesday 23<sup>rd</sup> December 2025 and Thursday 29<sup>th</sup> January 2026 in accordance with section 13(4) of the Planning and Development Act 2000, as amended. An additional nine days were provided over the Christmas period in addition to the statutory four-week period for consultation, in accordance with section 251 of the Planning and Development Act 2000, as amended.

Written submissions or observations were accepted in writing prior to a deadline of 5.00pm on Thursday 29<sup>th</sup> January, either by post or online via the Council's public consultation portal (<https://consult.fingal.ie/en/browse>).

A total of 1053 valid submissions were received within the time period allocated. All submissions have been given careful and serious consideration and Fingal County Council wishes to thank all those who engaged in the public consultation process. Appendix 3 contains a list of all persons and organisations who made submissions.

### 1.3 Structure of Report

This Chief Executive's Report is structured as follows:

**Section 1:** Introduction (this section)

**Section 2:** This section addresses the issues raised in the submissions received and the Chief Executive's associated response and recommendations (if any) to the Elected Members for amendments to the proposed variation. It is structured as follows:

1. Issues raised in submissions received from statutory agencies including the Office of the Planning Regulator (OPR) and the National Transport Authority (NTA).
2. Issues raised in other submissions.
3. Proposed amendments to the Fingal Development Plan 2023-2029 Map/Sheets.
4. Other matters.

**Section 3:** A summary of recommendations to the Elected Members for amendments to the proposed Variation No. 1 of the Fingal Development Plan 2023-2029.

**Section 4:** Chief Executive's Overall Recommendation.

Appendix 1 details the screening of proposed amendments in terms of Appropriate Assessment and Strategic Environmental Assessment.

Appendix 2 includes the map illustrating the proposed amendment to Variation No. 1 (Sheet 13).

Appendix 3 includes a list of the individuals and organisations who made submissions on the proposed Variation No. 1 of the Fingal Development Plan 2023-2029 within the consultation period.

With regard to recommended changes to the text of the proposed Variation No. 1 set out in Sections 2 and 3, new text as originally proposed in the variation is denoted in green italics e.g. *new text*, with deleted text denoted by red strikethrough e.g. ~~deleted text~~. Further new text changes to the variation text is denoted in **blue text**.

### 1.4 Strategic Environmental Assessment/Appropriate Assessment

It should be noted that all changes as recommended have been subject to Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) Screening. Appendix 1 to this report includes a table detailing the screening of the Chief Executive's recommendations to the Elected Members for Appropriate Assessment and Strategic Environmental Assessment.

## 2. Summary of Issues Raised in Submissions

### 2.1 Introduction

A total of 1053 no. submissions were received during the public display of the proposed Variation No. 1 of the Fingal Development Plan 2023-2029 between the 23<sup>rd</sup> December 2025 and 29<sup>th</sup> January 2026 (inclusive of both dates).

All submissions have been given careful and serious consideration and Fingal County Council wishes to thank all those who engaged in the public consultation process. A list of all parties who made submissions is included in Appendix 3 of this report.

Section 2 provides a summary of the issues raised in the submissions received during the consultation period. For each of the issues raised, the response of the Chief Executive has been provided and recommendations to alter the text of the Development Plan, where appropriate.

### 2.2 Issues Raised by Statutory Agencies

#### 2.2.1 Office of the Planning Regulator

##### Summary of submission

The submission from the Office of the Planning Regulator notes the statutory plan review powers and functions of the Office and that the Office will review any adopted Variation to consider whether it is consistent with its recommendations and whether it sets out an overall strategy for the proper planning and sustainable development of the area.

The submission contains one Recommendation and one Observation. Recommendations issued by the Office relate to potential breaches of the relevant legislative provisions, of the national or regional policy framework and/or of the policy of Government and should be addressed by Planning Authorities. Observations take the form of a request for further information, justification on a particular matter, or clarification regarding particular provisions of a plan.

The submission welcomes the integration of revised housing growth requirements into the Fingal Development Plan 2023-2029 and the revised core strategy and proposed additional zonings within existing established areas. The submission also supports the proposed release of lands at Dunsink.

The Office states that a robust planning framework will be essential at Dunsink. Observation 1 requests greater clarity regarding the statutory basis and delivery timelines for the proposed planning framework at Dunsink. The submission advises the Planning Authority to consider the realistically anticipated level of near-term housing delivery at Dunsink, and whether other serviced or serviceable lands, more deliverable in the present or near term, should be released, such as strategic reserve lands at Swords or other locations for Transport Orientated Development (TOD).

Observation 1 also supports the identification of other Long-Term Strategic and Sustainable Development Sites or Opportunity Areas beyond the current plan period as set out in the NPF Implementation Guidelines. It states that this would provide clear signalling regarding the future intention of the Planning Authority. It states that it would be beneficial to articulate how the

potential of these lands, and the associated delivery timelines, will be addressed through the forward planning process.

The Office notes and welcomes the preparation of a Strategic Flood Risk Assessment (SFRA) but notes that the Office of Public Works has identified unmapped watercourses at Barnhill and Dunsink, and a recorded flood event near the proposed site at Clonsilla. Recommendation 1 of the submission recommends the Planning Authority review the SFRA and determine if stage 3 flood risk assessments are necessary for proposed sites. It also recommends that all sources of flooding including detail available from past flood events be identified to further inform the SFRA. The Recommendation states that lands that do not pass the Justification Test should be re-zoned or omitted, if necessary, as per the OPW's 'Planning System and Flood Risk Management Guidelines' (2009).

The submission notes that the report of the Chief Executive must summarise the recommendations of the Office and the way they will be addressed. It states that the OPR must be notified within five working days of the decision of the Planning Authority in relation to the proposed Variation.

### **Chief Executive's Response**

The submission of the Office of the Planning Regulator is noted. The submission generally supports the overall approach of the proposed Variation including the proposed amendments to Chapter 2 (Core Strategy) of the Fingal Development Plan, which incorporate the revised housing delivery requirements of the NPF Implementation Guidelines.

A statutory plan for Dunsink is currently being prepared. Variation No. 1 had proposed that this would be a local area plan. However, since the variation was placed on display, the sections of the Planning and Development Act 2000, as amended, relating to local area plans have been repealed. Chapter 6 of Part 3 of the Planning and Development Act 2024 as amended, which deals with urban area plans, priority area plans and coordinated area plans, came into operation on 31<sup>st</sup> December 2025. Having regard to Section 81(9) of the Planning and Development Act 2024 as amended, which states that "References in this Act (other than Parts 3 and 6 and Chapter 3 of Part 18) to an urban area plan shall be construed as including references to a local area plan made under section 20 of the Act of 2000 for the time being in force by virtue of this section", it is considered appropriate that the statutory plan for Dunsink will be in the form of an urban area plan. Work is ongoing on this project parallel to this variation process and it is intended that the draft urban area plan will be placed on public display early in Q2 of 2026. In addition, Fingal County Council has made applications for funding under the Housing Infrastructure Investment Fund to support the delivery of necessary road infrastructure to serve these lands in the first phase of development. The Council is satisfied that an appropriate policy framework for Dunsink will be in place to facilitate the timely development of Dunsink and the achievement of the proposed housing allocation. It is recognised, however, that the proposed wording of variation No. 1 as it relates to Dunsink requires revision to reflect the current statutory context for local level plans.

The Fingal Development Plan 2023-2029 provides for a Long-Term Strategic Reserve at Lissenhall, Swords of c. 224 hectares of mixed-use zoned land. These lands require improvements to surrounding transport infrastructure including the delivery of the Metrolink, which is not expected to be operational within the current plan period. The designation of the Long-Term Strategic

Reserve at Lissenhall supports and maximises the development opportunities to be delivered by the Metrolink. It is therefore not considered appropriate at this time to release any lands at Lissenhall for development.

The current Development Plan already provides for strategic development locations along key planned public transport corridors, including lands at Barnhill and Kellystown and lands zoned MRE – Metro and Rail Economic Corridor at Swords, Santry/Ballymun, and Kilbarrack. The purpose of this proposed Variation is to provide for the additional land required within the current plan period. Hence, it is not considered necessary to propose any further strategic land designations at this time.

It is recognised that the ‘NPF Implementation: Housing Growth Requirements’ guidelines assign annual growth requirements beyond the lifetime of the current Fingal Development Plan. The extent of these has implications for accommodating future growth in the county and will necessitate an analysis of the need for additional residential zoned land and the identification, if required, of suitable residential zone land and/or suitable strategic landbanks in the preparation of the next County Development Plan. Notwithstanding this, ongoing monitoring of housing land activation and housing delivery takes place within the Council. Arising from this, it is open to the Council to instigate a variation process at any time in the future in the event that the Council determines that housing targets are at risk of not being achieved and that alternative lands need to be identified for development to mitigate this.

In relation to unmapped watercourses at Dunsink, the Fingal Development Plan 2023-2029 Strategic Flood Risk Assessment (SFRA) shows a number of unmodelled watercourses and sets out that site-specific Flood Risk Assessments (FRA) should be undertaken for all sites. The Strategic Flood Risk Assessment prepared in support of the proposed variation makes clear that all requirements of the Fingal Development Plan SFRA (including need for site specific flood risk assessments) still apply. Additionally, the preparation of the proposed urban area plan for Dunsink will be supported by a strategic flood risk assessment and surface water management strategy as part of the plan.

Modelling work has been undertaken in respect of the unmapped watercourse at Barnhill. This illustrates that a small area of the southeast corner of the lands in question is located in Flood Zone B. This area largely relates to the existing dwellings present on these lands. Having regard to ‘The Planning System and Flood Risk Management Guidelines for Planning Authorities’, it is therefore proposed that the zoning of the area in question be retained as GB-Greenbelt.

In relation to the recorded flood event near the proposed site at Clonsilla, the Fingal Development Plan 2023-2029 SFRA includes past flood events. The Variation SFRA presents flood zones only and sets out how sources other than fluvial and coastal should follow the requirements for assessment set out in the Fingal Development Plan SFRA. The flood event was caused by a sewer capacity issue which has since been addressed by Fingal County Council.

### **Chief Executive's Recommendation**

Make the variation as proposed, subject to the following modifications:

#### **1. Chapter 2, Section 2.4.1 New LAPs, page 61**

Omit the proposed amended text on 2.4.1 New LAPs, page 61

**2. Chapter 2, Section 2.4.1 New LAPs, page 61**

Omit the proposed amendment to Table 2.16 Schedule of Local Area Plans to be commenced over the Plan Period.

**3. Chapter 2, Section 2.7.2, Role of Each Settlement, after the 4th paragraph, page 76 Include the following text:****Dunsink**

*The planning and sustainable development of this strategic land bank will be advanced through an Urban Area Plan ~~a Local Area Plan~~, to be prepared within the lifetime of the Plan, which will provide a coherent vision, detailed objectives and clear design principles to guide future growth. The Urban Area Plan ~~Local Area Plan~~ will ensure that development is aligned with wider national and regional policy while also addressing housing need, economic opportunity and associated services and amenities, transport connectivity, environmental protection and climate resilience.*

**4. Chapter 2, Section 2.7.2 Policies and Objectives, page 80**

Amend the text as follows:

Objective CSO31 – Dunsink

Prepare an Urban Area Plan ~~a local statutory area plan~~ for the Long Term Strategic Reserve lands ~~bank~~ at Dunsink during the lifetime of this Development Plan, in consultation with the relevant stakeholders, including an infrastructural audit with costings and implementation strategy to enable sustainable regeneration and development of the area that is cognisant of, and sensitive to the significant historic buildings within the area including the nationally important architectural heritage site of Dunsink Observatory. This plan shall include Dunsink Observatory lands and the provision of a Planetarium.

**5. Appendix 8, Map Based Local Objectives, page 227**

Amend the following:

Local Objective 104

The Council will have due regard to the FCC document 'Feasibility Study – Dunsink Lands, Co. Dublin' (February 2022) and its accompanying statements (comprising Surface Water Management Plan, Transport Appraisal and Area Based Transport Assessment) in the preparation of an Urban Area Plan ~~a local area statutory plan~~ for lands at Dunsink in order to ensure the realisation of the development vision for Dunsink set out on p.26 of the Feasibility Study as follows: "Development of a low-carbon mixed-use transit-orientated urban quarter which prioritises active travel and public transport modes both within and outside, is well connected to the wider City via high quality public transport and active travel infrastructure and seeks to protect and enhance the environmental and historic character of the area."

**6. Sheet 13, 13.1 West of Barnhill, Dublin 15**

Amend the proposed variation to retain the existing GB-Greenbelt zoning as it relates to the extent of Flood Zone B (see map in Appendix 2).

## 2.2.2 National Transport Authority

### **Summary of submission**

The NTA in their submission is supportive of the plan-led, evidence-based approach to the identification of new residential lands, to ensure that revised housing targets under the Section 28 – NPF Implementation: Housing Growth Requirements Guidelines are met.

The NTA generally welcomes the proposals as set out in the proposed variation. It is however recommended that higher order settlements are prioritised, sites of significant scale are plan-led and that sites are supported by appropriate active travel infrastructure.

In this regard, the NTA emphasises consolidated development and compact growth in established higher order settlements, including Transport Oriented Development (TOD), in line with the Avoid-Shift-Improve approach to achieve sustainable travel patterns, healthy urban environments, a reduction in the need for additional infrastructure provision and the timely delivery of housing.

The submission notes that where growth is required to be directed to lower order settlements, necessary infrastructure upgrades should be prioritised to ensure new development areas are integrated with established built-up areas and that walking and cycling are the primary modes of travel for short trips.

A number of recommendations are made in relation to a number of specific areas, in the context of the proposed variation as follows:

Dunsink: The NTA is supportive of the plan led approach for the extensive land bank of Dunsink where there is a significant opportunity to deliver a new urban environment within the existing built-up area of Dublin, supported by high quality public transport and services, with active travel as a priority mode of travel.

Given the scale of the lands and the likely level of internal and external transport demand arising from future development of the area, the NTA recommends that a comprehensive Local Transport Plan (LTP) should accompany the proposed land use plan for the area, to maximise the potential of this extensive landbank.

The NTA notes that an integrated land use and transport planning approach ensures that sustainable transport is prioritised and that an adequate density of residential development is achieved, as part of robust phasing plan, in line with the principles of proper planning and sustainable development.

The NTA notes the level of engagement that has occurred to date with Fingal County Council in developing a transport assessment for these lands. It is recommended that further comprehensive engagement occurs with both the NTA and TII, as part of the preparation of the LTP to ensure adequate consideration can be given to the future transport network for these lands. It is considered that a robust land use and transportation framework, prior to initial phases of development will support the proper planning and development of the wider city and suburban areas.

NTA Recommendation 1: It is recommended that Fingal County Council cites a commitment to prepare a Local Transport Plan for Dunsink, as part of the land use plan process for the area, in line with the Area Based Transport Assessment (ABTA) approach, through consultation with the NTA and TII.

Balrothery: The NTA notes that Balrothery as a lower order settlement within the County is removed from the regular Dublin bus network and commuter rail network. In this regard, the NTA recommends that the proposed variation is only brought forward where the Council is satisfied that all available sites in higher order settlements, with improved access to public transport networks, have been robustly considered.

NTA Recommendation 2: It is recommended that Masterplan Objective 4.B for Balrothery East be extended to include the proposed Site 4.1, should these lands be brought forward in the proposed variation. This is to ensure that edge-of-settlement lands can be integrated and connected with walking and cycling networks to accommodate a permeable urban environment with reduced walking and cycling times to local services and public transport stops, thereby reducing a reliance on the car for short trips.

Kinsealy: The NTA notes the importance of an active travel network to support new residential development in Kinsealy over the plan period where there is currently a lack of pedestrian footpaths and cycling connections to the wider settlement and nearby public transport stops, which would result in an over reliance on the private car.

NTA Recommendation 3: It is recommended that Fingal County Council implements active travel infrastructure on Kinsealy Lane to ensure integration with established areas and pedestrian and cycling permeability.

In conclusion, the NTA generally welcomes the proposed variation subject to consideration of the matters outlined and are open to continued engagement with Fingal County Council, to support the delivery of residential development alongside active travel and public transport networks. It is considered that a focus on plan-led development that is integrated with established built-up areas and supported by existing and planned sustainable transport networks can ensure the timely delivery of housing, based on sustainable development patterns.

### **Chief Executive's Response**

The comments from the NTA are acknowledged and welcomed.

The following responds to the recommendations as set out in the NTA submission as they relate to specified areas, in the context of the proposed variation:

Dunsink: It is acknowledged that the extensive landbank of Dunsink presents a significant opportunity for the creation of a new urban quarter based on the Transport-Oriented Development approach, capitalising on Dunsink's location adjoining existing and planned strategic transport infrastructure and that prioritises sustainable modes of transport. The preparation of the land use plan for Dunsink will be subject to a separate statutory plan process including statutory public consultation stages and is outside the remit of the proposed variation.

Notwithstanding, Policy CMP4 of the Fingal Development Plan seeks to:

*'Prepare Local Transport Plans based on the ABTA methodology in conjunction with the preparation of Local Area Plans, Masterplans, Framework Plans, and other large-scale studies and plans as appropriate, in consultation with the NTA and TII and other relevant stakeholders'.*

To align with the provisions of policy CMP4, a Local Transport Plan will form part of the preparation of the land use plan for the Dunsink lands and is considered sufficiently robust in this regard.

**Balrothery:** The NTA submission recommends that Masterplan Objective 4.B for Balrothery East be extended to include the proposed Site 4.1 proposed under this variation, to ensure the lands are integrated with existing development and connected with walking and cycling networks, local services and public transport stops, to enable alternative modes of travel to the private car. It is recommended that this will be included as an amendment to the variation.

**Kinsealy:** Fingal County Council are actively progressing a significant infrastructural programme of works to support sustainable and active modes of transport around Kinsealy. The Kinsealy Walking and Cycling scheme aims to provide high-quality walking and cycling routes between Kinsealy and Portmarnock train station and will form a key active travel route linking Kinsealy and its residential development to services and amenities in the local and wider area, including sustainable public transport at Portmarnock train station. Following a non-statutory public consultation in January 2025, the options report and the preferred route drawings were published in September 2025. The Kinsealy to Portmarnock project is now in Phase 3 (Preliminary Design & Environmental Screening) with a view to preparing and seeking planning consent in 2027.

In the preparation of land-use plans and projects, Fingal County Council has close cooperation and interaction with the relevant transport providers including the NTA, TII and other relevant transport providers on an ongoing basis, to ensure that relevant policy objectives are being addressed and sustainable outcomes are achieved.

Fingal County Council will continue to engage with the NTA, TII and other relevant transport providers to ensure an efficient and effective transport network and sustainable modes of travel are achieved. The Fingal Development Plan includes specific objectives in this regard, including objectives CMO23 and CMO35.

### **Chief Executive's Recommendation**

It is recommended to make the variation as proposed, subject to the following modification:

- Extend the Masterplan Objective 4.B Balrothery East to include the proposed Site 4.1 School Lane, Balrothery, on Sheet 4 of the Fingal Development Plan 2023-2029.

## **2.2.3 Development Applications Unit**

### **Summary of submission**

Built Heritage

The submission from the Development Applications Unit in the Department of Housing Local Government and Heritage supports the land use plan designation for the Dunsink lands as set out in the proposed variation. It is recommended that the plan for the area should address the

presence of existing protected structures, their curtilage and associated historic landscapes and have regard to the policies and objectives of Section 14.19.3 Architectural Heritage of the Fingal Development Plan 2023-2029, relating to the protection and enhancement of built heritage within the County. The relevant Protected Structures and their associated curtilages, specific to the Dunsink lands, are listed in support of this submission.

#### Natural Heritage

This submission notes the key natural heritage assets within the Dunsink lands including flora, fauna and key water bodies. In this context, the Department recommends that the plan for the area should include an objective to maintain or improve water quality along the stretch of the River Tolka between the M50 to Cardiffsbridge.

Early ecological surveys are recommended in the context of the preparation of the plan, to identify habitats of ecological significance, including, key areas for locally occurring species of fauna such as amphibians, breeding birds and badger.

The submission makes specific reference to proposed Site 13.2 Clonsilla Road as set out in the proposed variation. The submission notes its location on the northern bank of the Royal Canal, which is designated as a proposed Natural Heritage Area (pNHA) given its importance for biodiversity, with supporting ecologically valuable aquatic, semi-aquatic and terrestrial habitats and their associated plant and animal communities. The submission highlights that the area is known to be used by otter and various bat species subject to strict protection under the Habitats Directive (92/43/EEC). The submission notes that among the species of bats, which have been identified on this stretch of the canal, Daubenton's bat, is largely restricted to feeding over water bodies and is considered a light-sensitive bat species. In view of the ecological sensitivity of the location of proposed Site 13.2, the Department recommends that proposed variation includes the following local objective on the Development Plan Map/Sheet 13 as follows:

*'That any development proposed for Site 13.2 shall incorporate measures which will ensure no adverse effects result to the flora and fauna of the adjacent Royal Canal pNHA from the development and will avoid light pollution that might prevent continued use of the pNHA by light sensitive bat species'*

#### **Chief Executive's Response**

##### Built Heritage

The protection, maintenance and enhancement of the County's built heritage assets is a key strategic objective of the Fingal Development Plan 2023-2029. The Development Plan contains supportive policy and objectives in this regard, as set out in Chapter 10 (Heritage, Culture and Arts) and specifically Section 10.5.2 Architectural Heritage. These include policies HCAP8, HCAP9, HCAP10, HCAP11, HCAP18, HCAP19, HCAP21 and HCAP22. In addition, Chapter 14 of the Development Plan containing development management standards and specifically Section 14.19.3 (Architectural Heritage) includes a number of additional objectives for the protection and enhancement of built heritage within the County, including architectural heritage impact assessment requirements for new development proposals.

The Development Plan also supports the implementation of the Fingal Heritage Plan 2024-2030 which is centred on the protection and promotion of the built heritage of the County.

The land use plan for Dunsink which will be subject to a separate statutory process will be drafted having regard to the relevant provisions of the Fingal Development Plan 2023-2029, relating to the protection and enhancement of existing built heritage assets.

#### Natural Heritage

The Development Plan is explicit in acknowledging the importance of protecting the natural environment, biodiversity and ecosystems within the County. The Plan includes various objectives for the protection and enhancement of the natural environment and its rich and diverse biodiversity as well the development of a green infrastructure network in Fingal, as set out in Chapter 9 (Green Infrastructure and Natural Heritage). The Development Plan acknowledges that maintaining and protecting the County's natural environment and its biodiversity and advancing a green infrastructure network, plays a key role in climate adaptation and mitigation.

The Development Plan at Section 9.6.3 (Protected Areas of Natural Importance) and Section 10.6 (Industrial Heritage) is explicit in acknowledging the importance of the Royal Canal, a proposed Natural Heritage Area (pNHA), a protected structure and ecological asset and requires that development along or within its vicinity, is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage.

Specifically objective HCAO49 of the Development Plan seeks to,

*'Protect and enhance the built and natural heritage of the Royal Canal and ensure that development along it or within its vicinity is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage values. Works to the built fabric of Royal Canal should have regard to the Waterways Ireland's Heritage Plan and Guidelines for Conservation of the Built Heritage – Repair and maintenance of heritage structures on the inland waterways of Ireland 2015.'*

In addition, Chapter 14 of the Development Plan on development management standards and specifically Section 14.18.2 (Natural Heritage) includes a number of additional objectives for the protection and enhancement of natural heritage assets within the County, including the advancement of green infrastructure networks and associated requirements for future development proposals, including the requirement for ecological assessment. Relevant objectives include DMSO138 and DMSO139 in this regard.

The Development Plan is also explicit in its requirements to prevent deterioration in the status of water bodies and to support the achievement of improved water quality, good ecological status and the protection of fisheries and aquatic habitats. Relevant Development Plan policy includes policy IUP15 in this regard which seeks to:

*'Support initiatives to improve water quality and to achieve good ecological status in compliance with the Water Framework Directive and associated River Basin Management Plans, particularly those which employ nature-based management measures, and explore opportunities for targeted watercourse improvement interventions which are designed to deliver a wider range of environmental benefits.'*

The requirement for an objective relating to the protection of water bodies for the Dunsink lands would be more appropriately dealt with in the context of the land use plan for the area, which will be subject to a separate statutory process and statutory consultation stages.

Notwithstanding, it is considered that relevant Development Plan provisions and specifically policy IUP15 and objective HCAO49 as set out above, are sufficiently robust to protect the natural heritage assets of the Royal Canal. The land use plan for Dunsink will be drafted having regard to these provisions.

Relevant architectural conservation surveys and environmental assessments, including ecological assessment will form part of the preparation of the future plan for the area, to inform the sustainable preservation and enhancement of built and natural heritage assets within the Dunsink lands.

#### **Chief Executive's Recommendation**

No change.

### **2.2.4 Transport Infrastructure Ireland**

#### **Summary of submission**

Transport Infrastructure Ireland (TII) in their submission support the proposed variation which is aimed at achieving Project Ireland 2040 National Strategic Outcomes (NSOs) and the incorporation of NPF Implementation Housing Growth Requirement Guidelines and is complementary to national policy in maintaining the strategic capacity and safety of the national road network, in accordance with NSO 2 Enhanced Regional Accessibility.

TII seeks to ensure that the carrying capacity, operational efficiency, safety and national investment made in national roads in Fingal continue to be safeguarded by relevant Fingal Development Plan policies and objectives.

The following observations are set out for consideration:

Dunsink Lands: In the context of proposals for the Dunsink lands as set out in the proposed variation, TII notes the location of the lands adjacent to the M50 and M50 Junction 6 with the N/M3 which are part of the TEN-T Core Network. TII highlights the importance of protecting the strategic role of the M50 and its junctions as outlined in existing policy as set out in the Fingal Development Plan. The submission acknowledges stakeholder engagement with the Council in respect to this area. In line with NPO 107 under the First Revision of the NPF, TII seeks to ensure that national roads network objectives and investment benefits are protected. TII welcomes the safeguarding of the strategic role of the national road network and associated junctions for the safe and efficient movement of inter-urban and inter-regional strategic traffic in the implementation of the proposed variation.

Transport Assessments: TII reiterates their commitment in assisting Fingal County Council in preparing evidence-based transport assessments in development proposals that adjoin the national road network, ensuring alignment with official policies.

Funding Responsibility: TII advises that costs related to land acquisition, road infrastructure and environmental mitigation for local development proposals that impact national roads, should be borne by the Local Authority and integrated into future development contribution schemes.

Co-ordination with Transport Providers: TII notes that future Luas, Metro and Bus Connects alignments fall under the remit of the National Transport Authority.

TII looks forward to further engagement in advancing the transport assessment and objectives of the future land use plan for the Dunsink in conjunction with the NTA, in relation to matters arising and impacting the strategic road network in the County.

### **Chief Executive's Response**

The submission from TII who are responsible for maintaining the strategic function of the national road network is noted. Fingal County Council is clear in its view of the strategic importance of the national road network through its policies and objectives. The Fingal Development Plan is explicit in promoting the need to protect the strategic function of the national road network within Section 6.5.10.1 (National Roads) and includes reference to the Spatial Planning and National Roads Guidelines for Planning Authorities 2012 within objective CMO36 and within Appendix 2 (Implementation of Ministerial Guidelines) and Appendix 3 (Policy Context) of the Plan.

In the preparation of land-use plans and projects, Fingal County Council has close cooperation and interaction with the relevant transport providers including the TII and the NTA and other relevant stakeholders on an ongoing basis, to ensure that relevant policy objectives are being addressed and sustainable outcomes are achieved. In this context, the invitation for continued engagement with TII is acknowledged and welcomed.

Funding responsibilities in the context of local development proposals impacting the strategic national road network, while outside the remit of this variation, is noted.

While the preparation of a future land use plan and associated transport assessment for Dunsink is subject to a separate statutory plan process and outside the remit of this variation, Fingal County Council will continue to engage with relevant transport providers to ensure an efficient and effective transport network is achieved, including facilitating key public transport project alignments in plans and projects, to ensure successful implementation of these projects. The Fingal Development Plan includes specific objectives in this regard, including objectives CMO23 and CMO35 which seek to enable key public transport projects and the management of the road network respectively.

### **Chief Executive's Recommendation**

No change.

## **2.2.5 Irish Rail**

### **Summary of submission**

The submission from Irish Rail highlights the significant and substantial planned investment in rail services of relevance to Fingal and which can support the County's economic, environmental and social objectives and future housing delivery targets over the lifetime of the Development Plan. In

addition, the submission highlights the benefits of such high-capacity rail infrastructure that provides a significant opportunity for the Transport Orientated Development approach in Fingal. In this context, Irish Rail highlights the importance of the protection of railway infrastructure including railway corridors from inappropriate development.

Consideration of the All-Ireland Strategic Rail Review which includes projects such as Four North (upgrade works to increase capacity of rail services between Connolly Station and the Northern line serving Fingal) and the Dublin Airport rail link (a rail link connecting Dublin Airport to the wider rail network) should be considered in the context of planning proposals adjacent to the rail network. In the interests of strategic planning and sustainable development, Irish Rail recommends that consideration is given to a potential rail link to Dublin Airport in terms of corridor protection and future delivery.

The benefits of the Dart Expansion Programme including Dart + West and Dart + Coastal North to Fingal which has the benefit of planning consent is also highlighted and where consideration of such projects is required to successfully implement such projects.

Irish Rail notes that any development proposals relating to proposed variation lands adjoining rail infrastructure should be designed and managed to ensure the safe, efficient and the continuous operation of railway infrastructure including maintaining required rail clearances and access in accordance with relevant rail authority standards.

Irish Rail notes a number of site specific recommendations as follows:

Dunsink: Irish Rail welcomes the opportunity to engage with Fingal County Council in the preparation of the land use plan for Dunsink to ensure co-ordination with the planned Dart + West Scheme. In this regard, the upper end of the density range as set out in the Sustainable Residential Development and Compact Settlement Guidelines is recommended within the Dunsink lands, in the context of its proximity to a high-capacity rail network and with provision of high quality active travel infrastructure and accessible routes to train stations.

Broomfield West Malahide: Recommends that any proposed land use objectives protects railway boundaries to enable future rail service expansion relating to the Dart + Coastal North Scheme.

West Barnhill: Recommends that any proposed land use objectives protect railway boundaries to enable future rail service expansion relating to the Navan Rail Extension and DART+ West).

West Clonsilla: Recommends that planned upgrade works to facilitate the Dart + West Scheme shall be considered in any new applications to ensure future rail service expansion as part of planned scheme.

In general, Irish Rail recommends a number of specific requirements for the protection, safety and integrity of railway infrastructure, to ensure operational safety by way of planning condition in successful development applications.

In conclusion, Irish Rail looks forward to continued engagement with Fingal County Council to deliver essential rail services for the County.

***Chief Executive's Response***

The Fingal Development Plan at Section 6.5.7 (Public Transport) is explicit in acknowledging that public transport is crucial in supporting future sustainable and economic growth within the County, providing more efficient and reliable access to key urban centres within the region as well as connectivity to other major towns and cities and critically facilitating the integration of land-use and transport through the Transport Orientated Development (TOD) approach. The Development Plan acknowledges that these projects, including the Dart + Expansion Programme, are identified as key growth enablers for Fingal in the NPF and these projects when combined with enhanced walking and cycling facilities have the potential over the coming years to have a transformative impact on travel by shifting the dominance of car-based transport towards public transport.

At a strategic level, Fingal County Council continues to integrate land-use and transportation to achieve sustainable development through the progression of a number of land use plans in line with National and Regional policy objectives including the NTA's GDA Transport Strategy. In this regard, higher density development is taking place within plan frameworks along existing transport corridors and these areas continue to consolidate.

There are a large number of policy and objectives set out in the Development Plan that are explicit in supporting and facilitating the development of a high-quality, connected and reliable sustainable transport network in collaboration with key transport providers and are considered robust in this regard, including Objective CMO22 which seeks to:

*'Support the delivery of key sustainable transport projects including MetroLink, BusConnects, DART+ and LUAS expansion programme so as to provide an integrated public transport network with efficient interchange between transport modes to serve needs of the County and the mid-east region in collaboration with the NTA, TII and Irish Rail and other relevant stakeholders'*

In this regard, Fingal County Council works closely with Irish Rail on a strategic and operational level and is in regular contact regarding safeguarding and enhancement of railway infrastructure in the preparation of plans and projects in development areas of relevance within the County, including northern and western areas of the County and through the development management process, with relevant applications referred to Irish Rail as a statutory prescribed authority.

Section 6.5.9.3 of the Development Plan acknowledges the All-Island Strategic Rail Review and, in this regard, policy CMP29 of the plan seeks to,

*'Work with Irish Rail, the NTA, TII and other stakeholders to progress a coordinated approach to improving the rail network, integrated with other public transport modes to ensure maximum public benefit and promoting sustainable passenger and freight transport and improved regional and cross-border connectivity.'*

The consideration of a future heavy rail link between Dublin Airport and the wider rail network is outside the remit of the proposed variation and would be more appropriately dealt within the context of a full Development Plan review which is subject to a separate statutory process, including statutory public consultation stages.

The consideration of achieving higher density of development in the Dunsink lands is outside the remit of the proposed variation and is more appropriately dealt with in the context of the statutory land use plan for the area which will be subject to a separate statutory process including statutory public consultation stages.

The consideration of a number of specific requirements for the protection, safety and integrity of railway infrastructure, to ensure operational safety by way of planning condition, is outside the remit of the proposed variation and is more appropriately dealt with through the Development management process.

Fingal County Council will continue to engage with Irish Rail and other relevant transport providers to ensure an efficient and effective transport network and sustainable modes of travel are achieved through the strategic planning and Development management processes. The Fingal Development Plan includes specific objectives in this regard, including objective CMO23.

### **Chief Executive's Recommendation**

No change.

## **2.2.6 Office of Public Works**

### **Summary of submission**

The submission from the Office of Public Works (OPW) relates to specific flooding and flood risk management considerations as follows:

Site 9.4 on Sheet 9 - Kinsealy Lane

OPW commentary on this site states that there may be a small overlap with the 0.1% AEP fluvial mid-range future extents. Fingal County Council is advised to set out how the effects of climate change will be managed.

Site 9.5 on Sheet 9 - Hole in the Wall Road

OPW commentary on this site advises that the flood zone map provided in the SFRA does not include Flood Zone A and there appear to be discrepancies with the 0.1%AEP CFRAM extents and Flood Zone B. OPW advises that Fingal County Council should review and update the map accordingly. OPW advises that while the site is not currently at risk from flooding in the present day flood extent mapping, there is a small increase in extents in the mid-range future scenario. There are no high-end future scenarios available and there may be further increase in extents in this scenario. OPW advises that Fingal County Council should set out how the effects of climate change will be managed.

Site 13.1 on Sheet 13 - West of Barnhill, Dublin 15

OPW advises that there is an unmapped watercourse to the south, where lands are proposed to be rezoned from GB-Green Belt to RA-Residential Area. The watercourse was not included in either the National CFAM or the National Indicative Fluvial Mapping (NIFM) programme, and therefore OPW does not have flood risk extents for this watercourse. OPW advise that Fingal County Council should review if a stage 3 flood risk assessment is required to inform the land use zoning and the SFRA.

Site 13.2 on Sheet 13 - Clonsilla Road, Clonsilla

OPW commentary on this site stated that the OPW has a record for a flood event in the vicinity of these lands, where properties and lands were flooded. OPW advises Fingal County Council to review if this event needs to be considered in the zoning of these lands or if the issues causing the flooding have been rectified.

Site 13.3 on Sheet 13 - Strategic Land Reserve Designation

OPW advise that flood mapping produced under the National CFRAM Programme is currently under review for the River Tolka and request that Fingal County Council note that the mapping in this area may change as part of the review process. OPW note that there is an unmapped watercourse to the east perimeter of the lands to be zoned as RA-Residential Area.

### **Chief Executive's Response**

In relation to Site 9.4 on Sheet 9 - Kinsealy Lane, Mid-Range Future Extents are included in the Fingal Development Plan 2023-2029 Strategic Flood Risk Assessment (SFRA), but climate change extents do not delineate flood zoning, which was the focus of the flood study conducted for this variation. The SFRA carried out for the Fingal County Development Plan sets out how the future effects of climate change will be managed with climate changes considerations required as part of flood risk mitigation. Objectives IUO17 and IUO18 of the Development Plan requires that all flood risk assessments must comply with the recommendations of the SFRA.

In relation to Site 9.5 on Sheet 9-Hole in the Wall Road, it is acknowledged that Flood Zone A appears to be missing from the map; however, Flood Zone B extents are greater than Flood Zone A so omission of Flood Zone A has no material consequence to the SFRA conclusions. Flood Zone B is based on the 0.1% AEP FEMFRAMS data so there is no difference between the two datasets. The statement relating to 'discrepancy in Flood Zone B' appears to relate to south of the site where flood extents are not shown outside the Fingal County Council boundary on SFRA mapping (which has no relevance to the site). The Variation SFRA was only designed to state whether sites were in Flood Zone A, B or C. As stated above, the Fingal Development Plan SFRA sets out how the future effects of climate change will be managed. GSI mapping itself does not delineate flood zones.

Modelling work has been undertaken in respect of the unmapped watercourse at Barnhill. This illustrates that a small area of the southeast corner of the lands in question is located in Flood Zone B. This area largely relates to the existing dwelling present on these lands. Having regard to 'The Planning System and Flood Risk Management Guidelines for Planning Authorities', it is therefore proposed that the zoning of the area in question be amended be retained as GB-Greenbelt.

In relation to Site 13.2 on Sheet 13-Clonsilla Road, Clonsilla, the Fingal Development Plan, SFRA includes past flood events. The flood event referred to was caused by a sewer capacity issue which has since been addressed by Fingal County Council.

In relation to unmapped watercourses at Dunsink, the Fingal Development Plan 2023-2029 SFRA shows a number of unmodelled watercourses and sets out that site-specific Flood Risk Assessments should be undertaken for all sites. The Strategic Flood Risk Assessment (SFRA) prepared in support of the proposed variation makes clear that all requirements of the Fingal Development Plan SFRA (including need for site specific flood risk assessments) still apply. Additionally, the preparation of the proposed urban area plan for Dunsink will be supported by a

Additionally, the preparation of the proposed urban area plan for Dunsink will be supported by a strategic flood risk assessment and surface water management strategy as part of the plan.

### **Chief Executive's Recommendation**

Make the variation as proposed, subject to the following modification:

#### **Sheet 13, 13.1 West of Barnhill, Dublin 15**

Amend the proposed variation to retain the existing GB-Greenbelt zoning as it relates to the extent of Flood Zone B (see map in Appendix 2).

## **2.2.7 Uisce Éireann**

### **Summary of Submission**

The submission from Uisce Éireann makes the following comments in relation to the proposed variation:

#### Chapter 2: Section 2.2.11-Core Strategy; Section 2.2.12- Strategic Long-Term Reserve:

Uisce Éireann have no objection to the proposed changes to the core strategy in line with national policy.

Regarding the strategic reserve lands at Lissenhall, Uisce Éireann highlight that there are planned upgrades at the Swords Wastewater Treatment plant. The upgrades will increase the treatment capacity and should be completed by the end of the current Development Plan period.

Uisce Éireann are committed to engagement with Fingal County Council and developers to advance solutions where new networks or upgrades are required, should constraints develop.

#### Chapter 2: Section 2.4.1 New LAP's:

Uisce Éireann are committed to engagement with Fingal County Council in the context of the new statutory plan for Dunsink. It is noted that current infrastructure would not service the entirety of the Dunsink lands within the lifetime of the Plan. However, the initial anticipated housing units being proposed in the Core Strategy should be serviceable within the lifetime of the Plan.

#### Appendix 4-Section 4.1 Infrastructure Capacity Assessment:

It is noted that water services capacity will have decreased in some areas across the County since the adoption of the Development Plan. In this regard, Uisce Éireann note that the delivery of the Water Supply Project and the Greater Dublin Drainage project are critical to support future growth in Fingal and the Greater Dublin area. The published Capacity Registers for both Water Supply and Wastewater Treatment Capacity for main settlements is noted with the next update expected to be published at the end of Q1-26.

#### Appendix 4 - Table 1 Strategic Water Supply and Table 2 Strategic Wastewater Infrastructure:

Uisce Éireann advise on the updated planning status of the Strategic Water Supply where a planning application has been lodged to An Coimisiún Pleanála and the completion status of the Strategic Wastewater Infrastructure Ringsend Project and suggest edits to the relevant tables in this regard.

Additional comments relating to proposed subject sites as set out in the proposed variation:

In relation to Site 4.1 Balrothery, Site 6A2 Racecourse Road -Lusk, Site 9.1 Seamount -Malahide, Site 9.2 Broomfield -Malahide and Site 9.3 Greenwood - Kinsealy, Uisce Éireann state that these sites are serviceable.

Uisce Éireann state Site 5.1 Holmpatrick-Skerries, Site 9.5 Hole in the Wall Road and Site 13.2 Clonsilla Road are serviceable but local upgrades may be required.

Uisce Éireann note in relation to Site 6A1 Caustown - Lusk that completion of the Raheny Road Pumping Station project will see this site serviceable.

Site 9.4 Kinsealy Lane may require surveys of the downstream sewer network, depending on the size of development.

Uisce Éireann note that Site 13.3 Dunsink is partially serviceable, subject to upgrades.

In the event of adoption of the proposed variation, Uisce Éireann welcomes early notification of any infrastructure projects where possible synergies and savings could be made in the delivery of new infrastructure.

**Chief Executive's Response**

The comments as set out in Uisce Éireann's submission in relation to water services capacity in the context of the proposed variation lands and where there are no significant water services constraints identified during the remainder of the Plan period, are acknowledged and welcomed.

The commitment from Uisce Éireann for continued engagement with Fingal County Council and other relevant stakeholders, to advance solutions for new or upgraded networks, where required, to facilitate development areas, including strategic landbanks within the County, is acknowledged and welcomed.

The delivery of the Strategic Water Supply and the Greater Dublin Drainage projects which are critical to support sustainable growth and development within Fingal and the Greater Dublin Area is acknowledged. In this regard, Fingal County Council acknowledges the Capacity Registers for both Water Supply and Wastewater Treatment Capacity for main settlements that is subject to regular update.

The current planning and construction status updates for both the Strategic Water Supply and the Ringsend Strategic Waster Water Infrastructure projects are noted.

Fingal County Council will continue to engage with Uisce Éireann and other relevant stakeholders, to support the timely delivery of new or updated water services infrastructure where required and work towards the identification of potential synergies in the delivery of new infrastructure, through the strategic planning and Development management processes to facilitate the sustainable growth and development of the County.

**Chief Executive's Recommendation**

Make the variation as proposed, subject to the following modification:

Appendix 4, Table 1 – Strategic Water Supply, P. 63. Project Name – Eastern Midlands Water Supply Scheme.

Amend the proposed wording in Variation No. 1 as follows (proposed text to be deleted shown in green and strikethrough. Proposed text in blue): ~~Uisce Eireann are in the process of preparing a SID planning application to An Coimisiún Pleanála for the scheme.~~ Uisce Eireann have recently lodged a planning application to An Coimisiún Pleanála for the project.

## 2.2.8 ESB

### **Summary of submission**

The ESB in their submission supports the proposed variation to the Fingal Development Plan, recognising its role in enabling sustainable growth in Fingal. ESB highlights its commitment to a low-carbon future through investment in smart networks and renewable energy.

The submission requests:

- Protection of the long-term operational needs of existing high voltage infrastructure.
- A collaborative partnership between Fingal County Council and the ESB to proactively identify and secure appropriate sites for the development of essential energy infrastructure, that will allow both organisations to plan proactively, identify a viable strategic site at Dunsink, and ensure infrastructure keeps pace with the County's long-term growth objectives.
- Consideration of critical grid upgrades to address constraints and support renewable integration.
- Ensuring that public utilities are permissible under all zoning objectives.
- Early engagement with ESB in the planning and delivery of roads, public realm improvements, greenways and underground cabling.

### **Chief Executive's Response**

The importance of safeguarding the operational requirements of existing utilities, particularly high-voltage infrastructure is acknowledged. The need for critical upgrades and capacity enhancements to address grid constraints and facilitate renewable energy integration aligns with the strategic objectives of the Fingal Development Plan.

It is noted that utility infrastructure is permissible or open for consideration in all zoning objectives across the County within Chapter 13 'Land Use Zoning' of the Development Plan and where development proposals would be assessed in accordance with the relevant policies and objectives of the Development Plan, including normal standard criteria, through the development management process.

The Planning Authority recognises the value of early engagement with utility providers such as ESB in the design and delivery of infrastructure projects as well as identifying a viable strategic site at Dunsink. These considerations will be taken into account in the implementation of the Development Plan and in future planning processes, where appropriate. The Fingal Development Plan includes specific policy IUP29 in this regard.

### **Chief Executive's Recommendation**

No change.

## **2.2.9 Department of Education and Youth**

### **Summary of submission**

The submission from the Department of Education and Youth maintains that the demand for school places could increase substantially resulting in significant pressure on existing schools across the various settlements in the County, in the context of the proposed variation and the increased population growth identified for Fingal. This submission highlights a preference for the expansion of existing school facilities to cater for additional school places. In this regard, the Department requests the Planning Authority to examine the potential of protecting a land buffer around each school to enable further expansion.

The submission cites a number of settlements across the County where demand for additional school places at both primary and secondary level as well as additional Special Education Needs (SEN) at both these levels, will likely occur as a result of revised population figures, in areas including, Blanchardstown, Dunsink, Ongar, Castleknock, Santry and Ballymun, Belcamp and Balgriffin, Baldoyle/Sutton, Howth, Swords, Donabate, Malahide, Portmarnock, Balbriggan, Rush, Lusk and Skerries. To cater for this demand, new school sites and/or the possible expansion of existing facilities is highlighted. In relation to facilitating schools demand in these areas, engagement between the Department and Fingal County Council is required.

The Department recommends that the Council should adhere to locational requirements for new schools where it is recommended that school provision should be at the heart of new and expanding communities, alongside other complementary community facilities. Enabling infrastructure should also be provided in advance of school's provision, including roads, electricity, water, transport links, active travel networks, road safety and safe routes to schools measures. It is noted that the provision of this infrastructure is not within the remit of the Department.

Specific new zoning requests are proposed by the Department in relation to specific sites with the County, subject to this proposed variation including,

Site 4.1- School Lane, Balrothery, the Department notes a proposed school site adjacent to the new proposed residential zoning and requests a change of zoning to CI-Community Infrastructure;

Site 5.1 -Holmpatrick, Skerries, the Department notes a proposed school site located within the subject lands and requests a change of zoning to CI-Community Infrastructure; and

Site 9.2 Broomfield – West, the Department notes a proposed school site adjacent to the proposed residential zoning and requests a change of zoning to CI-Community Infrastructure.

The submission concludes by welcoming the continued engagement with Fingal County Council regarding the development of school's facilities as appropriate and emphasises the importance of the ongoing work of the Council in ensuring that sufficient land is zoned for this purpose. Further engagement with the Council is required in relation to the potential and significant schools' provision that may be required, arising from the adoption of this proposed variation.

### **Chief Executive's Response**

While it is acknowledged that the provision of new schools is the responsibility of the Department of Education and Youth, Fingal County Council continues to work collaboratively with the

Department in relation to the identification of suitable sites for the delivery of new and expanded educational facilities in Fingal. Map based objectives relating to the location of existing and proposed schools on Map Sheets form part of the current Development Plan based on consultation with the Department of Education and Youth. Policies and objectives within the Development Plan re-affirm that Fingal will work collaboratively and engage at all times with the Department in its role in the provision of educational facilities. Relevant Development Plan policies and objectives in this regard include policy CIOSP9 and objectives CIO5017, CIO5018 and CIO5019.

The proposed variation is focused on addressing the need for additional residentially zoned lands across the County to support the delivery of housing up the end of the current Fingal Development Plan period. This targeted review seeks to ensure that sufficient lands are available and suitably located to meet projected housing demand in line with national policy and compact growth principles as set out in national guidance. Therefore, the proposed variation currently does not include an examination of lands for CI-Community Infrastructure purposes.

The requirement for a future buffer around existing schools within the County and a change of zoning to CI-Community Infrastructure in specified locations within the County, is outside the remit of the proposed variation and would be more appropriately dealt with in the context of a full Development Plan review, which is subject to a separate statutory process including statutory public consultation stages. Notwithstanding this, the identification of sites for future schools, as indicated by site objectives in the Development Plan, clearly indicates the requirement for schools on these sites.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

#### **Chief Executive's Recommendation**

No change.

### **2.2.10 Environmental Protection Agency**

#### **Summary of submission**

The submission notes that Fingal County Council was issued a licence (Reg. No. W0127-01) by the EPA on 09/01/2004 for the closure and restoration of areas previously landfilled at Dunsink Landfill. It is noted that the Variation refers to the proposed development of Dunsink Landfill as a regional park and the EPA supports the repurposing of closed landfills for public amenities, provided that Fingal County Council ensures compliance with all conditions of the waste licence.

The submission notes that planned changes require the EPA's approval under the licence. It also states that Fingal County Council is required to maintain all environmental monitoring infrastructure at the landfill and to ensure that any monitoring and necessary remedial actions are carried out, as required by the licence.

The submission also highlights relevant requirements arising from the SEA regulations, information on SEA-related guidance, the preparation of the SEA Statement, "information on the decision" and the requirement to comply with detailed guidance in relation to the SEA process, in the preparation and implementation of the proposed variation

The submission highlights Fingal County Council's obligations arising from the closure of the Dunsink Landfill, in accordance with the relevant EPA licencing requirements, including the requirement to submit any proposed amendments to the EPA for consideration.

#### **Chief Executive's Response**

The submission from the EPA which includes detailed guidance in relation to the SEA process is noted. Full regard was taken of this guidance in the preparation of the proposed variation where relevant.

The SEA Environmental Report will be updated to take account of the context of the EPA Submission and information on the decision and the process will be included in the SEA Statement.

While the issue of compliance with the EPA licencing agreement relating to the restoration of the former Dunsink Landfill is noted, compliance requirements are outside the remit of the proposed variation and is subject to a separate EPA licencing process.

#### **Chief Executive's Recommendation**

No change.

### **2.2.11 Inland Fisheries Ireland**

#### **Summary of submission**

Inland Fisheries Ireland (IFI) highlights the importance of protecting, managing and conserving inland fisheries and aquatic habitats. In the context of the National Planning Framework review, IFI recommends that planning permission should only be granted after necessary infrastructural upgrades are in place, including, sustainable potable water supply, adequate foul drainage, proper stormwater and drainage infrastructure maintenance.

This submission notes that proposed rezoning could increase pressure on receiving waters if not supported by appropriate and fully operational infrastructure. This submission advocates for infrastructure delivery, prior to zoning and development proposals to align with National Planning Framework and the Water Framework Directive objectives, including the protection of fisheries and aquatic habitats, to foster sustainable and resilient communities.

#### **Chief Executive's Response**

It is a key focus of the Development Plan to ensure that new development in the County is accompanied by the required infrastructure including water, wastewater and drainage infrastructure, to ensure the protection and enhancement of natural amenities.

The proposed variation seeks to ensure that sufficient lands are available and suitably located to meet projected housing demand in line with national policy and compact growth principles as set out in national guidance. By concentrating on residential capacity at this stage, the proposed variation supports the timely implementation of housing objectives and the efficient use of existing services and infrastructure.

As part of the development management process, planning applications are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed

development, without resulting in adverse effects on water quality or ecological status. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. In this regard, the Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

All development proposals are required to comply with relevant national guidance and with the objectives of the Water Framework Directive, including the requirement to prevent deterioration in the status of water bodies and to support the achievement of improved water quality, good ecological status and the protection of fisheries and aquatic habitats. The Fingal Development Plan includes policies IUP12, IUP15, IUP17 and objective IUO25 in this regard.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, including those responsible for water services and fisheries protection, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure provision and that the protection of water quality, fisheries and aquatic habitats, remains a key consideration in strategic planning and development management processes.

#### **Chief Executive's Recommendation**

No change.

## **2.2.12 Adjoining Local Authorities**

### **Summary of submission**

The submission from Dublin City Council welcomes the opportunity to comment on proposed Variation No. 1 and specifically relates to proposed Site 9.5 – Hole in the Wall where a change in zoning from GB - Green Belt to RA - Residential is proposed. The submission cites the 100-acre land parcel to the north of the proposed subject Site 9.5, that was acquired jointly by Fingal County Council and Dublin City Council for recreational purposes.

Having regard to the location of proposed Site 9.5 between the future recreational lands to the north and Father Collins Park nearby to the south, it is suggested that the proposed zoning change for these lands should include an objective for a green corridor to facilitate off-road connectivity and a wildlife corridor between these strategic recreational lands. It is recommended that design should accommodate both these dual functions.

The submission states that a green corridor would provide recreational amenity for residents and sustainable connectivity between recreation areas, facilitating much needed housing delivery with potential to connect to the wider network, including the greenway through Father Collins Park and designated secondary routes, as outlined in the current Cycle Network Plan for the Greater Dublin Area. In conclusion, it is considered that this measure is consistent with current regional and national policy and guidance that promotes sustainable travel, modal shift and greater permeability.

The submission from Meath County Council acknowledges the proposed Variation No. 1 and has no comment to make, at this time.

**Chief Executive's Response**

The benefits of an off-road connection including a wildlife corridor across these strategic recreational lands from a biodiversity gain perspective is acknowledged.

The Fingal Development Plan within Chapter 9 (Green Infrastructure and Natural Heritage) and Section 9.3 is explicit in acknowledging and promoting the multifunctional benefits of green infrastructure, providing a wide range of environmental, spatial planning and social benefits by creating a continuous network of green spaces across urban and rural areas. Policy GINHP2 of the Development Plan supports the advancement of a green infrastructure network in this regard.

Existing policies in the Development Plan supports co-ordinated planning and a collaborative approach in relation to cross border projects that promote connectivity and enhanced linkages. Policy CMP7 of the Fingal Development Plan 2023-2029 seeks to:

*'Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies'*

Policy CMP8 of the Fingal Development Plan seeks to:

*'Secure the development of an expanded Greenway network in collaboration with relevant stakeholders including the NTA, adjoining landowners, local communities and adjoining Local Authorities where appropriate and encourage and facilitate opportunities for enhanced linkage and connectivity to adjoining towns and villages and their services, amenities, attractions and public transport nodes and to cross-County, Regional and National Greenway projects.'*

It is considered that policies CMP7 and CMP8 of the Development Plan are sufficiently robust to provide for cross boundary collaboration in advancing future green infrastructure for this strategic recreational area. It is also considered that the advancement of such green infrastructure would be more appropriately dealt with in the development of a recreational plan for these strategic lands where feasibility can be explored together with relevant environmental assessment.

Fingal County Council works closely with adjoining Local Authorities in the context of cross border plans and projects and will continue to engage with Dublin City Council, communities and other relevant stakeholders, to facilitate the delivery of strategic green infrastructure.

The submission from Meath County Council is noted.

**Chief Executive's Recommendation**

No change.

## **2.2.13 Land Development Agency**

### **Summary of submission**

Two separate submissions were received from the Land Development Agency (LDA). These highlight the LDA's role, delivery and site acquisition strategy towards the achievement of LDA objectives relating to the delivery of sustainable housing.

A number of site-specific observations are made in relation to a number of land banks with the County as follows:

#### Lissenhall:

The LDA notes the acquisition of a strategic land bank, primarily zoned MRE – Metro and Rail Economic Corridor and with smaller pockets of zoned OS-Open Space and HA-High Amenity lands within the Long-Term Strategic Reserve lands at Lissenhall. These lands are considered to offer a strategic opportunity of scale, based on the transit orientated development approach in tandem with services and amenities, given its location in close proximity to the national road network and adjoining planned key strategic public transport projects and existing and planned utility services, in line with relevant national policy.

The LDA welcomes engagement and collaboration with the Local Authority to explore all options regarding the early activation and appropriately phased delivery of LDA owned lands within Lissenhall. In this regard, the LDA requests that additional text is included in Section 2.2.12 of the Fingal Development Plan highlighting that the LDA is now a strategic landowner and willing to engage with all stakeholders towards the co-ordinated and efficient planning and development of these lands.

In the context for a future land use plan for the area, the LDA recommends additional text is included in Appendix 4 Section 6.3, Future Development Areas (pg 71), amending SDZ status to UDZ status and referencing the LDA ownership and their willingness to engage with the Planning Authority and all relevant stakeholders, in the planning and development of the area.

The submission highlights the Register of Relevant Public Lands and the Report on Relevant Public Land suitable for the development of affordable housing published in March 2025 and identifies sites within Dunsink and St. Margaret's Road area within the Fingal administrative area.

#### Dunsink:

The LDA is supportive of the proposed variation to replace the Long-Term Strategic Reserve Designation with a land use plan framework for the Dunsink lands which will support the development of this strategic land bank in the short to medium term. In this regard, the LDA notes their availability to engage with Fingal County Council as appropriate.

The submission highlights the Register of Relevant Public Lands and the Report on Relevant Public Land suitable for the development of affordable housing published in March 2025 which identifies land within Dunsink within the Fingal administrative area.

#### St. Margaret's Road Lands:

The submission highlights the Register of Relevant Public Lands and the Report on Relevant Public Land suitable for the development of affordable housing published in March 2025 which identifies land in the St. Margaret's Road area within the Fingal administrative area.

The LDA supports the development of strategically located public owned lands on St. Margaret's Road which are partly zoned MRE – Metro and Rail Economic Corridor under the Fingal Development Plan and offers the potential to optimise the lands for a mix of suitable uses including housing, subject to collaboration with Dublin City Council and Fingal County Council, to progress orderly and sustainable development of the lands.

#### St. Margaret's ESB Depot:

The LDA is supportive of the objectives for the lands subject to the proposed Framework Plan 11C designation relating to Jamestown Business Park, under the Fingal Development Plan and is available to engage with the relevant stakeholders in this regard.

#### Castlelands, Balbriggan:

The second submission received from the LDA notes the advancement of the first phase of a major housing scheme at Castlelands, Balbriggan. A summary of the site location, context and planning history is submitted in support of this submission.

The submission requests that a portion of land within the Castlelands housing scheme currently zoned CI-Community Infrastructure be rezoned to RS-Residential. The previous RS-Residential zoning objective under the 2017-2023 Fingal Development Plan is noted for these lands. This submission notes that this zoning request to RS-Residential, would facilitate an amended planning application on the lands, on the basis of environmental and cost benefits as well as optimising the layout in line with updated Compact Settlement Guidelines, that were subsequently published after the original planning application on the lands.

In conclusion, the LDA welcomes the proposed variation to ensure the strategic future growth of Fingal and welcomes continued engagement and collaboration with Fingal County Council, in relation to the delivery of sustainable residential projects in the County.

#### **Chief Executive's Response**

The Fingal Development Plan contains a number of policies and objectives to support the delivery of a range of sustainable housing options, to meet housing need within the County. In this regard, the Council's priority is based on effective and innovative approaches to mobilise development and deliver various sustainable housing options, having regard to the Government's current programme Delivery Homes, Building Communities.

The support for a continued collaborative approach between Fingal County Council and the LDA towards the delivery of a steady and sustainable housing supply on publicly owned lands is explicit within Section 3.5.14.3 of the Development Plan and specifically objective SPQHO49 which seeks to:

*'Continue to work in partnership with the Land Development Agency to make more effective use of publicly owned land helping to ensure a stable sustainable supply of housing'*

The proposals for the inclusion of additional wording in the current Development Plan in the context of the Lissenhall Long-Term Strategic Reserve lands to recognise LDA land ownership, commitment to engagement between stakeholders and a change in the land use framework status as set out in Appendix 4 of the Development Plan, is outside the remit of the proposed variation and would be more appropriately dealt with in the context of a Development Plan review, which is subject to a separate statutory process including statutory public consultation stages. Notwithstanding, it is considered that objective SPQHO49 of the Development is sufficiently robust to support LDA collaboration with Fingal County Council and other relevant stakeholders towards the steady supply of sustainable housing options within strategic landbanks.

The LDA commitment for continued engagement with Fingal County Council and other relevant stakeholders in the planning and development of strategic lands within the County to increase housing supply is welcomed.

In the context of the rezoning request relating to lands with Castlelands, the proposed variation currently does not include an examination of lands currently zoned CI-Community Infrastructure for rezoning purposes and is therefore outside the remit of the proposed variation. Such a request for rezoning would be more appropriately dealt with in the context of a full Development Plan review which is subject to a separate statutory process including statutory public consultation stages.

#### **Chief Executive's Recommendation**

No change.

#### **2.2.14 DAA**

##### **Summary of submission**

The submission from the daa requests that Fingal County Council takes full account of the noise, safety and strategic policy considerations associated with Dublin Airport in the proposed variation. While supporting the national requirement for increased housing delivery, daa highlights that it is essential that development within Noise Zones and Public Safety Zones is managed in a manner that protects both future residents and the operational integrity of Dublin Airport.

Noise Zones: The submission notes that the proposed rezoning of six of the eleven sites subject of the proposed variation, fall within the Dublin Airport Noise Zones B, C and D. While the daa has no objection in principle to residential development at these locations, the submission highlights the potential to negatively impact against the achievement of the Noise Abatement Objective (NAO) for Dublin Airport and this should be addressed in the proposed variation. Implementation measures for appropriate noise mitigation are also proposed in this regard.

Public Safety Zones: The submission notes that Site 9.4 – Kinsealy Lane, Kinsealy is identified within the Outer Public Safety Zone of Dublin Airport. daa requests that Fingal County Council has regard to the recommendations of the ERM report for the proposed site.

In conclusion, the submission seeks to ensure that there are clear residential occupant notifications, verified implementation of noise mitigation measures and adherence to the ERM Public Safety Zone guidance which is key for safeguarding impacts on residents and on operations of the Dublin Airport. Ensuring consistency with the National Planning Framework, in particular

National Strategic Outcome 4, will help secure Dublin Airport's long-term capacity as a critical national asset.

### **Chief Executive's Response**

The submission from the daa is noted. While several proposed sites fall within Noise Zones B, C, and D, these designations do not preclude residential development. The Fingal Development Plan 2023-2029 Objectives DMSO105 and DAO11 require noise assessments as part of planning applications, and appropriate exterior and interior acoustic design in noise-sensitive developments. Compliance with these policies is required at application stage, and recommendations from statutory consultees including the daa are considered as part of the planning process.

Two proposed sites are located within the Outer Public Safety Zone. Density restrictions apply in this area per the ERM Report on Public Safety Zones, but residential development which complies with these restrictions is acceptable in principle. The Development Plan requires all development to comply with Public Safety Zone requirements under objectives DAO18 and DAO19.

### **Chief Executive's Recommendation**

No change.

## **2.2.15 Dublin Institute of Advanced Studies**

### **Summary of submission**

The submission from the Dublin Institute of Advanced Studies (DIAS) supports the proposed variation subject to a number of considerations.

The submission notes the advanced research function of DIAS contributing to global scientific research in astronomy and Irish cultural research. The submission highlights that Dunsink Observatory along with Birr Castle was placed on Ireland's Tentative List of UNESCO World Heritage Properties together with Armagh Observatory and Planetarium, as part of a broader transnational nomination in April 2025, bringing together three observatories of historic and scientific importance. In this regard, the submission highlights that the properties are intrinsically linked as part of a single transnational World Heritage nomination.

The submission requests that Fingal County Council has regard to the 'Operational Guidelines for the Implementation of the World Heritage Convention relating to an appropriate buffer zone for the nominated property of Dunsink, in the context of future Development Plan policies and objectives. A summary of the potential Outstanding Universal Value (OUV) and associated attributes suggested in the UNESCO designation is appended in support of the submission.

The cultural and heritage value of DIAS and associated Dunsink Observatory together with relevant CI-Community Infrastructure zoning objective, heritage designations and protection policies and objectives of the Fingal Development Plan, as they relate to Dunsink Observatory, are noted.

The proposal for a land use plan for the Dunsink lands in the context of the Fingal Development Plan 2023-2029 provisions is noted and welcomed. It is requested that the relevant policies and objectives relating to the protection of Dunsink Observatory as set out in the Fingal Development Plan 2023-2029 are transposed into the future lands use plan for Dunsink.

It is also requested that the preparation of the land use plan for Dunsink has regard to relevant development criteria including appropriate siting, design/heights and high-quality landscaping to ensure the protection of Dunsink Observatory and its surrounding area. It is stated that Fingal County Council should hold a presumption against development which may have an adverse impact on Dunsink Observatory or its surrounding area.

The submission recommends the inclusion of a number of additional objectives in the context of the statutory plan for Dunsink. These objectives relate to pre-application discussion and referral to the relevant section of the Department of Housing, Local Government and Heritage in relation to developments with potential to have an impact on the proposed nomination site, support for the re-use of vacant and derelict dwellings within proximity and siting and impact assessment criteria, to protect, conserve and maintain the Outstanding Universal Value (OUV), including the integrity and authenticity of Dunsink Observatory.

Clarity is sought in relation to the status and the proposed timeline and implementation of the land use plan for Dunsink.

### **Chief Executive's Response**

The scientific and cultural importance of Dunsink Observatory reflecting its contribution to astronomical and cultural research, its protected status and the additional protection provisions of the Fingal Development Plan 2023-2029, relating to Dunsink Observatory is noted. The inclusion of Dunsink Observatory on the Tentative UNESCO World Heritage List as part of a transnational nomination is also noted.

As set out previously in this report (Section 2.2.1), it is now proposed that an Urban Area Plan will be prepared for the Dunsink lands, having regard to the repeal of the sections of the Planning and Development Act 2000, as amended, and commencement of the Planning and Development Act 2024 as amended, as it relates to urban area plans. The statutory plan will establish a co-ordinated land use framework to guide the proper planning and sustainable development of the lands.

The requirement for the consideration of 'Operational Guidelines for the Implementation of the World Heritage Convention' relating to an appropriate buffer zone for the nominated property of Dunsink, in the context of future Development policy and objectives is noted. Further consideration will be given to an appropriate buffer, the interface between the observatory site and adjoining lands and the requirement for additional objectives to ensure the protection of Dunsink Observatory and its adjoining lands, in the preparation of the statutory plan for this area. The plan will also be prepared having regard to the relevant provisions of the Fingal Development Plan 2023-2029, relating to the protection and enhancement of built heritage assets. The plan will also include criteria to guide the appropriate siting, scale, height, design and landscaping requirements of new development.

### **Chief Executive's Recommendation**

No change.

## **2.2.16 Health and Safety Authority**

### **Summary of Submission**

The submission from the Health and Safety Authority (HAS) notes the Local Authority should have regard to the Authority's approach to land use planning as set out in the document 'Guidance on Technical Land-Use Planning Advice'. A list of sites in the Dublin 15 area, is listed in this regard.

### **Chief Executive's Response**

The HSA's guidance document relating to the technical land use planning advice requirements under the Seveso III Directive is noted, however, the referenced sites fall outside the remit of the proposed variation. In the event of development proposals on these lands, the Planning Authority will engage with the Health and Safety Authority in relation to relevant issues, through the development management process.

### **Chief Executive's Recommendation**

No change.

## **2.3 Issues raised in Other Submissions**

Issues raised in the submissions have been structured under the following headings:

- Public Consultation
- General Comments on Proposed Rezoning of Green Belt, Rural and Open Space lands
- Settlement Capacity Audit
- Dunsink and Strategic Reserve
- Infrastructure/Service Capacity
- Proposed Amendments to Fingal Development Plan 2023-2029 Map-Sheets
- Other Matters

All issues outlined under these general headings are considered to carry equal weight in responding to the issues raised, with no issue given priority over another.

### **2.3.1 Public Consultation**

#### **Summary of submissions**

A number of submissions express concerns regarding the timing of the public consultation during the Christmas and New Year period. The submissions contend that this is not an appropriate timing for public display, to allow for full meaningful engagement in relation to the proposed variation. A number of submissions maintain that more meaningful engagement should occur in relation to the proposed variation.

#### **Chief Executive's Response**

The concerns regarding the timing of public display of the proposed Variation No. 1 which included the Christmas and New Year period are noted and acknowledged.

The proposed variation was undertaken in accordance with the statutory timelines for public display as set out in Section 13(3)(b) of the Planning and Development Act 2000 as amended. In this regard, the Act recognises that public display periods may occur over the Christmas and New Year period and provides for an extended display period. Consistent with these provisions, the public display period for the proposed Variation No.1 was extended by an additional nine days to

ensure that the public and other interested parties were afforded a meaningful and reasonable opportunity to engage.

The public consultation was advertised by way of adverts in a national circulating newspaper and social media posts and all documentation was publicly available for the entirety of the public display period through online publication, thereby enabling access irrespective of the holiday period.

The timing of public consultation for the proposed Variation No. 1 was influenced by external factors including the adoption of the First Revision of the National Planning Framework and the publication of the Section 28 Guidelines 'NPF Implementation: Housing Growth Requirements.' The publication of these guidelines necessitated urgent progression of the proposed variation to ensure alignment with current national policy and guidance and housing delivery objectives.

In response to the publication of the proposed Variation No. 1, a total of 1053 no. submissions were received from the public and other interested parties which indicates a high level of public engagement and awareness of the proposed variation.

#### **Chief Executive's Recommendation**

No change.

### **2.3.2 Proposed Re-zoning of Green Belt, Rural and Open Space lands**

#### **Summary of submissions**

A number of submissions raise the general issue and principle of re-zoning lands that are currently zoned for green belt, open space or rural areas in the context of the proposed variation rezonings.

A number highlight the importance of protecting greenbelt land to prevent urban sprawl and provide natural habitats for wildlife.

Some submissions question the necessity of rezoning greenbelt and rural lands and state that there is sufficient zoned land available. Many submissions argue that instead of greenbelt land being targeted, alternatives such as density optimisation and developing strategic reserve lands should be considered.

A number of submissions maintain that rezoning Green Belt land would conflict with compact growth and consolidation objectives, increase car dependency and emissions, remove land contributing to climate resilience and landscape character and pre-empt the orderly sequencing of existing zoned and reserve lands.

Several submissions maintain that the Strategic Reserve land at Dunsink and Lissenhall offers better alternatives to rezoning greenfield land.

Many of the submissions question the overall approach to the rezoning of lands under the proposed variation. Concerns were raised regarding the rationale, criteria and evidence base used to identify lands for the rezoning as well as the consistency and transparency of the assessment process.

**Chief Executive's Response**

This proposed Variation proposes to provide for lands sufficient for approximately 5,000 new units, comprising the rezoning of additional lands not currently zoned for development amounting to 61.5ha of land with capacity for approximately 2,500 units alongside the progression of a statutory plan for Dunsink.

As stated below, additional land for residential development is necessary in order to meet the new and higher housing growth requirements set by the National Planning Framework First Revision (2025) and the NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities (2025).

The Settlement Capacity Audit accompanying the proposed variation examines land available for residential development and identifies that residential zoned land capacity is insufficient to meet the new, revised housing target. The Development Plan promotes compact growth in existing settlements and development on brownfield/infill sites, but the new housing targets require further delivery beyond what is considered feasible on existing zoned lands.

Furthermore, while the proposed variation provides a new allocation of 2,500 units at Dunsink, this is considered to be the allocation that can feasibly be delivered within the plan period, and it is not considered feasible to deliver all of the identified additional requirement at Dunsink.

Of the 11 sites proposed for rezoning for residential use, eight are wholly or partly zoned GB – Greenbelt and two are wholly or partly zoned RU – Rural and one is OS-Open Space.

The proposed changes to GB-zoned lands are considered to be necessary to meet the updated housing growth requirements within the current plan period. The proposed lands are not considered to fundamentally undermine the strategic purpose of greenbelts in demarcating towns and villages, and the proposed sites would not result in the amalgamation of different settlements. The proposed variation does not propose to amend existing Development Plan policy in respect of greenbelt lands in general.

It is therefore considered that the proposed limited release of greenbelt, rural and open space zoned lands is justified at this time.

**Chief Executive's Recommendation**

No change.

**2.3.3 Settlement Capacity Audit and Core Strategy****Summary of submissions**

A number of submissions question the overall approach to the rezoning of lands under the proposed variation. Concerns are raised regarding the rationale, criteria and evidence base used to identify lands for the rezoning as well the consistency and transparency of the assessment process.

Several submissions assert that the settlement capacity audit does not account for all sites with extant permissions. A number of submissions state that the Settlement Capacity Audit has omitted some sites with planning permission. Some submissions also state that zoned land subject to

restrictive map-based objectives is counted in the Settlement Capacity Audit and that these objectives should be omitted or amended before more land is zoned.

A number of submissions state that the Settlement Capacity Audit undertaken by the Planning Authority focuses on the assessment of lands considered to fall within the scope of Residential Zoned Land Tax (RZLT) and does not assess any lands not within the scope of RZLT. The submissions state that this approach risks omitting lands where they have been removed from the RZLT due to policies and objectives with the Fingal Development Plan. It is submitted that before seeking to rezone peripheral or spatially less central lands to meet the identified requirements, the Planning Authority should first consider measures to release existing zoned land.

Some submissions note that zoned residential land at Kellystown LAP and Fosterstown Masterplan areas have been excluded from the RZLT because they are dependent on new road connections which are not in place. On the basis on this, they maintain that the Settlement Capacity Audit has underestimated the existing residential capacity.

A number of submissions maintain that Strategic Reserve Land at Dunsink and Lisenhall should be included in the figures for the Settlement Capacity Audit and that greater density optimisation can deliver sufficient housing. Several submissions also question the density assumptions in the Settlement Capacity Audit. A large number of submissions maintain that increased densities and development of RZLT omitted and strategic reserve land would yield sufficient housing to meet the revised NPF targets.

Several submissions questioned the overall need and justification for the proposed Variation, including the need for the proposed re-zoning of lands for residential development. However, other submissions acknowledge the need to zone additional lands to address housing demand.

Several submissions maintain that zonings and variations should be carried through the County Development Plan process and should be County Council and Councillor led and object to the method by which the variation has come about.

### **Chief Executive's Response**

This proposed variation has been prepared to align the Fingal Development Plan 2023-2029 with Ministerial Guidelines published in accordance with Section 28 of the Planning and Development Act 2000, as amended, the 'NPF Implementation: Housing Growth Requirements Guidelines for Planning Authorities' (2025). These Guidelines were published to give effect to the National Planning Framework - First Revision (2025). Planning legislation requires the Development Plan to be consistent with the overall policies of the National Planning Framework and relevant Ministerial guidance. Therefore, the issue required to be dealt with in the short term through the variation process rather than as part of the review of the Development Plan.

The existing Development Plan Core Strategy (which was prepared having regard to the requirements of the previous 'Housing Supply Target Methodology' Guidelines (2020)) provided sufficient residential zoned land to meet the original, adopted housing supply target. However, the Revised NPF and the NPF Implementation Guidelines have set a new, higher housing target. They have also set a new potential allowance for additional zoned land provision of 50% above baseline

requirements, which is based on a recognition by Government of the need to account for headroom and lands not activated.

Policy and Objective 3 of the NPF Implementation Guidelines requires Planning Authorities to incorporate the objectives and targets set out in the Guidelines into City and County Development Plans as quickly as possible through the variation of adopted plans.

As Table 1 shows, when taken together, the previous targets for 2023-2024, alongside the new targets for 2025-2029 and planning for 50% additional provision, result in a total requirement of 29,126 units for the whole Development Plan period.

Table 1: Identified Shortfall for Development Plan Period

<b>New housing requirement 2025-2029 (150%)</b>	<b>Total Adopted CDP 2023-2024 plus 150% new 2025 to end 2029</b>	<b>Homes built Q2 2023 - Q3 2025</b>	<b>Requirement (150%) to 2029 minus delivery</b>	<b>Potential residential capacity to 2029</b>	<b>Total shortfall</b>
<b>23,650</b>	<b>29,126</b>	<b>6,770</b>	<b>22,356</b>	<b>17,723</b>	<b>4,633</b>

A total of 6,770 new units has been completed during the current Development Plan (to Q3 2025), leaving 22,356 outstanding. With identified residential zoned land capacity (not including permissions) of 17,700, a shortfall of c. 4,600 is identified.

The proposed variation reflects the need to deliver sufficient housing to meet these updated targets within the lifetime of the current Development Plan, i.e. to 2029. The proposed variation therefore proposes the release/re-zoning of lands that are potentially deliverable within the Plan period. The selection of proposed lands directly reflects the quantum required to deliver the updated housing growth requirement within the current plan period.

The proposed lands for release/re-zoning are considered necessary and sufficient to meet the additional housing requirements identified above.

In order to maintain a robust supply of residential zoned land for development, this variation allows for lands sufficient for approximately 5,000 new units, through the following measures:

- The re-zoning of additional lands not currently zoned for development, comprising c.60.7ha. of land with capacity for approximately 2,500 units.
- Active land management comprising the progression of a statutory planning framework for lands at Dunsink, which will enable a portion of Dunsink lands to be brought forward in the short term.
- Several consequential amendments to the Fingal Development Plan arising from and supporting the above steps.

This approach reflects the recommendations made in a report to the Elected Members prepared by the Chief Executive in response to the requirements of the NPF Implementation Guidelines, which set out the development capacity of existing zoned lands and demonstrated the means by

which it is proposed, in the form of a recommendation from the Chief Executive to secure the objectives of the Guidelines. This report was presented to the Elected Members at a full Council meeting on 8th December 2025 and was also made available on the Council's website (see pages 287-308 of [Report to Elected Members](#)).

The Settlement Capacity Audit does not account for all sites with extant planning permissions, as this data is captured more comprehensively within the Planning Authority's ongoing Development Plan monitoring databases.

The purpose of the Settlement Capacity Audit is to identify and distinguish lands within/adjacent to settlements on the basis of servicing and deliverability. The focus of the exercise was to audit undeveloped lands which may potentially be delivered within the lifetime of the current Development Plan (i.e. to 2029). The output of this exercise was the identification of undeveloped zoned lands with no extant permission. This exercise also linked identified lands to GIS data including Residential Zoned Land Tax (RZLT) status, in order to estimate the potential deliverability of lands.

As stated in the Settlement Capacity Audit document, the exercise cannot account for all possible infill sites within existing built-up areas, or all sites that are already in active residential or other use, but which could feasibly be redeveloped at a greater density for residential or mixed use.

It is noted that some lands within the Kellystown Local Area Plan and the Fosterstown Masterplan area boundary are out of scope for the RZLT. At present the lands excluded from RZLT do not have adequate road access and cannot be included in the Settlement Capacity Audit's assessment of short-term land availability, as per the Development Plan Guidelines (2022).

The Settlement Capacity Audit covers all settlements within the County. Some lands at Dunsink and Lissenhall were excluded on the basis of existing Development Plan designations. The proposed allocation for Dunsink is based on the Fingal County Council's assessment of what can feasibly be delivered at Dunsink within the current plan period (i.e. to 2029). At the present time, it is not considered that a higher allocation can be feasibly delivered in that timeframe. The lands at Lissenhall require improvements to surrounding transport infrastructure including the delivery of the MetroLink, which is not expected to be operational within the current plan period. However, in the absence of Metrolink, development at Lissenhall would be likely to be excessively dependent on private cars and may adversely impact the capacity of the M1 Lissenhall Junction. It is therefore not considered appropriate at this time to release any lands at Lissenhall for development.

Broad density assumptions used in assessing potential capacity are based on the Sustainable Residential Development and Compact Settlement Guidelines (2024). These are high-level assumptions across all sites and densities would vary greatly at the level of individual sites based on location and site characteristics. These are therefore reasonable mid-level assumptions and are a reasonable approach for estimating capacity.

It is considered that the Settlement Capacity Audit provides a strong evidence base and an accurate database of development land availability within the County. The Settlement Capacity Audit was developed on a more focussed basis than the previous audit prepared for the Development Plan. However, the Settlement Capacity Audit draws on a range of Council datasets

and differentiates lands on the basis of availability and services, as per the requirements of the Development Plan Guidelines (2022).

It is not recommended that any additional lands be released/re-zoned at this time as the lands identified in the proposed variation are considered to be sufficient to accommodate the housing requirement assigned to Fingal during the lifetime of the current Development Plan. It is recognised that the 'NPF Implementation: Housing Growth Requirements' guidelines assign annual growth requirements beyond the lifetime of the current Fingal Development Plan. The extent of these has implications for accommodating future growth in the county and will necessitate an analysis of the need for additional residential zoned land and the identification, if required, of suitable residential zone land and/or suitable strategic landbanks in the preparation of the next County Development Plan. Notwithstanding this, ongoing monitoring of housing land activation and housing delivery takes place within the Council. Arising from this, it is open to the Council to instigate a variation process at any time in the future in the event that the Council determines that housing targets are at risk of not being achieved and that alternative lands need to be identified for development to mitigate this.

#### **Chief Executive's Recommendation**

No change.

### **2.3.4 Dunsink and Strategic Reserve**

#### **Summary of submissions**

Some submissions express concern regarding the ability of the Dunsink lands to deliver the majority of the housing target as the development of these lands are pending the adoption of a statutory plan and due to infrastructure constraints.

Several other submissions maintain that Strategic Reserve Land at Dunsink and Lissenhall offer better alternatives to rezoning other land and that these sites should be progressed instead of the proposed Variation rezonings.

Some submissions welcome that lands previously designated strategic reserve are now being brought forward at Dunsink. They request that since this strategic reserve is being reduced and housing requirements are increasing, new Strategic Reserve land should be designated under this variation. The submissions state that maintaining a sufficient buffer of Strategic Reserve land is imperative to ensure the Development Plan remains adaptable, resilient and capable of responding to emerging housing and infrastructure needs.

#### **Chief Executive's Response**

The proposed variation includes the removal of the Long-Term Strategic Reserve map-based designation for lands at Dunsink alongside several amendments to the Fingal Development Plan Written Statement. These changes support the progression of a statutory plan for Dunsink and the allocation of a housing delivery target of 2,500 for Dunsink over the existing plan period.

The proposed allocation for Dunsink is based on the Planning Authority's assessment of what can feasibly be delivered at Dunsink within the current plan period (i.e. to 2029). It is not considered that a higher allocation can be feasibly delivered in that timeframe.

As set out previously, Fingal County Council intends to prepare an Urban Area Plan for these lands for publication early in Q2 of 2026. This will set out in detail the proposed phasing of development at Dunsink alongside supporting policy and evidence and ensure that the policy framework to facilitate the early release of the lands will be in place.

The Fingal Development Plan 2023-2029 also provides for a Long-Term Strategic Reserve at Lissenhall, Swords of c. 224 hectares of mixed-use zoned land. These lands require improvements to surrounding transport infrastructure including the delivery of the MetroLink, which is not expected to be operational within the current plan period. The designation of the Long-Term Strategic Reserve at Lissenhall supports and maximises the development opportunities to be delivered by the Metrolink. However, in the absence of Metrolink, development at Lissenhall would be likely to be excessively dependent on private cars and may adversely impact the capacity of the M1 Lissenhall Junction. It is therefore not considered appropriate at this time to release any lands at Lissenhall for development.

Furthermore, it is not considered necessary or appropriate at this point to designate further strategic reserve locations. The purpose of this proposed variation is to provide for the additional land required within the current plan period. Land requirements beyond the plan period (i.e. post-2029) will be considered during the preparation of the next Development Plan. The current Development Plan already provides for strategic development locations along key planned public transport corridors, including lands at Barnhill and Kellystown and lands zoned MRE – Metro and Rail Economic Corridor at Swords, Santry/Ballymun, and Kilbarrack. No further strategic land designations are proposed at this point.

#### **Chief Executive's Recommendation**

No change.

### **2.3.5 Infrastructure/ Service Capacity**

#### **Summary of submissions**

A number of submissions to the variation were set out based on the grounds that there are insufficient services and amenities in the area for further housing development and population growth. There were also a number of issues raised in relation to infrastructure, services and amenity deficits in specific areas in the context of proposed variation rezonings. These are dealt with under the proposed amendments to Development Plan map-sheets under Section 2.4 of this report.

#### **Chief Executive's Response**

It is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the Development Management process, any planning applications on development lands are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social

infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable. It is also noted that any future development proposals of the lands would require environmental and traffic impact assessment to determine the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

It is noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires a Community and Social Infrastructure Audit relating to planning applications for large scale residential and mixed-use developments, of 50 or more residential units. This audit will assess the provision of community and social infrastructure within the vicinity of the site and shall identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development. The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

#### **Chief Executive's Recommendation**

No change.

## **2.4 Proposed Amendments to the Fingal Development Plan 2023-2029 Map/Sheets**

This section sets out the submissions received in relation to proposed amendments to the Fingal Development Plan 2023-2029 Maps/Sheets as set out in the proposed variation. The submissions are considered under each specific Map/Sheet where relevant.

### **2.4.1 Sheet 4, Site 4.1 – School Lane, Balrothery**

#### **Summary of submissions received**

A number of submissions are generally supportive of the proposed change in zoning under the proposed variation within Balrothery, in the context of national guidance and the need for additional housing delivery.

A number of submissions express concern regarding the loss of greenbelt lands with an amenity function in the area and question the proposed rezoning, given the sufficient quantum of undeveloped zoned land with the benefit of planning permission in the area to cater for additional housing demand. It is considered contrary to relevant national, regional and local policy relating to compact and infill development, the sequential approach to development and greenbelt protection policy and objectives.

In the context of the subject site's contiguous location to development lands with an existing masterplan designation and to ensure a co-ordinated plan led development approach to

development in the overall area, an extension of the masterplan requirement onto the subject lands is recommended for the proposed subject lands.

Submissions express concerns regarding the limited nature of the existing road network in the area, which is considered at capacity with large traffic volumes, inadequate footpath network, lack of public transport provision and services, amenities and utility infrastructure including insufficient school capacity, to serve development in the area and in the absence of any new and enhanced infrastructure provision. It is considered that additional development in the area will exacerbate these existing issues, resulting in physical, environmental, social and economic challenges for the area.

Submissions highlight the need for adequate road upgrades and traffic management schemes in the area, including enhanced public transport provision as well as environmental and utility infrastructure, services and amenities, prior to new development in the area. It is highlighted that major investment is required in this regard. One submission requests the provision of strategic on-site recreational and community sports and schools facilities provisions as part of any future Masterplan for the subject lands, to support the achievement of sustainable communities. A number of submissions request a phased infrastructure led development approach to new development in the area.

A number of submissions highlight the importance of the provision of a greenway to connect Balrothery and Ardgillan Park to facilitate active travel, prior to new development in the area. One submission recommends the inclusion of a local objective in any future Masterplan for the subject lands, to facilitate a connecting greenway between Balrothery and Ardgillan Regional Park and Demesne and other active travel routes in the area. In this regard, it is recommended that lands to the east and north of the subject lands are zoned from greenbelt to open space to facilitate a green corridor between Balrothery and Ardgillan Demesne and community and sporting facilities.

A number of submissions request the protection of the integrity of the existing Rosepark development which lies adjacent to the proposed variation lands. Submissions specifically request that no through routes should be permitted in the existing development, to protect exiting residential amenity. In the event of the adoption of the proposed variation, a green buffer of 50 metres minimum is requested between the existing Rosepark development and the proposed variation lands.

A number of submissions express concern regarding the potential for flooding in the Rosepark development, arising from the development of the proposed variation lands, given the low-lying nature of the Rosepark development, relative to the proposed variation lands. It is also highlighted that such development would exacerbate existing surface water issues in the area and compromise foul water drainage loadings. One submission expresses concerns regarding site specific boundary and surface water issues in the Rosepark development.

### ***Chief Executive's Response***

The general support for the proposed change in zoning relating to Site 4.1 is noted and welcomed. In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale

underpinning the proposed change in zoning in the context of the relevant guidance at national level.

In response to the request for the inclusion of a masterplan framework on the subject lands, given its contiguous location to existing undeveloped lands that is currently subject to masterplan requirement 4B, it is noted that this request is dealt with by way of the Chief Executive's Recommendation relating to Balrothery, in the context of the NTA submission within Section 2.2.2 of this report.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services. As part of the development management process, planning applications are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

It is also noted that any future development proposals of the lands would require environmental and traffic impact assessment where appropriate, to determine the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

Fingal County Council is currently pursuing the Balrothery Active Travel Plan. This is a comprehensive, integrated, evidence-led scheme and aims to provide a framework for making it more attractive to walk, wheel or cycle in the village while also providing a framework for delivering lasting solutions to key local concerns for pedestrians, cyclists and other road users. The plan has been subject to environmental screening and has now been finalised. Work is continuing to progress the initial projects arising from the plan through the design phases. It is envisaged that the statutory process will include a trial of selected improvements. St Oliver Plunkett National

School is included in the Fingal Safe Routes to School Programme but works here will be progressed under the Balrothery Active Travel Plan.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes

The inclusion of any recommended objectives relating to greenway provision, community, sporting and schools' facilities in the context of a future land use plan for the area, is outside the remit of the proposed variation.

The request for rezoning of lands from GB - Greenbelt to OS - Open Space to facilitate a green corridor between the Balrothery and Ardgillan Regional Park and Demesne and the provision of community and sporting facilities, is outside the remit of the proposed variation and would be more appropriately dealt with in the context of a full Development Plan review, which subject to a separate statutory process including statutory public consultation stages.

Notwithstanding this, the existing greenbelt zoning objective permits in principle recreational and sporting facilities in principle on the lands. Any proposals of this nature should they come forward would be assessed under the zoning objective and vision for the lands and in accordance with normal standard planning criteria, through the development management process. Fingal County Council is currently commissioning a feasibility study to examine the potential for active travel and improved vehicular access between Balrothery village and Ardgillan Demesne Regional Park.

The request for a green buffer between the subject site and existing development in the area is outside the remit of the proposed variation. Any site specific issues of concern relating to impacts on existing residential amenity would be fully considered and addressed through the development management process, in the event of future development proposals on the lands. This is subject to a separate statutory process, including statutory public consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 4.1 and is included in the documents accompanying the proposed variation. This states that the site is wholly located in Flood Zone C and is therefore appropriate for the proposed residential use in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from any additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

**Chief Executive's Recommendation**

No change.

## **2.4.2 Sheet 5, Site 5.1 – Holmpatrick, Skerries**

### **Summary of submissions received**

A number of submissions while recognising the need for the proposed rezoning to provide for additional housing, express concerns regarding the loss of existing GB-Green Belt and OS-Open Space lands to facilitate new residential development in the area and in this regard, question the overall approach to the proposed change in zoning.

Submissions request a coordinated, plan-led approach to development in the area, in consultation with the local community and relevant stakeholders, with a key focus on co-ordination with ongoing or planned schemes in the area, consideration of the cumulative impacts of ongoing and proposed development in the area as well as consideration of the loss of existing amenities and infrastructural deficits.

Submissions express concerns regarding the limited nature of the existing road network, traffic congestion, inadequate footpath network, road safety implications, surface water and flooding issues and the lack of services, amenities including public open space and public transport provision as well as a range of housing options, to serve existing and new communities in the area. It is considered that such issues will be exacerbated in the event of the proposed change in zoning. It is stated that new development should only proceed in tandem with the provision of necessary infrastructure with a particular focus on the provision of adequate road upgrades and footpath network and active travel linkages to connect to services and amenities in the town centre and public transport services in the area as well as the provision of open space and recreational facilities, schools and age-friendly housing options including a nursing home on the subject lands.

Concerns are also expressed regarding the impacts on adjoining residential property and their amenity where the proposed rezoning would lead to a subsequent devaluation of property in the area and submissions oppose the proposed variation in this regard. In this regard maintenance of existing property boundaries and cul-de-sacs are requested in the event of rezoning.

A number of submissions express concerns regarding the loss of the established allotments arising from the proposed change in zoning, which provides important environmental, amenity, social and well-being benefits and should be retained. A number of submissions request that in the event of the adoption of the proposed variation, suitable alternative lands should be provided, adequately serviced, operational and relocation impacts minimised, in consultation with the community.

One submission requests the relocation of the existing school symbol from the proposed subject lands to the south of the proposed indicative road line in the area. The submission notes the public ownership of the subject lands and where the proposed relocation would maximise the potential of the subject lands for additional housing provision with a focus on the provision of sustainable housing options, in line with relevant national guidance. The opportunity for the funding of the proposed indicative road from the Government's housing infrastructure fund is highlighted in support of the submission.

### **Chief Executive's Response**

The general support for the proposed change in zoning relating to Site 5.1 is noted and welcomed.

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, planning applications for residential development are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable. It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

Fingal County Council is currently progressing the Skerries Active Travel Plan, a strategic plan that proposes a collection of improvements, upgrades and specific projects in the town of Skerries in order to make it safer and more attractive for people to walk, cycle, or use other human-powered transportation for their purposeful journeys. The Skerries Active Travel Plan has gone through non-statutory public consultation and is currently being finalised for noting by Elected Member by the start of Q2 2026. A consultation report is being developed to address the submissions received through the consultation process. Work is continuing to progress the projects identified in the plan to bring them to the preliminary and detailed design stage. It is proposed that some of these projects will be trialled as part of the implementation phase. Skerries Educate Together National School is included in the Safe Routes to School Programme and the improvement works will be included in the Skerries Active Travel Plan.

Upgrade works are currently underway by the Land Development Agency (LDA) on the Golf Links Road, Millers Lane and Dublin Road as per a planning permission (reg ref F20A/0324). The works provide for enhanced and safer active travel and pedestrian connectivity from Ballygossan to Skerries town centre and to the train station. New cycle infrastructure, footpaths, pedestrian crossings and traffic calming measures are included as part of the works.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires that a community and social infrastructure audit be prepared for planning applications for developments including 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within

the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 5.1 and is included in the documents accompanying the proposed variation. This notes that the site is wholly located in Flood Zone C and is therefore appropriate for the proposed residential use as per 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from any additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

Any site specific issues of concern relating to impacts on existing residential amenity would be fully considered and addressed through the development management process, in the event of future development proposals on the lands. This is subject to a separate statutory process, including statutory public consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate.

In response to the concerns regarding the loss of existing allotments, Fingal County Council has acquired alternative land at Milverton in Skerries for relocated allotment use. Engagement with allotment holders is ongoing in relation to these matters. It is noted that the Council's adopted Fingal Allotment Strategy 2012 at Section 3.0 clearly identifies these allotment lands as temporary in nature. This approach enables the land to contribute positively to the community in the short-term while safeguarding its longer-term strategic purpose. Therefore, the principle of releasing this land for future development in the context of the proposed variation is consistent with the adopted strategy and the temporary status under which allotments were established.

Numerous policies and objectives are contained within the Fingal Development Plan 2023-2029 with reference to the achievement of high-quality residential development in Fingal, ensuring quality of design which encompasses a variety and mix of housing types, tenures and typologies and requiring compliance with national design standards. Relevant Development Plan policy and objectives in this regard include SPQHP35 and SPQHO31 and are considered sufficiently robust to support a variety of unit sizes, design and typology in new development.

In relation to the request to relocate the existing school symbol from the subject lands to zoned greenbelt lands outside the existing town boundary further to the south, while the intent of the proposal is noted, the proposed variation currently does not include an examination of lands for alternative educational facilities and therefore, this request is outside the remit of the proposed variation and would be more appropriately dealt with in the context of a full development plan review. Notwithstanding this, the identification of sites for future schools, as indicated by site objectives in the Development Plan, clearly indicates the requirement for schools on the subject lands. These map-based objectives are based on consultation which too place with the Department of Education. The Development Plan re-affirms that Fingal will work collaboratively and engage at all times with the Department of Education and Youth in its role in the provision of educational facilities.

Furthermore, notwithstanding the indicative road proposal in the area, the proposal would result in the relocation of a school facility onto a rural road network that is narrow and width and alignment and in the absence of a comprehensive traffic impact assessment, to determine accessibility and traffic impacts on the local and wider area, the proposal is considered premature in this regard.

#### **Chief Executive's Recommendation**

No change.

### **2.4.3 Sheet 6A, Site 6A.1 – Causetown, Lusk**

#### **Summary of submissions received**

A number of submissions while recognising the requirement for the proposed rezoning to provide for additional housing in the context of new national guidance, express concerns regarding the need for the proposed variation and in such rapid succession to the Fingal Development Plan 2023-2029 process.

A number of submissions express concerns that the adoption of the proposed rezoning would set a precedent for additional rezonings in the area, to the detriment of the town centre, resulting in the loss of valuable open space lands, which is considered contrary to Development Plan provisions relating to the provision of a hierarchy of open spaces.

Concerns are expressed regarding the rapid rate of growth in Lusk in recent times, in the absence of the adequate provision of supporting infrastructure services and amenities to serve existing and new communities.

Submissions note that the town centre currently lacks adequate lands to facilitate the provision of much needed community facilities due to this level of growth. A number of submissions express concerns regarding the limited nature of the existing road network, traffic congestion, inadequate footpath network, road safety implications, flooding issues and the lack of services, amenities including public open space and public transport provision and links to the existing train station, as well as a range of housing options, to serve existing and new communities in the area.

It is considered that such issues will be exacerbated in the event of the proposed change in zoning, in the absence of sufficient infrastructure provision. It is noted that new development should only proceed in tandem with the provision of necessary infrastructure with a particular focus on the

provision of adequate road upgrades and active travel linkages to connect to services and amenities in the town centre and public transport services in the area.

Submissions highlight that any proposed residential expansion of the town must be planned in tandem with the provision of the required necessary infrastructure, including the implementation of the Town Centre First Plan for the area and the provision of a dedicated community facility in collaboration with the Town Regeneration Office.

Submissions request a mix of housing typologies in future development to cater for all housing needs and should incorporate a distinct layout and identity based on the existing character and heritage elements of the town, including the retention of existing hedgerows and trees and biodiversity measures to support flora and fauna, open space and play facilities to cater for diverse needs and the protection of the built heritage assets with the town, as well as the creation of an identifiable town centre, in the interests of creating sustainable communities.

Concerns are also expressed regarding the impacts on adjoining residential property and their amenity where the proposed rezoning would lead to a subsequent devaluation of property in the area. The impact on the visual amenity and character of the area that would arise from the proposed rezoning of the subject lands is also raised.

One submission requests the provision of zoned open space lands within the northern portion of the subject lands, to act as buffer between an existing property and the proposed subject lands and to preserve the rural character of the area and provide for much needed open space provision for the area.

### **Chief Executive's Response**

The general support for the proposed change in zoning relating to Site 6A.1 is noted and welcomed.

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, planning applications are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

Fingal County Council has engaged consultants to commence work on the delivery of the Lusk to Rush Cycle Scheme. The aim of this scheme is to deliver a high quality, safe and attractive pedestrian and cycle network of approximately 3km between the towns of Rush and Lusk and to improve connectivity to the local Rush/Lusk train station and to several schools and tourist attractions in the area. The anticipated primary user groups for the network will be local commuters and school children walking and cycling between Lusk and Rush and the train station. This project is currently at Phase 2, route assessment and optioneering stage.

The provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

The submissions supporting a mix of residential typologies in new residential developments are welcomed. Numerous policies and objectives are contained within the Fingal Development Plan 2023-2029 with reference to the achievement of high-quality residential development in Fingal, ensuring quality of design which encompasses a variety and mix of housing types, tenures and typologies and requiring compliance with national design standards. Relevant Development Plan policy and objectives in this regard include SPQHP35 and SPQHO31 and are considered sufficiently robust to ensure a variety of unit sizes, design and typology in new development.

The protection, maintenance and enhancement of the County's built and natural heritage assets is a key strategic objective of the Fingal Development Plan 2023-2029 and is extensively addressed through a number of policies and objectives as set out in Chapter 10 (Heritage, Culture and Arts) and Chapter 9 (Green Infrastructure and Natural Heritage) and any new development proposals are required to have regard to such provisions.

While the implementation of the Town Centre First Plan for Lusk is outside the remit of the proposed variation, the Council continues to actively progress the implementation of projects contained within the Lusk Town Centre First Plan in a structured and phased manner including

targeted funding support, in collaboration with relevant stakeholders. This plan seeks to develop Lusk into a more vibrant, accessible and sustainable community hub and aims to combat vacancy through targeted regeneration, improve public realm, enhance community spaces and support community development and economic growth of the town.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 6A.1 and is included in the documents accompanying the proposed variation. This states that the site is wholly located in Flood Zone C and is therefore appropriate for proposed residential use as per 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from any additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

The request for a change in the proposed zoning to include an area of 'OS' (Open Space) zoning is noted. However, in relation to this and more generally, any site specific issues of concern relating to impacts on existing residential amenity would be fully considered and addressed through the development management process, in the event of future development proposals on the lands. This is subject to a separate statutory process, including statutory public consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate.

#### **Chief Executive's Recommendation**

No change.

### **2.4.4 Sheet 6A, Site 6A.2 – Racecourse Road, Lusk**

#### **Summary of submissions received**

A number of submissions, while recognising the need for the proposed rezoning to provide for additional housing in the context of new national guidance, express concerns regarding the proposed variation and its rapid succession to the Fingal Development Plan 2023-2029 process. It is also considered that the proposed rezoning would set a precedent for additional rezonings to the detriment of the town centre.

Concerns are expressed regarding the rapid rate of growth in Lusk in recent times, in the absence of the adequate provision of supporting infrastructure services and amenities to serve the existing and new communities.

Submissions note that the town centre currently lacks adequate lands to facilitate the provision of much needed community facilities due to this level of growth. A number of submissions express concerns regarding the limited nature of the existing road network, traffic congestion, inadequate footpath network, road safety implications, flooding issues and the lack of services, amenities including public open space and public transport provision and links to the existing train station, as well as a range of housing options, to serve existing and new communities in the area.

It is considered that such issues will be exacerbated in the event of the proposed change in zoning, in the absence of sufficient infrastructure provision. It is noted that new development should only proceed in tandem with the provision of necessary infrastructure with a particular focus on the provision of adequate road upgrades and active travel linkages to connect to services and amenities in the town centre and public transport services in the area. In this regard, it is considered that the proposed rezoning is contrary to Development Plan provisions relating to requirements to facilitate new development.

Submissions highlight that any proposed residential expansion of the town must be planned in tandem with the provision of the required necessary infrastructure, including the implementation of the Town Centre First Plan for the area and the provision of a dedicated community facility in collaboration with the Town Regeneration Office.

Submissions request a mix of housing typologies in future development to cater for all housing needs and should incorporate a distinct layout and identity based on the existing character and heritage elements of the town, including the retention of existing hedgerows and trees and biodiversity measures to support flora and fauna, open space and play facilities to cater for diverse needs and the protection of the built heritage assets with the town, as well as the creation of an identifiable town centre, in the interests of creating sustainable communities.

Concerns are also expressed regarding the impacts on adjoining residential property and their amenity where the proposed rezoning would lead to a subsequent devaluation of property in the area.

### **Chief Executive's Response**

The general support for the proposed change in zoning relating to Site 6A.2 is noted and welcomed.

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, any planning applications on development lands are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

Fingal County Council has engaged consultants to commence work on the delivery of the Lusk to Rush Cycle Scheme. The aim of this scheme is to deliver a high quality, safe and attractive pedestrian and cycle network of approximately 3km between the towns of Rush and Lusk and to improve connectivity to the local Rush/Lusk train station and to several schools and tourist attractions in the area. The anticipated primary user groups for the network will be local commuters and school children walking and cycling between Lusk and Rush and the train station. This project is currently at Phase 2, route assessment and optioneering stage.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

The submissions supporting a mix of residential typologies in new residential developments is welcomed. Numerous policies and objectives are contained within the Fingal Development Plan 2023-2029 with reference to the achievement of high-quality residential development in Fingal, ensuring quality of design which encompasses a variety and mix of housing types, tenures and typologies and requiring compliance with national design standards. Relevant Development Plan policy and objectives in this regard include SPQHP35 and SPQHO31 and is considered sufficiently robust to ensure a variety of unit sizes, design and typology in new development.

The protection, maintenance and enhancement of the County's built and natural heritage assets is a key strategic objective of the Fingal Development Plan 2023-2029 and is extensively addressed through a number of policies and objectives as set out in Chapter 10 (Heritage, Culture and Arts) and Chapter 9 (Green Infrastructure and Natural Heritage) with any new development proposals required to have regard to such provisions.

While the implementation of the Town Centre First Plan for Lusk is outside the remit of the proposed variation, the Council continues to actively progress the implementation of projects contained within the Lusk Town Centre First Plan in a structured and phased manner including

targeted funding support, in collaboration with relevant stakeholders. This plan seeks to develop Lusk into a more vibrant, accessible and sustainable community hub and aims to combat vacancy through targeted regeneration, improve public realm, enhance community spaces and support community development and economic growth of the town.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 6A.2 and is included in the documents accompanying the proposed variation. This states that the site is wholly located in Flood Zone C and is therefore appropriate for the proposed residential use as per 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from any additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

Any site specific issues of concern relating to impacts on existing residential amenity would be fully considered and addressed through the development management process, in the event of future development proposals on the lands. This is subject to a separate statutory process, including statutory public consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate.

#### **Chief Executive's Recommendation**

No change.

### **2.4.5 Sheet 9, Site 9.1 – Seamount, Malahide**

#### **Summary of submissions received**

A number of submissions acknowledge the need for additional zoned lands to provide for additional housing but consider that a balance is required between the needs of existing and new communities. One submission is supportive of the early development of the lands that are considered serviceable.

One submission seeks clarity on the exact nature of the proposed rezoning of the subject lands as set out in the proposed variation, due to an error in the text of the proposed variation report.

A number of submissions express concerns regarding the loss of greenbelt lands which are considered necessary to prevent urban sprawl, maintain distinct settlement identity and provide valuable green spaces and environmental and ecological/biodiversity benefits. In this regard, submissions consider that the proposed rezoning is contrary to compact growth principles, the sequential and evidence-based approach and biodiversity objectives as set out in national guidance. In this regard, the proposed rezoning is questioned, given the availability of more suitable undeveloped zoned lands in the County.

A number of submissions request the reconsideration of the proposed zoning of the subject lands, in favour of more suitable and less environmentally sensitive lands. In this regard, submissions

request the retention of the greenbelt lands for amenity, recreational, ecological and biodiversity uses as well as acquisition by the Council, to benefit the community.

A number of submissions express concerns regarding the level of extensive development that has occurred in the area in recent years. Submissions highlight that when this development is combined with the proposed additional rezoning of lands for development, this will place additional pressure on existing infrastructure, services and amenities, which are considered at capacity, including schools, services, the limited road network with resulting road safety implications, inadequate footpath network and utility infrastructure, including wastewater and surface water networks. It is considered that additional development will exacerbate existing infrastructure capacity issues including surface water and flooding issues in the area. One submission is opposed to the proposed new objective to facilitate east/west, north/south linkages within the subject lands based on the potential for through traffic to existing areas.

A number of submissions request that the necessary infrastructure is required in tandem with development to minimise impacts on existing communities including the provision of sustainable housing options, roads, public transport and active travel as well as services and amenities through a co-ordinated plan led approach.

A number of assessments are recommended in the context of the proposed rezoning of the subject lands to include a comprehensive traffic impact assessment to determine traffic impacts in the area, a Strategic Flood Risk Assessment (SFRA) given existing flooding issues in the area and an ecological impact assessment given the ecological importance of the lands. It is submitted that the sensitive landscape designation, its location within a high radon area and steep topography will increase development costs and potential for connectivity to the existing wastewater infrastructure network, due to site topography.

A number of submissions express concerns that the proposed rezoning would impact on existing residential amenity, result in flooding within specific areas and affect the overall established character and pattern of development in the area.

Submissions request early notification of any land use plans or planning applications relating to the subject lands, to allow for early meaningful engagement and to appropriately mitigate for proposed development.

### ***Chief Executive's Response***

The general support for the proposed change in zoning relating to Site 9.1 is noted and welcomed. The typographical error referred to in the written document that accompanied the variation is acknowledged. The error related to an incorrect stating of the existing zoning of the land in question. The proposed zoning objective was accurately stated. In addition, the accompanying published maps subject to display clearly and accurately depict the proposed change in zoning as intended. Importantly, this error does not alter the intent of the proposed change in zoning. The overall intent of the proposed change in zoning remains accurately represented in the supporting Sheet 9-Site 9.1Seamount, Malahide. Therefore, the proposed variation seeks to change existing GB-Greenbelt lands to RA-Residential Area, including the inclusion of a proposed local objective, to facilitate the provision of east/west and north/south linkages, to ensure permeability within the

area, as shown on Sheet 9.1 Seamount, Malahide, as published during the public consultation stage of the proposed variation.

In response to concerns relating to the need and the overall approach to the proposed change in zoning Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, planning applications are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant. Any future development proposals would also assess any potential engineering, environmental, landscape and topography constraints, in accordance with relevant Development Plan provisions.

Notwithstanding the change in zoning, any potential development on the lands remains subject to the objectives, policies, and provisions of the Fingal Development Plan 2023-2029 which include appropriate and specific environmental protection and mitigation measures. A full list of these measures is provided in Section 10 of the SEA Environmental Report which accompanied the Draft Variation on Public Display. These include objectives and policies for the protection of green infrastructure and green infrastructure networks, the reduction of habitat fragmentation, protection of designated biodiversity sites, creation of ecological buffer zones, protection of habitats and species, including birds, protection of trees and hedgerows, and the requirement of Appropriate Assessment and Ecological Assessment as part of any proposals for development.

Fingal County Council is currently advancing the Seamount Road Footpath Connectivity Project. The scheme will provide enhanced and safe pedestrian and cycling connectivity on Seamount Road, addressing the current deficit of footpath continuity on Seamount Road. The route also forms one of the local health walks (Sli Na Slainte), the coastal walk between Malahide and Portmarnock. The route also connects to the park lands at Robswall and Paddy's Hill and forms a direct link to and from the only local secondary school, Malahide Community School (MCS), reducing a 4km route by bike or car to a c. 1.5km walk/cycle and helping to reduce traffic volumes through the centre of the town.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 9.1 and is included in the documents accompanying the proposed variation. This notes that the site is wholly located in Flood Zone C and is therefore appropriate for the proposed residential use under the OPW Flood Risk Management Guidelines (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from any additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

Any site specific issues of concern relating to impacts on existing residential amenity would be fully considered and addressed through the development management process, in the event of future development proposals on the lands. This is subject to a separate statutory process, including statutory public consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate. Any future development proposals of the lands would require consideration of the potential for impacts on the local and wider area and environment, including the identification of appropriate mitigation measures where relevant.

The preparation of land use plans and the lodgement of planning applications are subject to separate statutory processes through the strategic planning and development management processes, including separate public consultation stages to allow for engagement in both these processes.

**Chief Executive's Recommendation**

No change.

## **2.4.6 Sheet 9, Site 9.2 – Broomfield West, Malahide**

### **Summary of submissions received**

A number of submissions express concern regarding the loss of existing greenbelt lands and request development of existing zoned land be prioritised rather than diminishing the greenbelt in the area.

Several submissions state the existing greenbelt lands provide essential biodiversity whose loss will negatively impact the local ecosystem and detract from visual and environmental amenity. Submissions note infrastructure deficits in terms of schools and services in the area.

Several submissions express concern regarding traffic congestion in the area, the limited nature of the road network, inadequate footpath network and lack of active travel infrastructure.

Submissions note that additional development will exacerbate existing infrastructure capacity issues in the area.

It is requested that infrastructural deficits in the area are addressed, especially in the context of any new development in the area.

### **Chief Executive's Response**

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, planning applications are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

It is noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure

audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes. It is noted that permission has recently been granted for a school on lands adjoining the subject lands (planning application Ref. F24A/0541E).

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

#### **Chief Executive's Recommendation**

No change.

### **2.4.7 Sheet 9, Site 9.3 – Greenwood, Kinsealy**

#### **Summary of submissions received**

One submission welcomes the proposed rezoning of the subject lands for residential development, given its contiguous location to adjoining residential development and accessibility to services and amenities.

Several submissions object to the proposed rezoning of the subject lands due to the loss of greenbelt lands in the area. Submissions maintain that development should be prioritised on existing zoned lands within existing settlements, based on compact growth principles.

Submissions highlight the infrastructure deficits in the area including services such as schools, amenities, active travel, public transport and utility infrastructure, the limited road network with existing traffic congestion as well as the inadequate footpath network with road safety implications.

A number of submissions request phasing of development along with essential infrastructure upgrades to support existing and new development.

A number of submissions express concern regarding flooding and surface water issues in the area, especially given the low-lying nature of the lands and where further development will exacerbate such issues.

#### **Chief Executive's Response**

The support for the proposed change in zoning relating to Site 9.3 is noted and welcomed.

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, planning applications are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

Fingal County Council are actively progressing a significant infrastructural programme of works to support sustainable and active modes of transport. The Kinsealy Walking and Cycling scheme aims to provide high-quality walking and cycling routes between Kinsealy and Portmarnock train station and will form a key active travel route linking Kinsealy and its residential development to services and amenities in the local and wider area, including sustainable public transport at Portmarnock train station. Following a non-statutory public consultation in January 2025, the options report and the preferred route drawings were published in September 2025. The Kinsealy to Portmarnock project is now in Phase 3 (Preliminary Design & Environmental Screening) with a view to preparing and submitting a planning application in 2027.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 9.3 and is included in the documents accompanying the proposed variation. This notes that the site is wholly located in Flood Zone C and is therefore appropriate for the proposed residential use as per 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

#### **Chief Executive's Recommendation**

No change.

### **2.4.8 Sheet 9, Site 9.4 – Kinsealy Lane, Kinsealy**

#### **Summary of submissions received**

A number of submissions support the proposed rezoning and the introduction of the new local objective on these lands.

One submission welcomes the proposed change in zoning given the contiguous location of lands to existing development with services and amenities consistent with sequential, compact growth principles, the serviceable nature of the lands from a water services perspective and where there is limited amount of zoned land remaining for development.

Several submissions express concern for the loss of greenbelt land and the potential blurring of boundaries between Kinsealy, Malahide and Portmarnock. There is also concern for visual amenity loss. Submissions maintain that development should be prioritised on existing zoned lands within existing settlements.

Several submissions outlined their concerns for overdevelopment, and a lack of public transport, utility infrastructure capacity, services and amenities, including the limited road network and traffic congestion in the area.

A number of submissions expressed concerns regarding the lack of childcare provision and school places in the area, noting that childcare and school places have to be sought outside the area. Submissions maintain that such issues would be exacerbated with new development in the area. Submissions highlight the need for adequate road upgrades and traffic management schemes in the area, including enhanced public transport provision. Several submissions request more active travel infrastructure.

A number of submissions request phasing of development along with essential infrastructure upgrades.

A number of submissions express concern regarding flooding in the area, with a submission stating that Kinsealy Lane has had historical record of flooding, is low lying and may pose flood risk due to runoff and reduced permeable surfaces.

Concern is expressed regarding the potential for noise and the Public Safety Zone (PSZ) implications for Dublin Airport, considering the site's proximity to the Airport.

### **Chief Executive's Response**

The support for the proposed change in zoning is acknowledged and welcomed.

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, planning applications are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable.

It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

Fingal County Council are actively progressing a significant infrastructural programme of works to support sustainable and active modes of transport. The Kinsealy Walking and Cycling scheme aims to provide high-quality walking and cycling routes between Kinsealy and Portmarnock train station and will form a key active travel route linking Kinsealy and its residential development to services and amenities in the local and wider area, including sustainable public transport at Portmarnock train station. Following a non-statutory public consultation in January 2025, the options report and the preferred route drawings were published in September 2025. The Kinsealy to Portmarnock project is now in Phase 3 (Preliminary Design & Environmental Screening) with a view to preparing and submitting a planning application in 2027.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 9.4 and is included in the documents accompanying the proposed variation. This notes that the site is wholly located in Flood Zone C and is therefore appropriate for the proposed residential use as per 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from any additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

Part of this site is situated within the Outer Public Safety Zone of Dublin Airport where density restrictions apply in this area per the ERM Report on Public Safety Zones. However residential development which complies with these restrictions is acceptable in principle. The Fingal County Development Plan requires all development to comply with Public Safety Zone restrictions under objectives DAO18 and DAO19.

While the proposed site falls within Noise Zones B and C, these designations do not preclude residential development. The Fingal Development Plan 2023-2029 Objectives DMSO105 and DAO11 require noise assessments as part of planning applications, and appropriate exterior and interior acoustic design in noise-sensitive developments. Compliance with these policies is required at application stage, and recommendations from statutory consultees are considered as part of the planning process.

#### **Chief Executive's Recommendation**

No change.

## **2.4.9 Sheet 9, Site 9.5 – Hole in the Wall Road**

### **Summary of submissions received**

Several submissions express concerns regarding the proposed change in zoning under the proposed variation and maintain that the existing greenbelt zoning should be retained.

Some submissions question the justification for rezoning these greenbelt lands, particularly given there is existing capacity elsewhere with some preferring development within Dunsink, Swords and Donabate.

A number of submissions outlined their concerns for overdevelopment, lack of sufficient public transport, a lack of infrastructure capacity, a lack of creche and school places and a lack of amenities in the area.

Some submissions stated that more housing would increase the likelihood of antisocial behaviour along with the lack of garda resourcing in the area.

Submissions highlight the need for adequate road upgrades and traffic management schemes in the area, including enhanced public transport provision as well as environmental and utility infrastructure, services and amenities, prior to new development in the area.

There is also concern for visual impact and residential amenity implications arising from the proposed change in zoning.

Several submissions expressed concerns for flooding in the area, and the increased pressure additional housing would put on the drainage system and potential for hydrological impacts in the wider area.

Concern is expressed regarding the potential for noise and the Public Safety Zone (PSZ) implications for Dublin Airport, considering the site's proximity to the Airport.

### **Chief Executive's Response**

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, any planning applications on development lands are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social

infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable. It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

It is noted that the Hole in the Wall Road / Mayne Road Junction upgrade was completed and made operational by Fingal County Council in 2021. The project included road and junction upgrades as well as the provision of footpaths, cycle tracks, pedestrian crossing facilities and supporting ancillary works.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

While the issue of anti-social behaviour is outside the remit of the proposed variation, it is noted that the Fingal Joint Policing Committee offers an opportunity to develop greater consultation, co-operation and accountability between An Garda Síochána, Local Authorities and Elected Local Representatives. This provides for the participation of the community and voluntary sector in the management of policing and public safety at local level. It is considered that this committee, together with Community Policing Officer's responsibilities, are appropriate vehicles to address any issues of concern relating to public safety and security in the area.

A comprehensive Strategic Flood Risk Assessment has been undertaken for the proposed variation including proposed Site 9.5 and is included in the documents accompanying the proposed variation. This notes that the site is wholly located in Flood Zone C and is therefore appropriate for the proposed residential use as per 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009). Any future development proposals on the subject lands will also require further site-specific Flood Risk Assessment to fully consider any potential for flood risk from any additional sources at the time of the application.

Furthermore, any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant

guidance, which incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

Site 9.5 does not fall within Airport Public Safety Zones and no associated restrictions apply. While it is acknowledged the subject site falls within Noise Zone C, this does not preclude residential development. The Fingal Development Plan 2023-2029 provides policies under Objectives DMSO105 and DAO11 which require noise assessments as part of planning applications, and appropriate exterior and interior acoustic design in noise-sensitive developments. Compliance with these policies is required at application stage. These policies are considered sufficient to mitigate potential noise impacts to acceptable levels and ensure appropriate acoustic design.

Any site specific issues of concern relating to impacts on existing residential amenity would be fully considered and addressed through the development management process, in the event of future development proposals on the lands. This is subject to a separate statutory process, including statutory public consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate.

#### **Chief Executive's Recommendation**

No change.

### **2.4.10 Sheet 13, Site 13.1 – West of Barnhill, Dublin 15**

#### **Summary of submissions received**

One submission supports the proposed change in zoning given that the lands benefit from the immediate availability of key services including wastewater, potable water supply, electricity, high speed broadband, public transport, the new Ongar-Barnhill Road in the area with potential to connect to new surface water management and drainage infrastructure in the area.

A number of submissions question the necessity and rationale for the proposed rezoning where it considered that the proposed change in zoning conflicts with compact growth and consolidation objectives and the sequential approach and would increase car dependency and emissions, contrary to climate resilience objectives.

A number of submissions state that development should only be considered where all other development opportunities on existing zoned lands in existing settlements is exhausted with some submissions favouring development in strategic areas such as Dunsink and Lissenhall and increased densities on brownfield sites in lieu of the proposed zoning.

Several submissions object to the erosion of the greenbelt and consider that the proposed rezoning would set a precedent for the erosion of the greenbelt elsewhere. A number of submissions raise concerns about environmental, amenity and landscape character impacts due to loss of mature trees, decline in biodiversity, increased air pollution and reduction in visual and landscape quality.

A number of submissions were set out based on the grounds that there are insufficient schools, services, amenities and infrastructure in the area for further housing development and population growth.

Concerns are expressed regarding traffic generation and road safety in the area and the capacity of the road network to safely accommodate additional traffic in the area especially when combined with other planned infrastructural projects and any future development in the area.

Some submissions request a traffic impact assessment be carried out. One submission highlights the lack of a coordinated cross-county infrastructure approach to the proposed rezoning with a particular focus on transport infrastructure.

Several submissions state that the proposed rezoning should incorporate a clear framework with details provided of density parameters, building heights, housing typologies, road layouts, open space provision and drainage and attenuation proposals.

A number of submissions express concerns that any development on the subject lands will increase run-off and the risk of flooding due to the topography of the lands, with impacts for existing residents and residential amenity. A number of submissions request that rezoning should not proceed without a site-specific flood risk assessment.

### **Chief Executive's Response**

The support for the proposed change in zoning is acknowledged and welcomed.

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, any planning applications on development lands are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable. It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

The recently completed Ongar Barnhill Road in the area is a major strategic investment that supports housing delivery and sustainable transport, delivering stronger, more efficient connections throughout the area with extensive active travel facilities, segregated cycle tracks, new footpaths, upgraded junctions and toucan crossings, enhancing safety for pedestrians and cyclists, particularly benefiting a number of schools in the vicinity. Two new roundabouts

on Barberstown Lane South are designed to accommodate future controlled crossings and access into the Ongar Barnhill residential lands. The road also links with the planned DART+ West bridge, thereby improving access to strategic development lands in the area.

It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

Numerous policies and objectives are contained within the Fingal Development Plan 2023-2029 with reference to the achievement of high-quality residential development in Fingal, ensuring quality of design which encompasses a variety and mix of housing types, tenures and typologies and requiring compliance with national design standards. Relevant Development Plan policy and objectives in this regard include SPQHP35 and SPQHO31 and the existing policy framework is considered sufficiently robust to ensure a variety of unit sizes, design and typology in new development.

Regarding concerns relating to the lack of detailed design criteria associated with the proposed variation, it is noted that the proposed variation is focused on addressing the need for additional residentially zoned lands across the County to support the delivery of housing up the end of the current Fingal Development Plan period. This targeted review seeks to ensure that sufficient lands are available and suitably located to meet projected housing demand in line with national policy and compact growth principles as set out in national guidance. Any future development proposals on the lands would provide for detailed design and the identification of infrastructure provision proposals through the development management process, which is subject to a separate statutory process including statutory public consultation.

In terms of flood risk, as noted in Section 2.2.6, a small area of these lands is within Flood Zone B and consequently it has been recommended that this area be retained as GB-Greenbelt zoning. This is addressed in the responses to the submissions received from the OPR and OPW.

Any future development proposals on the subject lands would be required to provide a comprehensive surface water management plan for the site, in line with relevant guidance, which

incorporates Sustainable Drainage Systems (SuDS) measures to accommodate surface water within the site.

Fingal County Council works closely with adjoining Local Authorities in the context of cross border plans and projects and will continue to engage with adjoining Local Authorities, communities and other relevant stakeholders, to facilitate the delivery of strategic infrastructure projects.

Any site specific issues of concern relating to impacts on existing residential amenity would be fully considered and addressed through the development management process, in the event of future development proposals on the lands, which is subject to a separate statutory process, including statutory public consultation, to enable engagement in relation to issues of relevance, including the implementation of any mitigation measures where appropriate.

#### **Chief Executive's Recommendation**

No change.

### **2.4.11 Sheet 13, Site 13.2 – Clonsilla Road, Clonsilla**

#### **Summary of submissions received**

A number of submissions express concerns regarding the loss of open space lands and questions the need for the proposed rezoning as set out under the proposed variation, given the substantial quantum of undeveloped residentially zoned lands across the County, to meet housing targets and is considered contrary to national and local policy. A number of submissions maintain the proposed rezoning will set a precedent for additional rezoning in the area.

A number of submissions state that there is a lack of services and amenities in the area including public transport provision. Submissions highlight the potential for additional traffic generation and road safety implications that may arise from the proposed rezoning of these lands, in an area where the road network is at capacity at peak times and in the absence of a parking management strategy to cater for commuter car parking in the area. The achievement of safe access to the lands is also questioned in submissions. It is submitted that in the absence of enhanced infrastructure provision, existing capacity issues in the area will be exacerbated.

Submissions request that any development is carried out in a coordinated manner in tandem with the necessary provision of infrastructure.

Concerns regarding the lack of detail relating to density, building heights, housing typologies, road layouts, open space provision and traffic management in relation to the subject lands are also raised.

A number of submissions seek to ensure that the existing character and heritage assets of Clonsilla are protected and enhanced, in view of extensive developments in the area in recent times and in relation to any future development in the area.

A number of submissions request the protection of the Royal Canal and areas adjacent including its habitats and eco-systems as well as the character of the area, to maintain biodiversity and ecological corridors and to support active travel in the area. In this context, a number of submissions request the need for a buffer between existing and planned development in the area

and the Royal Canal. It is considered that the protection of the Royal Canal should be a fundamental focus in any future development of the area.

### ***Chief Executive's Response***

In response to concerns relating to the need and the overall approach to the proposed change in zoning, Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed change in zoning in the context of the relevant guidance at national level.

Regarding concerns relating to infrastructural provision in the context of the proposed change in zoning, it is a key focus of the Development Plan to ensure that new development in the County, is accompanied by the required community, educational, transport, drainage, and recreational infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

As part of the development management process, any planning applications on development lands are required to demonstrate that sufficient water supply, wastewater and drainage infrastructure and other relevant infrastructure is either in place, or will be delivered, in a timely manner to serve proposed development. The Fingal Development Plan includes objective CSO6 which promotes phased development in tandem with the delivery of physical and social infrastructure provision. The Chief Executive notes the submission received from Uisce Éireann which advises that the sites subject to proposed zonings in this variation are generally serviceable. It should also be noted that the provision of additional community facilities within the County is kept under active review and Fingal County Council will support the provision of such facilities where there is an identified need in line with population growth. In addition, objective DMSO78 of the Fingal Development Plan 2023-2029 requires the preparation of a community and social infrastructure audit for planning applications for developments of 50 or more residential units. The purpose of the audit is to assess the provision of community and social infrastructure within the vicinity of the site, identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.

The Council will continue to work closely with the Department of Education and Youth in order to maintain existing school sites and prioritise sites for future schools in Fingal through the strategic planning and development management processes.

It is also noted that any future development proposals of the lands would require traffic impact assessment and consideration of the potential for impacts on the local and wider area, including the identification of appropriate mitigation measures where relevant.

The recent Clonsilla Framework Plan also proposes a range of transport related improvements including proposals for the enhancement of pedestrian and cyclist facilities in the area. The lands also adjoin the high-quality transport corridor of the permitted Dart + West Scheme. The Royal Canal Greenway will also offer a significant amenity, providing an off-road route to Dublin City Centre and beyond for residents in the area. Fingal County Council is actively progressing this project. Following completion of the preliminary design, all the required documents which includes the Environmental Impact Assessment Report will be prepared, prior to making a planning application to An Coimisiún Pleanála, which is envisaged within Q2 of 2026.

The Council will continue to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for relevant development areas and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes.

In the preparation of land-use plans and projects, Fingal County Council has close cooperation and interaction with the relevant infrastructure providers on an ongoing basis, to ensure that relevant policy objectives are being addressed and sustainable outcomes are achieved through a co-ordinated approach.

Regarding concerns relating to the lack of detailed design criteria and transport related information associated with the proposed variation, it is noted that the proposed variation is focused on addressing the need for additional residentially zoned lands across the County to support the delivery of housing up to the end of the current Fingal Development Plan period. This targeted review seeks to ensure that sufficient lands are available and suitably located to meet projected housing demand in line with national policy and compact growth principles as set out in national guidance. Any future development proposals on the lands would provide for detailed design and transport related information through the development management process, which is subject to a separate statutory process, including statutory public consultation.

The protection, maintenance and enhancement of the County's built and natural heritage assets is a key strategic objective of the Fingal Development Plan 2023-2029 and is extensively addressed through a number of policies and objectives as set out in Chapter 10 (Heritage, Culture and Arts) and Chapter 9 (Green Infrastructure and Natural Heritage) and where any new development proposals are required to have regard to such provisions.

The Development Plan at Section 9.6.3 (Protected Areas of Natural Importance) and Section 10.6 (Industrial Heritage) is clear in acknowledging the importance of the Royal Canal, a proposed Natural Heritage Area (pNHA), a key protected structure and ecological asset and requires that development along or within its vicinity, is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage. Objective HCAO49 of the Development Plan is explicit in this regard and is considered sufficiently robust to guide any new development proposals in the area.

#### **Chief Executive's Recommendation**

No change.

### **2.4.12 Sheet 13, 13.3 – Strategic Land Reserve Designation (Dunsink)**

#### **Summary of submissions received**

A number of submissions are supportive of the proposal to change the Strategic Land Reserve designation to a land use plan designation given its location close to Dublin City Centre, proximity to the national road network and adjoining high-capacity rail line. It is submitted that these lands are more appropriate for development than rural and green belt locations within the County.

One submission is fully supportive of the release of the Dunsink lands for development subject to a land use plan framework with a particular focus on early phased development over the lifetime of the Development Plan in the context of the NPF review. The submission highlights the

opportunity for a land use and transport orientated development approach in the context of its location, adjoining a high-capacity rail line and planned public transport and greenway infrastructure, where a sustainable range of residential densities and a diverse range of housing typologies can be achieved with associated services and amenities, in line with relevant national policy and guidance. It is stated that early phased development can be achieved without undue constraints, particularly with regard to the provisions of the Dunsink Feasibility Study and additional supportive engineering reports. The imminent preparation of a statutory land use plan for the area is welcomed. It is stated that a degree of flexibility is warranted in the plan framework approach for the area to allow viable development proposals to be brought forward.

A number of submissions request that the development of the lands occurs in tandem with necessary infrastructure, with upgraded and new schools, services, amenities, high-capacity public transport provision including a LUAS extension and new and enhanced bus routes as well as a new and upgraded road network and active travel routes, including the Royal Canal Greenway.

Submissions request the identification of school sites and parks to include the River Tolka, the protection and enhancement of the Royal Canal through an appropriate management plan and the development of the former landfill for active and recreational uses including an animal welfare centre and with a focus on Dunsink Observatory as an attractor to the area, in the context of a future land use plan for the area.

Concerns are expressed over the potential loss of local sporting clubs to facilitate the development of the lands. It is requested that the needs of existing communities and sporting clubs are addressed in any future plan for the area. The opportunity to develop strategic recreational facilities on the open space lands within Dunsink to serve existing communities and the wider Dublin area is highlighted. It is suggested that existing sporting club facilities could be accommodated within these recreational lands. Engagement is requested with local communities and local sporting clubs in this regard. Operational issues with existing pitch facilities are highlighted.

It is stated in a submission that the planned recreational lands present a significant opportunity to address the long-standing equine welfare issues on the landfill site in collaboration with Fingal County Council. A targeted management strategy in collaboration with Fingal County Council is proposed as an integral part of the overall development of the Dunsink lands.

A number of submissions question the impact of the proposed variation on the existing golf club facilities within the Dunsink lands, arising from proposals as set out in the proposed variation. Submissions note the recreational, amenity, environmental, economic and community value of this facility including social and well-being benefits. The lack of appropriate alternative facilities in the area is noted, especially in the context of the loss of other existing golf facilities in recent times in the Dublin 15 area, to facilitate new housing development. In this regard, it is requested that a balance is sought between and the protection of the long-established golf facility, as a vital recreational amenity and the development of the Dunsink lands.

A number of submissions express the need for a mix of housing types for families and highlight the opportunity to achieve higher density development given its strategic location and proximity to road and rail infrastructure.

***Chief Executive's Response***

The support for the development Dunsink lands with a focus on early phased development is acknowledged and welcomed.

It is acknowledged that Dunsink's extensive landbank and strategic position places it as a key resource for the future growth and development of Dublin City and the wider area region and has a key role to play in the regeneration process of the City and region. The regeneration of Dunsink offers the potential to open up and optimise these underutilised lands at scale to the north-west of Dublin City and create a distinctive new urban quarter.

It is also acknowledged that the proximity of this strategic landbank to high-capacity existing and proposed public transport corridors presents a significant opportunity to deliver compact, sustainable growth in accordance with the principles of transport orientated development. The location of the lands enables the integration of a sustainable range of residential densities, supported by the necessary infrastructure, services and amenities including walking and cycling infrastructure provision, with existing and planned strategic public transport infrastructure, thereby reducing reliance on the private car and supporting a modal shift towards more sustainable forms of travel.

As set out previously, it is proposed to prepare an Urban Area Plan for Dunsink which will be subject to a separate statutory process. It is envisaged that the draft plan will be published in early Q.2 of 2026. This process will include statutory public consultation to ensure meaningful engagement with local communities and other local stakeholders, including existing sports and golf clubs as well as existing animal welfare groups in the area, to identify and address concerns as appropriate, within the process.

The statutory plan will provide for the phasing of the Dunsink lands, with the release of 2,500 units and associated services and infrastructure, as part of the first phase of the overall development of the lands, as set within the context of proposed Variation No. 1.

The statutory plan will establish a co-ordinated land use framework to guide the proper planning and sustainable development of the lands including the identification of the required community, educational, transport, drainage, recreational and amenity infrastructure to ensure the protection and enhancement of local amenities and the continued growth of local services.

The Council will to engage with relevant infrastructure providers and statutory agencies, to ensure that adequate infrastructure is identified for Dunsink and that development is appropriately phased in tandem with infrastructure, through the strategic planning and development management processes. Fingal County Council is making applications for funding under the Housing Infrastructure Investment Fund to support the delivery of necessary infrastructure to serve these lands in the first phase of development.

In the preparation of land-use plans, Fingal County Council has close cooperation and interaction with the relevant infrastructure providers on an ongoing basis, to ensure that relevant policy objectives are being addressed and sustainable outcomes are achieved through a co-ordinated approach.

The protection, maintenance and enhancement of the County's built and natural heritage assets is a key strategic objective of the Fingal Development Plan 2023-2029 and is extensively addressed through a number of policies and objectives as set out in Chapter 10 (Heritage, Culture and Arts) and Chapter 9 (Green Infrastructure and Natural Heritage).

The Development Plan at Section 9.6.3 (Protected Areas of Natural Importance) and Section 10.6 (Industrial Heritage) is explicit in acknowledging the importance of the Royal Canal, a proposed Natural Heritage Area (pNHA), a protected structure and ecological asset and requires that development along or within its vicinity, is sensitively designed and does not have a detrimental effect on the character of the Canal, its built elements and its natural heritage. Objective HCAO49 of the Development Plan is explicit in this regard. Relevant policies and objectives relating to the protection an enhancement of built and natural assets will be transposed into the statutory plan for the area.

The statutory plan will also provide detailed design criteria and address mix and tenure of housing typologies, the provision of schools, communities facilities, green infrastructure, parks and recreational areas, protection and enhancement of existing built and natural heritage assets including existing water bodies, utilities, connectivity and active travel measures to ensure the creation of well-designed and resilient communities.

### **Chief Executive's Recommendation**

No change.

## **2.5 Other Matters**

### **2.5.1 Proposed New Zoning Requests**

A number of submissions request that additional rezonings be considered in relation to areas identified as zoned high amenity, open space, green belt, rural and employment within the County. Specifically, these submissions seek to extend the scope of the proposed variation to include further parcels of land for rezoning.

### **2.5.2 High Amenity Rezonings**

#### **Summary of submissions**

A number of submissions request that specific parcels of High Amenity land be rezoned as follows:

- HA-High Amenity to RS-Residential
- HA-High Amenity to RA-Residential Area
- HA-High Amenity and OS-Open Space to RS or RA
- HA-High Amenity and GB-Greenbelt to RS or RA
- HA-High Amenity to RC-Rural Cluster

Several of the submissions received request the rezoning of High Amenity zoned lands to allow for future residential development. Some submissions request a combination of high amenity and open space or greenbelt land be rezoned to residential. One submission sought the rezoning of high amenity and greenbelt lands on the basis that the lands have access to the existing infrastructure network and services, as well as proximity to planned strategic public transport. The

merits of specific proposals were set out in various submissions including that lands in question are easily serviceable in the short term and would align with ongoing residential projects.

The majority of the submissions question the overall approach to the rezoning of lands under the proposed variation. Concerns are raised regarding the rationale, criteria and evidence base used to identify lands for the rezoning as well the consistency and transparency of the assessment process. Reference is made in the submissions to the objectives and growth framework set out in the core strategy as rationale for the requested rezonings. Submissions maintain that the proposed additional rezonings would be consistent with the core strategy, settlement hierarchy and consolidation policies and that rezoning the proposed additional lands would better align with the overall strategic vision for sustainable development.

Submissions maintain that lands in question are readily serviced, well located and capable of delivering housing at pace, in line with the 'NPF Implementation Housing Growth Requirements' Guidelines. A number of submissions question the deliverability of the Dunsink lands in the short term due to infrastructural constraints and the need to prepare a statutory plan for the area.

Some submissions raise objections to the application of HA-High Amenity zoning on infill or back land sites within established towns and settlements, stating these to be an underutilisation of serviceable sites. Several submissions acknowledge the significance of site constraints and environmental sensitivities but consider their sites to have potential to be developed sensitively while giving due consideration to the surrounding environmental, landscape, biodiversity and other conservation objectives.

A request for the rezoning of HA-High Amenity lands to RC-Rural Cluster states that lands are already serviced, have existing built form and characteristics of a rural cluster designation, which they maintain is a more suitable zoning objective and will achieve infill development.

### **Chief Executive's Response**

The submissions requesting the rezoning of various High Amenity lands for residential purposes are noted, however, the lands in question do not form part of the proposed variation to the Fingal Development Plan currently under consideration. The proposed rezonings are therefore deemed outside the remit of this proposed variation.

The HA-High Amenity zoning objective seeks the protection and enhancement of high amenity zoned lands in Fingal, to preserve the County's most environmentally sensitive and valued landscapes. This approach aligns with the core objectives of the National Planning Framework which emphasises the need to protect natural assets as part of balanced regional development.

Notably, the areas of greatest development pressure within the County coincides closely with these high amenity areas. In this regard, a careful balance must be achieved between new development and the on-going need to protect these areas of high environmental and landscape value.

The proposed variation does not put forward any changes to existing High Amenity lands. This is considered appropriate having regard to both the nature of the proposed variation, which is

seeking to support housing delivery for the remainder of the lifespan of the current development plan, and the need for any such proposals to have a robust, evidence led basis. In this context, the Council will continue to reinforce the protective and enhancement function of the high amenity zoning objective through strategic planning and development management processes, in accordance with relevant Development Plan policy and objectives.

Section 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed variation rezonings. These rezonings have been thoroughly analysed in the context of the relevant guidance at national level. The proposed variation has identified and zoned sufficient lands to meet the projected housing targets over the lifetime of the Development Plan to ensure that adequate capacity exists to meet these updated targets. On this basis, the Chief Executive is satisfied that the proposed variation provides sufficient zoned land to meet the updated NPF growth requirements through a plan-led approach.

The proposed strategy in respect of the statutory area plan for Dunsink is set out in Section 2.2.1 of this report. The Council is satisfied that an appropriate policy framework will be put in place at an early stage to facilitate the timely development of these lands.

In addition, the proposed variation currently does not include an examination of lands for rural cluster purposes, nor does it undertake a strategic assessment of their suitability, servicing capacity or cumulative impacts on the wider rural settlement pattern. Such an assessment would require a comprehensive evidence base including environmental and infrastructural analysis which falls beyond the remit of the proposed variation. On this basis, the identification and evaluation of lands for rural cluster designation would be more appropriately addressed through a full Development Plan review process where a robust and plan led assessment can be undertaken, through the separate statutory process including statutory public consultation stages.

It is recognised that the 'NPF Implementation: Housing Growth Requirements' guidelines assign annual growth requirements beyond the lifetime of the current Fingal Development Plan. The extent of these has implications for accommodating future growth in the county and will necessitate an analysis of the need for additional residential zoned land and the identification, if required, of suitable residential zone land and/or suitable strategic landbanks in the preparation of the next County Development Plan. Notwithstanding this, ongoing monitoring of housing land activation and housing delivery takes place within the Council. Arising from this, it is open to the Council to instigate a variation process at any time in the future in the event that the Council determines that housing targets are at risk of not being achieved and that alternative lands need to be identified for development to mitigate this.

### **Chief Executive's Recommendation**

No change

## **2.5.3 Open Space Rezonings**

### **Summary of submissions**

A number of submissions request that Open Space land be rezoned as follows:

- OS-Open Space to RS- Residential
- OS-Open Space to RA- Residential Area
- OS-Open Space to LC-Local Centre

- OS-Open Space to RS and CI (Community Infrastructure)

The majority of the submissions question the overall approach to the rezoning of lands under the proposed variation. Concerns are raised regarding the rationale, criteria and evidence base used to identify lands for the rezoning as well the consistency and transparency of the assessment process. In doing so, submissions seek to justify the requested rezonings by referencing the objectives and growth framework set out in the Core Strategy. Submissions maintain that the proposed additional rezonings would be consistent with the Core Strategy, Settlement Hierarchy and consolidation policies and that rezoning the proposed additional lands would better align with the overall strategic vision for sustainable development.

A number of submissions question the deliverability of the Dunsink lands in the short term due to infrastructural constraints and the need to prepare a statutory plan for the area.

The merits of specific land parcels are set out in many submissions including that such land is readily serviced, located sequentially to existing residential zoned lands and near strategic infrastructure such as roads, services and public transportation.

Several submissions argue that there is a surplus of open space zoned land near residential areas and rezoning would provide infill opportunities with no impact on public open space provision or loss of visual amenity.

Some of the submissions maintain that residential development schemes can be used to deliver additional social and community gain through the incorporation of high-quality green infrastructure and planned communal and public spaces.

A number of submissions maintain that the subject lands form a natural extension to the existing residential developments and are contiguous to existing development, meeting the requirements for Tier 1 Zoned Lands under the NPF.

One submission requests a combination of either open space to residential, open space to local centre or open space to residential with some community infrastructure use, given the serviced nature of the lands, its contiguous location to zoned lands in the area and proximity to transport links and services.

### **Chief Executive's Response**

The submissions requesting the rezoning of OS-Open Space land for residential development and some local centre and community infrastructure uses are noted, however, the lands in question do not form part of the proposed variation to the Fingal Development Plan currently under consideration. The proposed rezonings are therefore deemed outside the remit of this proposed variation.

Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed variation rezonings. These rezonings have been thoroughly analysed in the context of the relevant guidance at national level. The proposed variation has identified and zoned sufficient lands to meet the projected housing targets over the lifetime of the Development

Plan to ensure that adequate capacity exists to meet these updated targets. On this basis, the Chief Executive is satisfied that the proposed variation provides sufficient zoned land to meet the updated NPF growth requirements through a plan-led approach.

The proposed strategy in respect of the statutory area plan for Dunsink is set out in Section 2.2.1 of this report. The Council is satisfied that an appropriate policy framework will be put in place at an early stage to facilitate the timely development of these lands.

In addition, the proposed variation currently does not include an examination of lands required for Community Infrastructure or Local Centre purposes and is focused on addressing the need for additional residentially zoned lands across the County to support the delivery of housing up to the end of the current Development Plan period. It would therefore be premature at this time to zone additional lands for these purposes.

It is recognised that the 'NPF Implementation: Housing Growth Requirements' guidelines assign annual growth requirements beyond the lifetime of the current Fingal Development Plan. The extent of these has implications for accommodating future growth in the county and will necessitate an analysis of the need for additional residential zoned land and the identification, if required, of suitable residential zone land and/or suitable strategic landbanks in the preparation of the next County Development Plan. Notwithstanding this, ongoing monitoring of housing land activation and housing delivery takes place within the Council. Arising from this, it is open to the Council to instigate a variation process at any time in the future in the event that the Council determines that housing targets are at risk of not being achieved and that alternative lands need to be identified for development to mitigate this.

#### **Chief Executive's Recommendation**

No change

### **2.5.4 Employment Rezoning**

#### **Summary of submissions**

A number of submissions request existing employment lands be rezoned as follows:

- GE-General Employment to RA-Residential Area
- GE-General Employment to RS-Residential
- HT-High Technology to MRE-Metro and Rail Economic Corridor
- RB -Rural Business to RS/RA - Residential

The majority of the submissions question the overall approach to the rezoning of lands under the proposed variation. Concerns are raised regarding the rationale, criteria and evidence base used to identify lands for the rezoning as well the consistency and transparency of the assessment process. In doing so, submissions seek to justify the requested rezonings by referencing the objectives and growth framework set out in the Core Strategy. Submissions maintain that the proposed additional rezonings would be consistent with the Core Strategy, Settlement Hierarchy and consolidation policies and that rezoning the proposed additional lands would better align with the overall strategic vision for sustainable development.

A number of submissions question the deliverability of the Dunsink lands in the short term due to infrastructural constraints and the need to prepare a statutory plan for the area.

Many submissions state that the land in question is readily serviced, well located close to services and amenities including existing and planned strategic high quality public transport infrastructure, enabling phased sequential development, transport orientated development and delivering cost effective development.

A number of submissions posit that the lands zoned for employment purposes are better suited to be delivered as residential development, particularly on brownfield and infill sites with capacity to deliver housing at scale and pace, consistent with national, regional and local planning policy.

### ***Chief Executive's Response***

The submissions requesting the rezoning of existing employment related zonings for residential development are noted, however, the lands in question do not form part of the proposed variation to the Fingal Development Plan currently under consideration. The proposed rezonings are therefore deemed outside the remit of this proposed Variation.

The proposed variation is focused on addressing the need for additional residentially zoned lands within the County to support the delivery of housing up the end of the current Fingal Development Plan period. This proposed variation seeks to ensure that sufficient lands are available and suitably located to meet projected housing demand in line with national policy and compact growth principles as set out in national guidance. By concentrating on residential capacity at this stage, the proposed variation supports the timely implementation of housing objectives and the efficient use of existing services and infrastructure.

Section 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed variation rezonings. These rezonings have been thoroughly analysed in the context of the relevant guidance at national level. The proposed variation has identified and zoned sufficient lands to meet the projected housing targets over the lifetime of the Development Plan to ensure that adequate capacity exists to meet these updated targets. On this basis, the Chief Executive is satisfied that the proposed variation provides sufficient zoned land to meet the updated NPF growth requirements through a plan-led approach.

The proposed strategy in respect of the statutory area plan for Dunsink is set out in Section 2.2.1 of this report. The Council is satisfied that an appropriate policy framework will be put in place at an early stage to facilitate the timely development of these lands.

Policy EEP10 of the Plan states "Ensure there are sufficient quantum's and appropriate types of lands zoned for commercial, enterprise and/ or industrial uses in urban and rural located centres in accordance with the Settlement Hierarchy." The Fingal Development Plan 2023-2029 identifies a range of employment zonings to accommodate the full range of potential economic activities. It is considered premature at this time to amend the zoning of existing employment zoned lands in the absence of a wider examination of the requirement for such land and evidence-based study to assess the spatial distribution, adequacy and infrastructural capacity of such land within the County.

It is recognised that the 'NPF Implementation: Housing Growth Requirements' guidelines assign annual growth requirements beyond the lifetime of the current Fingal Development Plan. The

extent of these has implications for accommodating future growth in the county and will necessitate an analysis of the need for additional residential zoned land and the identification, if required, of suitable residential zone land and/or suitable strategic landbanks in the preparation of the next County Development Plan. Notwithstanding this, ongoing monitoring of housing land activation and housing delivery takes place within the Council. Arising from this, it is open to the Council to instigate a variation process at any time in the future in the event that the Council determines that housing targets are at risk of not being achieved and that alternative lands need to be identified for development to mitigate this.

### **Chief Executive's Recommendation**

No change

## **2.5.5 Greenbelt Rezoning**

### **Summary of submissions**

A number of submissions request a change in existing Greenbelt zoning objectives as follows:

- GB-Greenbelt to RA- Residential Area
- GB-Greenbelt to RS- Residential
- GB-Greenbelt to RA-Residential Area and RS-Residential
- GB-Greenbelt to RA- Residential Area and OS-Open Space
- GB-Greenbelt to OS-Open Space
- GB-Greenbelt to RV-Rural Village

The majority of the submissions question the overall approach to the rezoning of lands under the proposed variation. Concerns are raised regarding the rationale, criteria and evidence base used to identify lands for the rezoning as well the consistency and transparency of the assessment process. In doing so, submissions seek to justify the requested rezonings by referencing the objectives and growth framework set out in the Core Strategy. Submissions maintain that the proposed additional rezonings would be consistent with the Core Strategy, Settlement Hierarchy and consolidation policies and that rezoning the proposed additional lands would better align with the overall strategic vision for sustainable development.

Many of the submissions state that the land in question is readily serviced, located sequentially to existing residential zoned lands and near strategic infrastructure such as roads, services and public transport and are not constrained from an infrastructure and drainage perspective and can be delivered in the short term.

A number of submissions question the deliverability of the Dunsink lands in the short term due to infrastructural constraints and the need to prepare a statutory plan for the area.

The submissions state that such a change in zoning would not impede the integrity of the greenbelt function.

### **Chief Executive's Response**

The submissions requesting the rezoning of additional greenbelt land for residential development and open space are noted, however, the lands in question do not form part of the proposed variation to the Fingal Development Plan currently under consideration. The proposed rezonings are therefore deemed outside the remit of this proposed Variation.

The proposed strategy in respect of the statutory area plan for Dunsink is set out in Section 2.2.1 of this report. The Council is satisfied that an appropriate policy framework will be put in place at an early stage to facilitate the timely development of these lands.

Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed variation rezonings. These rezonings have been thoroughly analysed in the context of the relevant guidance at national level. The proposed variation has identified and zoned sufficient lands to meet the projected housing targets over the lifetime of the Development Plan to ensure that adequate capacity exists to meet these updated targets. On this basis, the Chief Executive is satisfied that the proposed variation provides sufficient zoned land to meet the updated NPF growth requirements through a plan-led approach.

It is recognised that the 'NPF Implementation: Housing Growth Requirements' guidelines assign annual growth requirements beyond the lifetime of the current Fingal Development Plan. The extent of these has implications for accommodating future growth in the county and will necessitate an analysis of the need for additional residential zoned land and the identification, if required, of suitable residential zone land and/or suitable strategic landbanks in the preparation of the next County Development Plan. Notwithstanding this, ongoing monitoring of housing land activation and housing delivery takes place within the Council. Arising from this, it is open to the Council to instigate a variation process at any time in the future in the event that the Council determines that housing targets are at risk of not being achieved and that alternative lands need to be identified for development to mitigate this.

#### **Chief Executive's Recommendation**

No change recommended.

### **2.5.6 Rural Rezonings**

#### **Summary of submissions**

A number of submissions request a change in existing rural zoning objectives as follows:

- RU-Rural to RS-Residential
- RU-Rural to RA-Residential Area
- RU-Rural to RV-Rural Village
- RU-Rural to RC-Rural Cluster
- RU-Rural to OS-Open Space
- RU-Rural to RA-Residential Area and OS-Open Space
- RU-Rural to GE-General Employment

A number of submissions request the Planning Authority to consider rezoning rural zoned lands to allow for residential development and some employment and open space use.

The majority of the submissions question the overall approach to the rezoning of lands under the proposed variation. Concerns are raised regarding the rationale, criteria and evidence base used to identify lands for the rezoning as well the consistency and transparency of the assessment process. In doing so, submissions seek to justify the requested rezonings by referencing the objectives and growth framework set out in the Core Strategy. Submissions maintain that the proposed additional rezonings would be consistent with the Core Strategy, Settlement Hierarchy

and consolidation policies and that rezoning the proposed additional lands would better align with the overall strategic vision for sustainable development.

A number of submissions request the rezoning on the basis of providing for additional headroom to facilitate the achievement of housing targets.

A number of submissions questions the deliverability of the Dunsink lands in the short term due to infrastructural constraints and the need to prepare a statutory plan for the area.

Many of the submissions maintain that the specific sites in question are contiguous to existing zoning, serviced or readily serviceable, unconstrained from a drainage perspective and located close to public amenities, as well as existing or planned public transport corridors, enabling transport orientated and cost effective development and the delivery of housing at pace, in line with the Housing Growth Requirement Guidelines and Development Plan objectives. Some submissions request a plan led approach to development adjoining existing rail corridors.

### **Chief Executive's Response**

The submissions requesting the rezoning of additional RU-Rural and some open space lands for residential development and some employment use are noted, however, the lands in question do not form part of the proposed variation to the Fingal Development Plan currently under consideration. The proposed rezonings are therefore deemed outside the remit of this proposed Variation.

Section 2.3.2 and 2.3.3 of this report sets out the strategic context and planning rationale underpinning the proposed variation rezonings. These rezonings have been thoroughly analysed in the context of the relevant guidance at national level. The proposed variation has identified and zoned sufficient lands to meet the projected housing targets over the lifetime of the Development Plan to ensure that adequate capacity exists to meet these updated targets. On this basis, the Chief Executive is satisfied that the proposed variation provides sufficient zoned land to meet the updated NPF growth requirements through a plan-led approach.

The proposed strategy in respect of the statutory area plan for Dunsink is set out in Section 2.2.1 of this report. The Council is satisfied that an appropriate policy framework will be put in place at an early stage to facilitate the timely development of these lands.

The purpose of the proposed variation is to address the need for additional residentially zoned lands across the County to support the delivery of housing up the end of the current Development Plan period. The proposed variation does not include an examination of lands for GE-General Employment purposes. At present, the basis for any further employment zonings is not supported by any specific studies undertaken by the Council or other identified deficit and thus it would be premature at this time to propose additional employment zoning as proposed.

In addition, the proposed variation currently does not include an examination of lands for rural cluster purposes, nor does it undertake a strategic assessment of their suitability, servicing capacity or cumulative impacts on the wider rural settlement pattern. Such an assessment would require a comprehensive evidence base including environmental and infrastructural analysis which falls beyond the remit of the proposed variation. On this basis, the identification and

evaluation of lands for rural cluster designation would be more appropriately addressed through a full Development Plan review process where a robust and plan led assessment can be undertaken, through the separate statutory process including statutory public consultation stages.

It is recognised that the 'NPF Implementation: Housing Growth Requirements' guidelines assign annual growth requirements beyond the lifetime of the current Fingal Development Plan. The extent of these has implications for accommodating future growth in the county and will necessitate an analysis of the need for additional residential zoned land and the identification, if required, of suitable residential zone land and/or suitable strategic landbanks in the preparation of the next County Development Plan. Notwithstanding this, ongoing monitoring of housing land activation and housing delivery takes place within the Council. Arising from this, it is open to the Council to instigate a variation process at any time in the future in the event that the Council determines that housing targets are at risk of not being achieved and that alternative lands need to be identified for development to mitigate this.

### **Chief Executive's Recommendation**

No change recommended.

## **2.5.7 Map Based Objectives**

### **Summary of submissions**

One submission requests the removal of a map-based objective for purpose-built housing for older people from lands outside a proposed variation site and suggests its relocation and extension into the proposed variation site.

Some submissions request the removal of masterplan objectives on land use maps and removal of reference to masterplans such as the Barrysparks and Crowscastle Masterplan 2019 from Table 2.17 of the Development Plan.

A number of submissions requested map-based objective for schools be omitted or relocated to maximise the potential of the lands for housing. One of these submissions includes a site suitability assessment for residential development and a school demand assessment for the area. Several of these submissions for the omission or relocation of map-based objectives criticise the methodology used in the Settlement Capacity Audit when adding restrictions such as map-based objectives which it is stated means these zoned lands are unable to fully contribute to the general housing supply and cannot be treated as unrestricted lands.

One submission requests an objective on Fosterstown Masterplan lands providing for a temporary solution for access to the subject lands.

### **Chief Executive's Response**

The proposals requesting the omission of existing map based local objectives, and the addition of new objectives, is outside the remit of the proposed variation and would be more appropriately dealt with in the context of a full Development Review which is subject to a separate statutory process, including statutory public consultation stages.

In relation to the requests to omit existing school symbols in specified locations, the proposed variation currently does not include an examination of map-based objectives relating to schools'

provision and therefore, this request is outside the remit of the proposed variation. The identification of sites for future schools, as indicated by site specific map-based objectives in the Development Plan, clearly indicates the requirement for schools on specified sites as identified during the preparation of the Fingal County Development Plan 2023-2029. It is not considered appropriate to remove such objectives at the current time, particularly having regard to the content of the submission received from the Department of Education and Youth. Any re-examination of the requirement for sites for future schools would be more appropriately dealt with in the context of a full Development Review which is subject to a separate statutory process, including statutory public consultation stages.

It is further noted that map-based objectives relating to the location of existing and proposed schools on Map Sheets form part of the current Development Plan based on consultation with the Department of Education. The Development Plan re-affirms that Fingal will work collaboratively and engage at all times with the Department of Education and Youth in its role in the provision of educational facilities and the proposal is considered premature in this regard.

The issues raised regarding the Settlement Capacity Audit are dealt within section 2.3.3 of this report.

#### **Chief Executive's Recommendation**

No change.

### **2.5.8 Swords Greenbelt**

#### **Summary of submissions**

A large number of submissions welcome the retention of the Swords greenbelt and recommend that the Council maintains this approach in future Development Plans. In support of these submissions, the environmental, climate mitigation and sustainability functions of the greenbelt are noted.

#### **Chief Executive's Response**

Submissions supporting the continued retention of the Swords greenbelt are acknowledged. However, it is noted that the proposed variation does not include any changes in the zoning of lands designated as greenbelt within Swords and therefore this issue is outside the remit of the proposed variation.

#### **Chief Executive's Recommendation**

No change.

### **2.5.9 Vernacular Guidance**

#### **Summary of submissions**

It is suggested that Traditional Vernacular Architecture (TVA) should play a key part in policy moving forward with a view to supporting its economic growth through high quality style conservation with the hope of encouraging wider constructive and restorative support. Benefits such as their contribution to achieving climate targets and cost effectiveness are also set out. Guidance in respect of design codes, designated and non-designated heritage assets, conservation areas, climate change, historic buildings and traditional vernacular architecture is set out with references for relevant material and readings in these areas provided.

**Chief Executive's Response**

While this issue is outside the remit of the proposed variation, the Fingal Development Plan 2023-2029 contains detailed policies and objectives in respect of vernacular architecture, including Sections 3.5.15.13 (Vernacular Buildings), 10.5.2.5 (Vernacular Heritage and Other Built Heritage Assets) and 14.19.5 (Vernacular Heritage and Other Built Heritage Assets) and are considered sufficiently robust to guide any new development proposals in this regard.

**Chief Executive's Recommendation**

No change.

**2.5.10 Strategic Environmental Assessment****Summary of submissions received**

A number of submissions consider that the Strategic Environmental Assessment (SEA) has a number of shortcomings including the lack of assessment of alternatives including robust mitigation and monitoring requirements. Concern is also expressed regarding the use of outdated noise zone definitions and its failure to recognise the health impacts of Noise Zone B. It is also considered that the SEA fails to consider the Noise Abatement Objective (NAO) for Dublin Airport and no analysis is provided on the impact of the proposed zonings on the NAO. To protect public health and ensure compliance with Objective IOU62, Objective DAO11, NPO 65 and WHO guidelines, it is requested that the proposed rezoning of Broomfield West – Malahide, Greenwood Lane – Kinsealy and Kinsealy Lane -Kinsealy, is not brought forward in the proposed variation.

**Chief Executive's Response**

While consideration of alternatives, transport emissions, parking-led land use, cumulative impacts on the motorway network and mitigation and monitoring have been included and addressed in the SEA report, the report will be reviewed and updated as necessary to take account of the points raised.

The inclusion of now replaced noise zone definitions in the SEA report is acknowledged and will be updated to reflect current provisions. Notwithstanding the error, a noise action plan is in place to take specific actions across the duration of the plan for the management of aircraft noise at the airport.

The principal framework for aircraft noise management is the Balanced Approach of the International Civil Aviation Organization (ICAO). The Balanced Approach has four key elements:

- Reduction of noise at the source: Implementing quieter aircraft technologies.
- Land-use planning and management: Ensuring that land use zoning around airports minimises noise impact.
- Noise abatement operational procedures: Implementing procedures that reduce noise during take-off and landing.
- Operating restrictions: As a last resort, imposing restrictions on aircraft operations to manage noise levels.

The SEA report will be reviewed and updated as necessary to take account of the points raised.

**Chief Executive's Recommendation**

No change

### 3. List of Chief Executive's Recommendations

This section of the report sets out the recommendations of the Chief Executive to the Elected Members in relation to proposed Variation No.1 of the Fingal Development Plan 2023-2029 which have been set out previously in this report.

In the interests of clarity, the recommendations are presented in the order they would appear in the Fingal Development Plan 2023-2029 document. Where applicable, new text proposed in amendments is shown in blue font.

#### 3.1 Chief Executive's Recommendation (1) – Dunsink Urban Area Plan

Chapter 2, Section 2.4.1 New LAPs, page 61

Omit the proposed amended text on 2.4.1 New LAPs, page 61

Chapter 2, Section 2.4.1 New LAPs, page 61

Omit the proposed amendment to Table 2.16 Schedule of Local Area Plans to be commenced over the Plan Period.

Chapter 2, Section 2.7.2, Role of Each Settlement

After the 4th paragraph, page 76 Include the following text:

Dunsink

***The planning and sustainable development of this strategic land bank will be advanced through an Urban Area Plan ~~a Local Area Plan~~, to be prepared within the lifetime of the Plan, which will provide a coherent vision, detailed objectives and clear design principles to guide future growth. The Urban Area Plan ~~Local Area Plan~~ will ensure that development is aligned with wider national and regional policy while also addressing housing need, economic opportunity and associated services and amenities, transport connectivity, environmental protection and climate resilience.***

Chapter 2, Section 2.7.2 Policies and Objectives, page 80

Amend the text as follows:

Objective CSO31 – Dunsink

Prepare **an Urban Area Plan ~~a local statutory area plan~~** for the **Long Term Strategic Reserve lands ~~bank~~** at Dunsink during the lifetime of this Development Plan, in consultation with the relevant stakeholders, including an infrastructural audit with costings and implementation strategy to enable sustainable regeneration and development of the area that is cognisant of, and sensitive to the significant historic buildings within the area including the nationally important architectural heritage site of Dunsink Observatory. This plan shall include Dunsink Observatory lands and the provision of a Planetarium.

Appendix 8, Map Based Local Objectives, page 227

Amend the following:

Local Objective 104

The Council will have due regard to the FCC document 'Feasibility Study – Dunsink Lands, Co. Dublin' (February 2022) and its accompanying statements (comprising Surface Water Management Plan, Transport Appraisal and Area Based Transport Assessment) in the preparation of **an Urban**

**Area Plan** ~~a local area statutory plan~~ for lands at Dunsink in order to ensure the realisation of the development vision for Dunsink set out on p.26 of the Feasibility Study as follows: “Development of a low-carbon mixed-use transit-orientated urban quarter which prioritises active travel and public transport modes both within and outside, is well connected to the wider City via high quality public transport and active travel infrastructure and seeks to protect and enhance the environmental and historic character of the area.”

### **3.2 Chief Executive’s Recommendation (2) – Fingal Development Plan Sheet 4**

Make the variation as proposed, subject to the following modification:

Extend the Masterplan Objective 4.B Balrothery East to include the proposed Site 4.1 School Lane, Balrothery, on Sheet 4 of the Fingal Development Plan 2023-2029.

### **3.3 Chief Executive’s Recommendation (3) – Fingal Development Plan, Appendix 4**

Table 1-Strategic Water Supply, p.63. Project Name-Eastern Midlands Water Supply Scheme

Make the variation as proposed, subject to the following modification:

Amend the proposed wording in Variation No. 1 as follows:

~~Uisce Eireann are in the process of preparing a SID planning application to An Coimisiún Pleanála for the scheme.~~ Uisce Eireann have recently lodged a planning application to An Coimisiún Pleanála for the project.

### **3.4 Chief Executive’s Recommendation (4) – Fingal Development Plan**

Sheet 13, 13.1 West of Barnhill, Dublin 15

Amend the proposed variation to retain the existing GB-Greenbelt zoning as it relates to the extent of Flood Zone B (see map in Appendix 2).

#### **4. Chief Executive's Overall Recommendation**

Having regard to the submissions received and to the Chief Executive's response and recommendations to the issues raised, it is recommended that the proposed Variation No. 1 of the Fingal Development Plan 2023-2029 be adopted with the amendments set out in Section 4 previously. These changes are not deemed to constitute material amendments to the proposed variation.

##### **4.1 Proposed resolution on adopting Variation No. 1 of the Fingal Development Plan 2023-2029**

The following resolution is recommended:

That Fingal County Council, having prepared and published the proposed Variation No. 1 to the Fingal Development Plan 2023-2029 and having taken into consideration:

- The report of the Chief Executive on the submissions and observations received and its recommendations; and,
- The proper planning and sustainable development of the County, the statutory obligations of the local authority, including the requirement to be consistent with the objectives of the National Planning Framework, the Regional Spatial and Economic Strategy and Specific Planning Policy Requirements and the relevant policies and objectives of the Government or any Minister of the Government,

Hereby resolves pursuant to Section 13(5) of the Planning and Development Act 2000, as amended, to adopt proposed Variation No. 1 to the Fingal Development Plan 2023-2029 subject to the amendments recommended in the Report of the Chief Executive.

## **Appendix 1 Screening of Recommendations for AA and SEA**

The table below details the screening of the Chief Executive’s Recommendations to the Elected Members for Appropriate Assessment and Strategic Environmental Assessment.

Proposed Amendment	Text of Proposed Amendment	Screening for Appropriate Assessment (AA)	Screening for Strategic Environmental Assessment (SEA)*
CE’s Rec (1)	<p><u>Chapter 2, Section 2.4.1 New LAPs, page 61</u> Omit the proposed amended text on 2.4.1 New LAPs, page 61</p> <p><u>Chapter 2, Section 2.4.1 New LAPs, page 61</u> Omit the proposed amendment to Table 2.16 Schedule of Local Area Plans to be commenced over the Plan Period.</p> <p><u>Chapter 2, Section 2.7.2, Role of Each Settlement</u> After the 4th paragraph, page 76 Include the following text:</p> <p><i><u>Dunsink</u></i> <i><u>The planning and sustainable development of this strategic land bank will be advanced through an Urban Area Plan <del>a Local Area Plan</del>, to be prepared within the lifetime of the Plan, which will provide a coherent vision, detailed objectives and clear design principles to guide future growth. The Urban Area Plan <del>Local Area Plan</del> will ensure that development is aligned with wider</u></i></p>	<p>The proposed amendment provides for clarification and update to the status of the correct framework for the statutory planning of the Dunsink lands.</p> <p>No significant environmental effects on European sites arise as a result of the proposed amendment to update references the correct statutory planning framework for the Dunsink lands. The requirement for Stage 2 AA is screened out.</p>	<p>The proposed amendment provides for clarification and update to the status of the correct framework for the statutory planning of the Dunsink lands.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, the proposed amendment to update references the correct statutory planning framework for the Dunsink lands does not give rise to potential for likely significant environmental effects. The requirement for SEA is screened out.</p>

	<p><u><i><b>national and regional policy while also addressing housing need, economic opportunity and associated services and amenities, transport connectivity, environmental protection and climate resilience.</b></i></u></p> <p><u>Chapter 2, Section 2.7.2 Policies and Objectives, page 80</u> Amend the text as follows:</p> <p>Objective CSO31 – Dunsink Prepare <b>an Urban Area Plan a–local statutory–area plan</b> for the <b>Long-Term Strategic Reserve</b> lands <b>bank</b> at Dunsink during the lifetime of this Development Plan, in consultation with the relevant stakeholders, including an infrastructural audit with costings and implementation strategy to enable sustainable regeneration and development of the area that is cognisant of, and sensitive to the significant historic buildings within the area including the nationally important architectural heritage site of Dunsink Observatory. This plan shall include Dunsink Observatory lands and the provision of a Planetarium.</p> <p><u>Appendix 8, Map Based Local Objectives, page 227</u> Amend the following:</p>		
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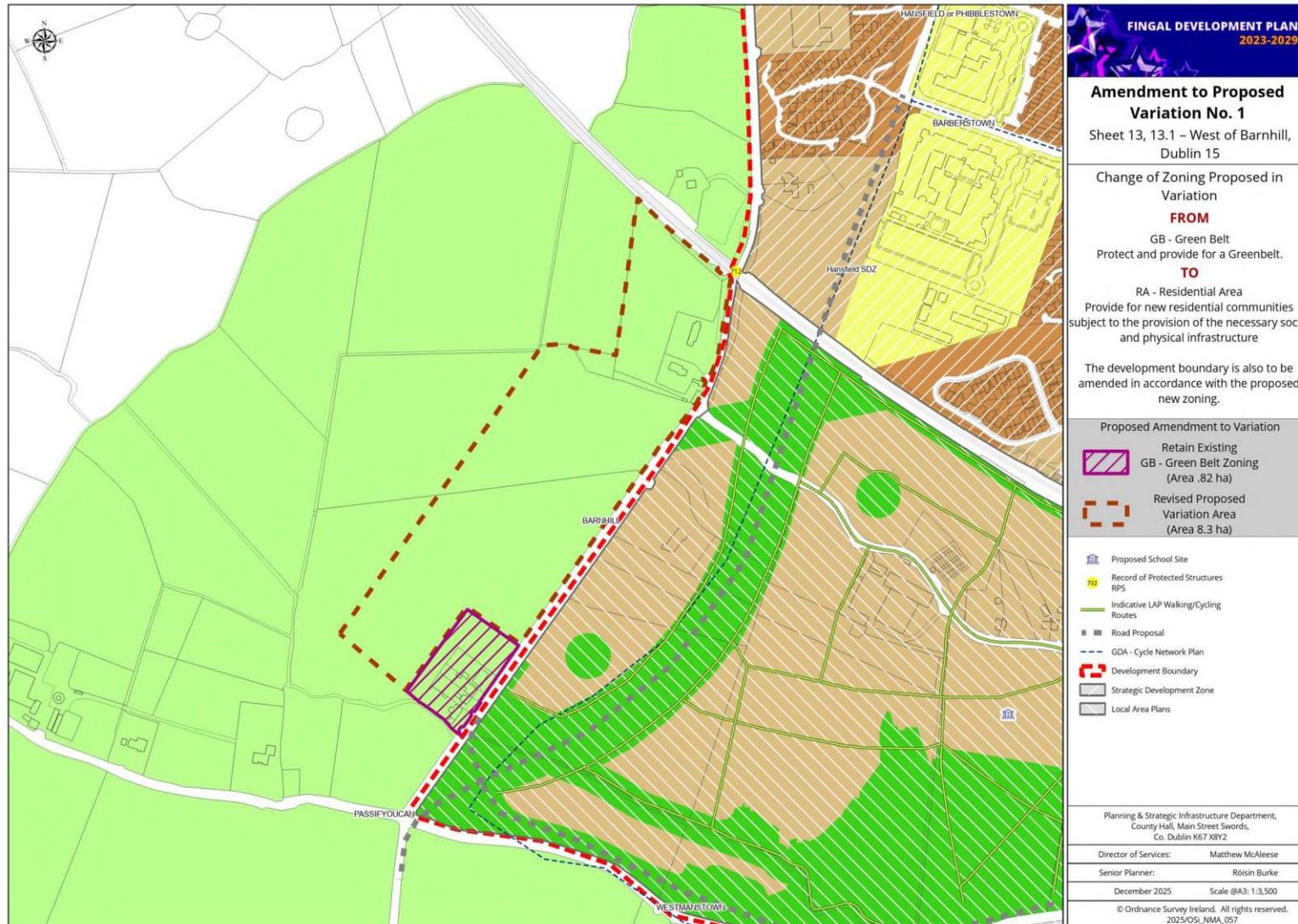
	<p>Local Objective 104                  The Council will have due regard to the FCC document 'Feasibility Study - Dunsink Lands, Co. Dublin' (February 2022) and its accompanying statements (comprising Surface Water Management Plan, Transport Appraisal and Area Based Transport Assessment) in the preparation of <b>an Urban Area Plan</b> <del>a local area statutory plan</del> for lands at Dunsink in order to ensure the realisation of the development vision for Dunsink set out on p.26 of the Feasibility Study as follows:                  "Development of a low-carbon mixed-use transit-orientated urban quarter which prioritises active travel and public transport modes both within and outside, is well connected to the wider City via high quality public transport and active travel infrastructure and seeks to protect and enhance the environmental and historic character of the area."</p>		
<p>CE's Rec (2)</p>	<p>Sheet 4:                  Make the variation as proposed, subject to the following modification:                   Extend the Masterplan Objective 4.B Balrothery East to include the proposed</p>	<p>The proposed amendment provides for an extension of the proposed Masterplan Objective 4.B in Balrothery East to include Site 4.1 as proposed in the Draft Variation to ensure that the lands are integrated with existing</p>	<p>The proposed amendment provides for an extension of the proposed Masterplan Objective 4.B in Balrothery East to include Site 4.1 as proposed in the Draft Variation to ensure that the lands are integrated with existing</p>

	<p>Site 4.1 School Lane, Balrothery, on Sheet 4 of the Fingal Development Plan 2023-2029.</p>	<p>development and connected with walking and cycling networks, local services and public transport stops, to enable alternative modes of travel to the private car.</p> <p>No significant environmental effects on European sites arise as a result of the proposed amendment to the extend Masterplan Objective 4.B in Balrothery East. The requirement for Stage 2 AA is screened out.</p>	<p>development and connected with walking and cycling networks, local services and public transport stops, to enable alternative modes of travel to the private car.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, the proposed amendment to extend the proposed Masterplan in Balrothery East will have potential for positive environmental effects on human health, air quality, climate and sustainable transport, and will not give rise to potential for likely significant adverse environmental effects. The requirement for SEA is screened out.</p>
<p>CE's Rec (3)</p>	<p><u>Appendix 4</u> <u>Table 1-Strategic Water Supply, p.63.</u> <u>Project Name-Eastern Midlands Water Supply Scheme</u> Make the variation as proposed, subject to the following modification:</p> <p>Amend the proposed wording in Variation No. 1 as follows: <del>Uisce Eireann are in the process of preparing a SID planning application to An Coimisiún Pleanála for the scheme.</del> <b>Uisce Eireann have recently</b></p>	<p>The proposed amendment provides for clarification and update to the status of the proposed Eastern Midlands Water Supply Scheme.</p> <p>No significant environmental effects on European sites arise as a result of the proposed amendment to the status of the proposed project. The requirement for Stage 2 AA is screened out.</p>	<p>The proposed amendment provides for clarification and update to the status of the proposed Eastern Midlands Water Supply Scheme.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, the proposed amendment to the status of the proposed project does not give rise to potential for likely significant</p>

	<b>lodged a planning application to An Coimisiún Pleanála for the project.</b>		environmental effects. The requirement for SEA is screened out.
CE's Rec (4)	<p><b>Sheet 13, 13.1 West of Barnhill, Dublin 15</b></p> <p>Amend the proposed variation to retain the existing GB-Greenbelt zoning as it relates to the extent of Flood Zone B (see map in Appendix 2).</p>	<p>The proposed amendment provides for removal of the proposed change in zoning for an area located within Flood Zone B. The area will be retained as the existing GB-Greenbelt zoning.</p> <p>No environmental effects on European sites arise as a result of the proposed amendment to retain GB-Greenbelt zoning on Flood Zone B lands. The requirement for Stage 2 AA is screened out.</p>	<p>The proposed amendment provides for removal of the proposed change in zoning for an area located within Flood Zone B. The area will be retained as the existing GB-Greenbelt zoning.</p> <p>Having regard to the criteria set in Schedule 1 of S.I. No. 435 of 2004, as amended by S.I. No. 200 of 2011, the proposed amendment to retain GB-Greenbelt zoning on Flood Zone B lands does not give rise to potential for likely significant environmental effects. The requirement for SEA is screened out.</p>

**Appendix 2 Proposed Amendment to Variation, Sheet 13**

**Proposed Amendment to Variation: Sheet 13: 13.1**



### **Appendix 3 – List of Individuals and Organisations who made Submissions**

The table below lists the submissions received in relation to proposed Variation No. 1. of the Fingal Development Plan 2023-2029. The table provides the unique reference number assigned to the submission by the Council's online portal, the link to where the submission can be viewed online and the name of the person or organisation making the submission.

<b>Submission Link</b>	<b>Individual/Author</b>	<b>On Behalf of</b>
<a href="#">FIN-C906-1</a>	Ruarc Sorensen	N/A
<a href="#">FIN-C906-2</a>	Anna Clarke	N/A
<a href="#">FIN-C906-3</a>	Genesis Planning	on behalf of Comer Group Ireland
<a href="#">FIN-C906-4</a>	Paul Comiskey	N/A
<a href="#">FIN-C906-5</a>	Oisin O Coigligh	N/A
<a href="#">FIN-C906-6</a>	Deirdre Fitzsimons	N/A
<a href="#">FIN-C906-7</a>	Lisa McEneff	N/A
<a href="#">FIN-C906-8</a>	Laura Foley	N/A
<a href="#">FIN-C906-9</a>	Raymond & Anne Maire Brady	N/A
<a href="#">FIN-C906-10</a>	Derek Fitzpatrick	N/A
<a href="#">FIN-C906-11</a>	Arjun Rai	N/A
<a href="#">FIN-C906-12</a>	Ava Bannon	N/A
<a href="#">FIN-C906-13</a>	Raymond & Anne Maire Brady	N/A
<a href="#">FIN-C906-14</a>	Gerry Cobbe	N/A
<a href="#">FIN-C906-15</a>	Caroline Cobbe	N/A
<a href="#">FIN-C906-16</a>	Grace Dunne	N/A
<a href="#">FIN-C906-17</a>	Angela Moore	N/A
<a href="#">FIN-C906-18</a>	Jade Harris	N/A
<a href="#">FIN-C906-19</a>	Laura Farrell	N/A
<a href="#">FIN-C906-20</a>	Conor Farrell	N/A
<a href="#">FIN-C906-21</a>	Denise McDermott-Barrett	N/A
<a href="#">FIN-C906-22</a>	Susan Flatley	N/A
<a href="#">FIN-C906-23</a>	Joshua Barnes	N/A
<a href="#">FIN-C906-24</a>	Emma O'Toole	N/A
<a href="#">FIN-C906-25</a>	Conor Tot	N/A
<a href="#">FIN-C906-26</a>	Anne Kinsella	N/A
<a href="#">FIN-C906-27</a>	Kamal Raj	N/A
<a href="#">FIN-C906-28</a>	Sarah Daly	N/A
<a href="#">FIN-C906-29</a>	Joe McGuire	N/A
<a href="#">FIN-C906-30</a>	Gavin Whelan	N/A
<a href="#">FIN-C906-31</a>	John Neary	N/A
<a href="#">FIN-C906-32</a>	Erin's Isle GAA Club	N/A
<a href="#">FIN-C906-33</a>	James Fortune	N/A
<a href="#">FIN-C906-34</a>	Anne Geraghty	N/A
<a href="#">FIN-C906-35</a>	Ritchie Hogan	N/A
<a href="#">FIN-C906-36</a>	Daniel Creedon	N/A
<a href="#">FIN-C906-37</a>	Patrick Synnott	N/A

<a href="#">FIN-C906-38</a>	Marie Synnott	N/A
<a href="#">FIN-C906-39</a>	Jean Scanlon	N/A
<a href="#">FIN-C906-40</a>	Patrycja Tang	N/A
<a href="#">FIN-C906-41</a>	Pramod	N/A
<a href="#">FIN-C906-42</a>	Philip Loury	N/A
<a href="#">FIN-C906-43</a>	Raraune Kuzminiene	N/A
<a href="#">FIN-C906-44</a>	Leanne Kavanagh	N/A
<a href="#">FIN-C906-45</a>	Damien Duffy	N/A
<a href="#">FIN-C906-46</a>	Catherine Martin	N/A
<a href="#">FIN-C906-47</a>	Siobhan Harety	N/A
<a href="#">FIN-C906-48</a>	C & A Quinn	N/A
<a href="#">FIN-C906-49</a>	Edel Ho	N/A
<a href="#">FIN-C906-50</a>	Veronica Robinson	N/A
<a href="#">FIN-C906-51</a>	Rita Joyce	N/A
<a href="#">FIN-C906-52</a>	Victoria Joyce	N/A
<a href="#">FIN-C906-53</a>	S. Ra	N/A
<a href="#">FIN-C906-54</a>	Karen O'Driscoll	N/A
<a href="#">FIN-C906-55</a>	Louise Murphy	N/A
<a href="#">FIN-C906-56</a>	Lisette Biggins	N/A
<a href="#">FIN-C906-57</a>	Lynn Robertson	N/A
<a href="#">FIN-C906-58</a>	Ciaran O Hare	N/A
<a href="#">FIN-C906-59</a>	Deborah Behan	N/A
<a href="#">FIN-C906-60</a>	Downside Residents Association	N/A
<a href="#">FIN-C906-62</a>	Tony Farrell	N/A
<a href="#">FIN-C906-63</a>	Annette O'Brien	N/A
<a href="#">FIN-C906-64</a>	David Boland	N/A
<a href="#">FIN-C906-65</a>	Anne Zanini	N/A
<a href="#">FIN-C906-66</a>	Meris Heffernan	N/A
<a href="#">FIN-C906-67</a>	Mary Reynolds	N/A
<a href="#">FIN-C906-68</a>	Andrea O'Neill	N/A
<a href="#">FIN-C906-69</a>	Tadgh O'Neill	N/A
<a href="#">FIN-C906-70</a>	Hannah Smyth	N/A
<a href="#">FIN-C906-71</a>	Ewa McDonagh	N/A
<a href="#">FIN-C906-72</a>	Therese Conway	N/A
<a href="#">FIN-C906-73</a>	Stacey Cummins	N/A
<a href="#">FIN-C906-74</a>	John O'Brien	N/A
<a href="#">FIN-C906-75</a>	Gavan Carroll	N/A
<a href="#">FIN-C906-76</a>	Daniel McEvoy	N/A
<a href="#">FIN-C906-77</a>	Joseph Muldoon	N/A
<a href="#">FIN-C906-78</a>	M Rock	N/A
<a href="#">FIN-C906-79</a>	Sarah Morgan	N/A
<a href="#">FIN-C906-80</a>	Melissa Browne	N/A
<a href="#">FIN-C906-81</a>	Inland Fisheries	N/A

<a href="#">FIN-C906-82</a>	Cormac McAteer	N/A
<a href="#">FIN-C906-83</a>	Maureen Quinn	N/A
<a href="#">FIN-C906-84</a>	Bernadette O'Brien	N/A
<a href="#">FIN-C906-85</a>	Mark Graham	N/A
<a href="#">FIN-C906-86</a>	Niamh Phipps	N/A
<a href="#">FIN-C906-87</a>	Colin Deere	N/A
<a href="#">FIN-C906-88</a>	Katie Gilligan	N/A
<a href="#">FIN-C906-89</a>	Emma McDonagh	N/A
<a href="#">FIN-C906-90</a>	Bernadette Drinan	N/A
<a href="#">FIN-C906-91</a>	Jacqueline Tracey	N/A
<a href="#">FIN-C906-92</a>	Ian Doran	N/A
<a href="#">FIN-C906-93</a>	Muriel Derane	N/A
<a href="#">FIN-C906-94</a>	Claire Fennell	N/A
<a href="#">FIN-C906-95</a>	Michelle Byrne	N/A
<a href="#">FIN-C906-96</a>	Gillian Wright	N/A
<a href="#">FIN-C906-97</a>	Aaron Wright	N/A
<a href="#">FIN-C906-98</a>	Joanna Jurczyk	N/A
<a href="#">FIN-C906-99</a>	Matthew Wright	N/A
<a href="#">FIN-C906-100</a>	Trisha Colleu	N/A
<a href="#">FIN-C906-101</a>	Jessica Day	N/A
<a href="#">FIN-C906-102</a>	Barbara Haverty	N/A
<a href="#">FIN-C906-103</a>	Jack Donnelly	N/A
<a href="#">FIN-C906-104</a>	Patrick Haverty	N/A
<a href="#">FIN-C906-105</a>	Nicola Deverris	N/A
<a href="#">FIN-C906-106</a>	Shauna Moore	N/A
<a href="#">FIN-C906-107</a>	Niamh Hunt	N/A
<a href="#">FIN-C906-108</a>	Graham Heath	N/A
<a href="#">FIN-C906-109</a>	David O'Neill	N/A
<a href="#">FIN-C906-110</a>	Rosa Ui Bhrian	N/A
<a href="#">FIN-C906-111</a>	Martina O'Neill	N/A
<a href="#">FIN-C906-112</a>	Joan Mc Downal	N/A
<a href="#">FIN-C906-113</a>	Eabha Cornish Reynolds	N/A
<a href="#">FIN-C906-114</a>	Liam Carrick	N/A
<a href="#">FIN-C906-115</a>	Parvan Parvanov	N/A
<a href="#">FIN-C906-116</a>	Linda Leonard	N/A
<a href="#">FIN-C906-117</a>	Anthony Duffy	N/A
<a href="#">FIN-C906-118</a>	Damien Purcell	N/A
<a href="#">FIN-C906-119</a>	Margaret Harris	N/A
<a href="#">FIN-C906-120</a>	Daniel Flynn	N/A
<a href="#">FIN-C906-121</a>	Carolann Galvin	N/A
<a href="#">FIN-C906-122</a>	Anna Dantas	N/A
<a href="#">FIN-C906-123</a>	C. Lambort	N/A
<a href="#">FIN-C906-124</a>	Jason Lawlor	N/A

<a href="#">FIN-C906-125</a>	Sylvia Conroy	N/A
<a href="#">FIN-C906-126</a>	Deirdre Kavanagh	N/A
<a href="#">FIN-C906-127</a>	Joe Mitchell	N/A
<a href="#">FIN-C906-128</a>	Shay Doyle	N/A
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<a href="#">FIN-C906-131</a>	Robyn McCabe	N/A
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<a href="#">FIN-C906-141</a>	Mick Dunne	N/A
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<a href="#">FIN-C906-143</a>	Paul Cooke	N/A
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<a href="#">FIN-C906-145</a>	Joanne D	N/A
<a href="#">FIN-C906-146</a>	Brooke McClure	Stillorgan Jewellers Ltd
<a href="#">FIN-C906-147</a>	Colin Brady	N/A
<a href="#">FIN-C906-148</a>	Haseen Khan Yousafzai	N/A
<a href="#">FIN-C906-149</a>	Karl M	N/A
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<a href="#">FIN-C906-158</a>	Amy S	N/A
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<a href="#">FIN-C906-161</a>	Jade Byrne	N/A
<a href="#">FIN-C906-162</a>	Mark Kinsella	N/A
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<a href="#">FIN-C906-164</a>	Cllr David Healy	N/A
<a href="#">FIN-C906-165</a>	Maebh Breen	N/A
<a href="#">FIN-C906-166</a>	Gareth Long	N/A
<a href="#">FIN-C906-167</a>	David McCormack	N/A

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<a href="#">FIN-C906-169</a>	Michael Gavin	N/A
<a href="#">FIN-C906-170</a>	Caroline Walsh	N/A
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<a href="#">FIN-C906-172</a>	Nicola Cerngan	N/A
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<a href="#">FIN-C906-174</a>	Amanda Carroll	N/A
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<a href="#">FIN-C906-179</a>	Sinead Kelly	N/A
<a href="#">FIN-C906-180</a>	Claire Kavanagh	N/A
<a href="#">FIN-C906-181</a>	Gillian Walsh	N/A
<a href="#">FIN-C906-182</a>	Ann Day	N/A
<a href="#">FIN-C906-183</a>	Veronica Galvin	N/A
<a href="#">FIN-C906-184</a>	D.Lorlop	N/A
<a href="#">FIN-C906-185</a>	Brian M	N/A
<a href="#">FIN-C906-186</a>	Paul Wright	N/A
<a href="#">FIN-C906-187</a>	Ross Forde	N/A
<a href="#">FIN-C906-188</a>	Fredie Forde	N/A
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<a href="#">FIN-C906-190</a>	Kate Jetibek	N/A
<a href="#">FIN-C906-191</a>	K.B.	N/A
<a href="#">FIN-C906-192</a>	Sandho Salihos	N/A
<a href="#">FIN-C906-193</a>	Alan Tormey	N/A
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<a href="#">FIN-C906-195</a>	Daragh Neary	N/A
<a href="#">FIN-C906-196</a>	Greg Lyons	N/A
<a href="#">FIN-C906-197</a>	M O'Reilly	N/A
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<a href="#">FIN-C906-208</a>	Thomas McCabe	N/A
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<a href="#">FIN-C906-210</a>	Tomás O	N/A

<a href="#">FIN-C906-211</a>	Paul Duffy	N/A
<a href="#">FIN-C906-212</a>	Damien Lynch	N/A
<a href="#">FIN-C906-213</a>	<b>Ella Lynch</b>	<b>N/A</b>
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<a href="#">FIN-C906-215</a>	Anne Cunningham	N/A
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<a href="#">FIN-C906-218</a>	Sinead Davy	N/A
<a href="#">FIN-C906-219</a>	Jay Byrne	N/A
<a href="#">FIN-C906-220</a>	Mikey Walsh	N/A
<a href="#">FIN-C906-221</a>	Niamh Purcell	N/A
<a href="#">FIN-C906-222</a>	Yvonne Molloy	N/A
<a href="#">FIN-C906-223</a>	Darina McCarthy	N/A
<a href="#">FIN-C906-224</a>	Aileen Lindsey	N/A
<a href="#">FIN-C906-225</a>	Gary Tormey	N/A
<a href="#">FIN-C906-226</a>	Aoife A	N/A
<a href="#">FIN-C906-227</a>	Kelly Harmon	N/A
<a href="#">FIN-C906-228</a>	Aivaras Daugodas	N/A
<a href="#">FIN-C906-229</a>	Aislinn Purcell	N/A
<a href="#">FIN-C906-230</a>	Sandra Elliott	N/A
<a href="#">FIN-C906-231</a>	Elaine and Joe Lloyd	N/A
<a href="#">FIN-C906-232</a>	Claudia Iacob	N/A
<a href="#">FIN-C906-233</a>	Tony Elliott	N/A
<a href="#">FIN-C906-234</a>	Radovan Juzbasic	N/A
<a href="#">FIN-C906-235</a>	Michael Gaffney	N/A
<a href="#">FIN-C906-236</a>	Mary Sirr	N/A
<a href="#">FIN-C906-237</a>	Dean Murphy	N/A
<a href="#">FIN-C906-238</a>	Emma Cahill	N/A
<a href="#">FIN-C906-239</a>	Susanne Townsend	N/A
<a href="#">FIN-C906-240</a>	Daniel Townsend	N/A
<a href="#">FIN-C906-241</a>	Oscar Townsend	N/A
<a href="#">FIN-C906-242</a>	Richie Kenrick	N/A
<a href="#">FIN-C906-243</a>	Alfie Townsend	N/A
<a href="#">FIN-C906-244</a>	Cian Sweeney	N/A
<a href="#">FIN-C906-245</a>	Angelo Cunningham	N/A
<a href="#">FIN-C906-246</a>	Breda Cunningham	N/A
<a href="#">FIN-C906-247</a>	Philip Ryan	N/A
<a href="#">FIN-C906-248</a>	Sean Whelehan	N/A
<a href="#">FIN-C906-249</a>	Raymond McMahon	N/A
<a href="#">FIN-C906-250</a>	Sean Farrelly	N/A
<a href="#">FIN-C906-251</a>	Patricia Gaffney	N/A
<a href="#">FIN-C906-252</a>	A Thomas	N/A
<a href="#">FIN-C906-253</a>	Terese B	N/A

<a href="#">FIN-C906-254</a>	Joe Moynihan	N/A
<a href="#">FIN-C906-255</a>	S Moynihan	N/A
<a href="#">FIN-C906-256</a>	Shannon Boylan	N/A
<a href="#">FIN-C906-257</a>	David Judd	N/A
<a href="#">FIN-C906-258</a>	Karen Judd	N/A
<a href="#">FIN-C906-259</a>	Clover O'Connor	N/A
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<a href="#">FIN-C906-261</a>	Karen Barody	N/A
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<a href="#">FIN-C906-264</a>	Karen Cahill	N/A
<a href="#">FIN-C906-265</a>	Donal Duffy Downey Planning	MKN Property Group
<a href="#">FIN-C906-266</a>	Anne Marie Corcoran	N/A
<a href="#">FIN-C906-267</a>	Diana Tighe	N/A
<a href="#">FIN-C906-268</a>	Donal Duffy Downey Planning	MKN Property Group
<a href="#">FIN-C906-269</a>	Kerrie Anne O'Toole	N/A
<a href="#">FIN-C906-270</a>	Paul H	N/A
<a href="#">FIN-C906-271</a>	Jen Connolly	N/A
<a href="#">FIN-C906-272</a>	Karl King	N/A
<a href="#">FIN-C906-273</a>	S Babu	N/A
<a href="#">FIN-C906-274</a>	Karl Hogan	N/A
<a href="#">FIN-C906-275</a>	David Martin	N/A
<a href="#">FIN-C906-276</a>	Niall Kirwan	N/A
<a href="#">FIN-C906-277</a>	Denise Elebert	N/A
<a href="#">FIN-C906-278</a>	Gerard O'Reilly	N/A
<a href="#">FIN-C906-279</a>	Eliza Sheehan	N/A
<a href="#">FIN-C906-280</a>	Leslie Coddizeck	N/A
<a href="#">FIN-C906-281</a>	David O'Shaughnessy	N/A
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<a href="#">FIN-C906-284</a>	Richard Foster	N/A
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<a href="#">FIN-C906-286</a>	Jake McDonnell	N/A
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<a href="#">FIN-C906-292</a>	Lisa Bride	N/A
<a href="#">FIN-C906-293</a>	Stephen Doran	N/A
<a href="#">FIN-C906-294</a>	Mac Burgess	N/A
<a href="#">FIN-C906-295</a>	Amy Mulligan	N/A
<a href="#">FIN-C906-296</a>	Laura Burgess	N/A

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<a href="#">FIN-C906-302</a>	Caroline O'Doherty	N/A
<a href="#">FIN-C906-303</a>	Laura O'Sullivan	N/A
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<a href="#">FIN-C906-305</a>	Audrey Fennell	N/A
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<a href="#">FIN-C906-326</a>	Paddy Mulligan	N/A
<a href="#">FIN-C906-327</a>	Traolach O'Donnell	N/A
<a href="#">FIN-C906-328</a>	Ailbhe McMann	N/A
<a href="#">FIN-C906-329</a>	Sean Nutley	N/A
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<a href="#">FIN-C906-331</a>	Hughes Planning	Sweetman Family & Lagan Homes
<a href="#">FIN-C906-332</a>	Tarquin Oazi	N/A
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<a href="#">FIN-C906-334</a>	Hughes Planning	Paul Taylor & Larry Carr
<a href="#">FIN-C906-335</a>	Mark Ruddy	N/A
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<a href="#">FIN-C906-339</a>	Caitriona Whelehan	N/A

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<a href="#">FIN-C906-350</a>	Magda W	N/A
<a href="#">FIN-C906-351</a>	Michael D	N/A
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<a href="#">FIN-C906-365</a>	Darren Farrell	N/A
<a href="#">FIN-C906-366</a>	Katie Bermingham	N/A
<a href="#">FIN-C906-367</a>	Stephen G	N/A
<a href="#">FIN-C906-368</a>	Orla Phelan	N/A
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<a href="#">FIN-C906-370</a>	John Drinane	N/A
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<a href="#">FIN-C906-373</a>	Angela O'Leary	N/A
<a href="#">FIN-C906-374</a>	Sinead Greene	N/A
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<a href="#">FIN-C906-377</a>	Patrick Durkan	N/A
<a href="#">FIN-C906-378</a>	Matthew Jenkinson	N/A
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<a href="#">FIN-C906-380</a>	Aimee Moran	N/A
<a href="#">FIN-C906-381</a>	Jamie Lynch	N/A
<a href="#">FIN-C906-382</a>	Karl Davis	N/A

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<a href="#">FIN-C906-384</a>	Jacque Carolan	N/A
<a href="#">FIN-C906-385</a>	Louise Sweeney	N/A
<a href="#">FIN-C906-386</a>	John Paul Moore	N/A
<a href="#">FIN-C906-387</a>	Maria Kildea	N/A
<a href="#">FIN-C906-388</a>	Aisling Farrell	N/A
<a href="#">FIN-C906-389</a>	Caroline Nolan	N/A
<a href="#">FIN-C906-390</a>	Joe Murphy	N/A
<a href="#">FIN-C906-391</a>	Ann Flynn	N/A
<a href="#">FIN-C906-392</a>	Robert Molloy (Foundation Consultants)	Mark and Ruth O'Sullivan
<a href="#">FIN-C906-393</a>	Laura Cleary	N/A
<a href="#">FIN-C906-394</a>	Michael Cleary	N/A
<a href="#">FIN-C906-395</a>	Raymond Gillen	N/A
<a href="#">FIN-C906-396</a>	Audrey Ayres	N/A
<a href="#">FIN-C906-397</a>	Aoife Cowley	N/A
<a href="#">FIN-C906-398</a>	Catherine McDonagh	N/A
<a href="#">FIN-C906-399</a>	Susan Carey	N/A
<a href="#">FIN-C906-400</a>	Brian Carey	N/A
<a href="#">FIN-C906-401</a>	Roisin Verdon	N/A
<a href="#">FIN-C906-402</a>	Tony McDermott	N/A
<a href="#">FIN-C906-403</a>	Mary McManus	N/A
<a href="#">FIN-C906-404</a>	Anne Nugent	N/A
<a href="#">FIN-C906-405</a>	Eugene Currivan	N/A
<a href="#">FIN-C906-406</a>	C Ryan	N/A
<a href="#">FIN-C906-407</a>	Christo Karalis	N/A
<a href="#">FIN-C906-408</a>	L Nelan	N/A
<a href="#">FIN-C906-409</a>	Darrell Monks	N/A
<a href="#">FIN-C906-410</a>	Darragh C	N/A
<a href="#">FIN-C906-411</a>	Cian Sullivan	N/A
<a href="#">FIN-C906-412</a>	Denis Curran	N/A
<a href="#">FIN-C906-413</a>	Jonathan Mulanney	N/A
<a href="#">FIN-C906-414</a>	Chris Dowling	N/A
<a href="#">FIN-C906-415</a>	Riley Reynolds O'Neill	N/A
<a href="#">FIN-C906-416</a>	Paul Cleary	N/A
<a href="#">FIN-C906-417</a>	Ann Donnelly	N/A
<a href="#">FIN-C906-418</a>	Tom Mole	N/A
<a href="#">FIN-C906-419</a>	C Grice	N/A
<a href="#">FIN-C906-420</a>	Darren Myler	N/A
<a href="#">FIN-C906-421</a>	Jean Lyons	N/A
<a href="#">FIN-C906-422</a>	Community Campaigner David Barton	N/A
<a href="#">FIN-C906-424</a>	Lusk Action Group	N/A

<a href="#">FIN-C906-425</a>	Deborah McGrite	N/A
<a href="#">FIN-C906-426</a>	Ciara Lalor	N/A
<a href="#">FIN-C906-427</a>	Donal Fanning	N/A
<a href="#">FIN-C906-428</a>	Gary Stanley	N/A
<a href="#">FIN-C906-429</a>	Jackie McGovern	N/A
<a href="#">FIN-C906-430</a>	Robert Kennedy	N/A
<a href="#">FIN-C906-431</a>	Deirdre Gallant	N/A
<a href="#">FIN-C906-432</a>	Karl Davis	N/A
<a href="#">FIN-C906-433</a>	Stephanie Collins	N/A
<a href="#">FIN-C906-434</a>	Yvonne McElroy	N/A
<a href="#">FIN-C906-435</a>	Jack Hussey	N/A
<a href="#">FIN-C906-436</a>	Fianna O'Donnell	N/A
<a href="#">FIN-C906-437</a>	Niall Heron	N/A
<a href="#">FIN-C906-438</a>	Sorcha Whelan McNally	N/A
<a href="#">FIN-C906-439</a>	Marie Maria	N/A
<a href="#">FIN-C906-440</a>	Dawn Burch	N/A
<a href="#">FIN-C906-441</a>	Daniel Boon	N/A
<a href="#">FIN-C906-442</a>	Jacque Canny	N/A
<a href="#">FIN-C906-443</a>	Alan Boon	N/A
<a href="#">FIN-C906-444</a>	Elena Connolly	N/A
<a href="#">FIN-C906-445</a>	Elaine Curran	N/A
<a href="#">FIN-C906-446</a>	Grace Boon	N/A
<a href="#">FIN-C906-447</a>	Pat O'Brien	N/A
<a href="#">FIN-C906-448</a>	Allan K	N/A
<a href="#">FIN-C906-449</a>	Gary O	N/A
<a href="#">FIN-C906-450</a>	Rachel Slanter	N/A
<a href="#">FIN-C906-451</a>	Admin Upload	N/A
<a href="#">FIN-C906-452</a>	Rachel Byrne	N/A
<a href="#">FIN-C906-453</a>	Ann Marie Kavanagh	N/A
<a href="#">FIN-C906-454</a>	Alan McLoughlin	N/A
<a href="#">FIN-C906-455</a>	Barry Kavanagh	N/A
<a href="#">FIN-C906-456</a>	James McNally	N/A
<a href="#">FIN-C906-457</a>	Nan Doyle	N/A
<a href="#">FIN-C906-458</a>	Melanie Doyle	N/A
<a href="#">FIN-C906-459</a>	Darren Doyle	N/A
<a href="#">FIN-C906-460</a>	Darragh Quinn	N/A
<a href="#">FIN-C906-461</a>	Amanda Slevin	N/A
<a href="#">FIN-C906-462</a>	Joe and Sue Murray	N/A
<a href="#">FIN-C906-463</a>	Marc O'Connor	N/A
<a href="#">FIN-C906-464</a>	Milan N	N/A
<a href="#">FIN-C906-465</a>	Garrett Doyle	N/A
<a href="#">FIN-C906-466</a>	Admin Upload	N/A
<a href="#">FIN-C906-467</a>	John Molloy	N/A

<a href="#">FIN-C906-468</a>	Anne Molloy	N/A
<a href="#">FIN-C906-469</a>	Eamonn Murphy	N/A
<a href="#">FIN-C906-470</a>	Rachel Reid	N/A
<a href="#">FIN-C906-471</a>	Ciara Ward	N/A
<a href="#">FIN-C906-472</a>	Charlie Daly	N/A
<a href="#">FIN-C906-473</a>	Anthony C	N/A
<a href="#">FIN-C906-474</a>	Karolis Kaciukus	N/A
<a href="#">FIN-C906-475</a>	Geraldine Kiernan	N/A
<a href="#">FIN-C906-476</a>	Gerard Kildea	N/A
<a href="#">FIN-C906-477</a>	Tara Spratt	N/A
<a href="#">FIN-C906-478</a>	Robbie Farrell	N/A
<a href="#">FIN-C906-479</a>	Owen Hempton	N/A
<a href="#">FIN-C906-480</a>	Adrienne Gibson	N/A
<a href="#">FIN-C906-481</a>	Stephen Gibson	N/A
<a href="#">FIN-C906-482</a>	Paul B	N/A
<a href="#">FIN-C906-483</a>	Brian Scully	N/A
<a href="#">FIN-C906-484</a>	Aindrea Burke	N/A
<a href="#">FIN-C906-485</a>	Keita Lynch	N/A
<a href="#">FIN-C906-486</a>	Valary Myers	N/A
<a href="#">FIN-C906-487</a>	Jamie Burke	N/A
<a href="#">FIN-C906-488</a>	Eoin Donnolly	N/A
<a href="#">FIN-C906-489</a>	Liz Boyd	N/A
<a href="#">FIN-C906-490</a>	Fergus Hannigan	N/A
<a href="#">FIN-C906-491</a>	Judy Thomas	N/A
<a href="#">FIN-C906-492</a>	Emily Chalmers	N/A
<a href="#">FIN-C906-493</a>	Sarah Nugent	N/A
<a href="#">FIN-C906-494</a>	Keith Andreucetti	N/A
<a href="#">FIN-C906-495</a>	Otar Bokmashvilli	N/A
<a href="#">FIN-C906-496</a>	Gary H	N/A
<a href="#">FIN-C906-497</a>	Lisa Hickey	N/A
<a href="#">FIN-C906-498</a>	Stephen Hickey	N/A
<a href="#">FIN-C906-499</a>	Jessica Derby	N/A
<a href="#">FIN-C906-500</a>	Micheal Freaney	N/A
<a href="#">FIN-C906-501</a>	Brian Griffin	N/A
<a href="#">FIN-C906-502</a>	Matt Keogh	N/A
<a href="#">FIN-C906-503</a>	Faye Barry	N/A
<a href="#">FIN-C906-504</a>	Barry Conyard	N/A
<a href="#">FIN-C906-505</a>	Enda Foley	N/A
<a href="#">FIN-C906-506</a>	Ken F	N/A
<a href="#">FIN-C906-507</a>	Dave Walsh	N/A
<a href="#">FIN-C906-508</a>	Eve Lynch	N/A
<a href="#">FIN-C906-509</a>	John Linnane	N/A
<a href="#">FIN-C906-510</a>	Aine Solon	N/A

<a href="#">FIN-C906-511</a>	Nicole Daly	N/A
<a href="#">FIN-C906-512</a>	Bryoni Daly	N/A
<a href="#">FIN-C906-513</a>	Eamonn Daly	N/A
<a href="#">FIN-C906-514</a>	Gerard McGuinness	N/A
<a href="#">FIN-C906-515</a>	Mariam D	N/A
<a href="#">FIN-C906-516</a>	Grace Doyle	N/A
<a href="#">FIN-C906-517</a>	Alexandra Tudor	N/A
<a href="#">FIN-C906-518</a>	Jennifer Hickey	N/A
<a href="#">FIN-C906-519</a>	Fiona Campbell	N/A
<a href="#">FIN-C906-520</a>	Admin Upload	N/A
<a href="#">FIN-C906-521</a>	Linda Grayden	N/A
<a href="#">FIN-C906-522</a>	Joseph Grayden	N/A
<a href="#">FIN-C906-523</a>	Sean H	N/A
<a href="#">FIN-C906-524</a>	Paul Byrne	N/A
<a href="#">FIN-C906-525</a>	Eoghan Clarke	N/A
<a href="#">FIN-C906-526</a>	Kieran O'Neill	N/A
<a href="#">FIN-C906-527</a>	Niall McMahon & Natalia Pacios	N/A
<a href="#">FIN-C906-528</a>	Charles Heasman	N/A
<a href="#">FIN-C906-529</a>	Downey Planning	Hollybrook Homes Limited
<a href="#">FIN-C906-530</a>	John Harte	N/A
<a href="#">FIN-C906-531</a>	Alison Byrne	N/A
<a href="#">FIN-C906-532</a>	Lydia Gillen	N/A
<a href="#">FIN-C906-533</a>	Maeve Heaphy	N/A
<a href="#">FIN-C906-534</a>	Marian Bentley	N/A
<a href="#">FIN-C906-535</a>	Gary Dignam	The Forge Residents Association
<a href="#">FIN-C906-536</a>	GM Skerries Golf Club	OBO Officers, Mgt Committee, Members of the Club
<a href="#">FIN-C906-537</a>	Dara Dorsaneo	N/A
<a href="#">FIN-C906-538</a>	Andrew Marsh (Portersgate residents association)	Portersgate Residents Association
<a href="#">FIN-C906-539</a>	Andy Murphy	N/A
<a href="#">FIN-C906-540</a>	Paul F	N/A
<a href="#">FIN-C906-541</a>	Sinead Hughes	N/A
<a href="#">FIN-C906-542</a>	Noel Hughes	N/A
<a href="#">FIN-C906-543</a>	Kerrie Fisher	N/A
<a href="#">FIN-C906-544</a>	Nicola Chaney	N/A
<a href="#">FIN-C906-545</a>	Peter Verjams	N/A
<a href="#">FIN-C906-546</a>	Jackie Verjams	N/A
<a href="#">FIN-C906-547</a>	Paul O'Neil	N/A
<a href="#">FIN-C906-548</a>	Ian Griffin	N/A
<a href="#">FIN-C906-549</a>	Aine McEneff	N/A
<a href="#">FIN-C906-550</a>	P McGuinness	N/A
<a href="#">FIN-C906-551</a>	Shauna Murphy	N/A

<a href="#">FIN-C906-552</a>	Jasmina Vranjkovic	N/A
<a href="#">FIN-C906-553</a>	Marko Vranjkovic	N/A
<a href="#">FIN-C906-554</a>	Brian Tobin	N/A
<a href="#">FIN-C906-555</a>	Brid Hickey	N/A
<a href="#">FIN-C906-556</a>	Anita Elders	N/A
<a href="#">FIN-C906-557</a>	Caylin Elders	N/A
<a href="#">FIN-C906-558</a>	Michael O'Neill (O'Neill Town Planning)	JPM Contracts Ltd
<a href="#">FIN-C906-559</a>	Jon Dungan	N/A
<a href="#">FIN-C906-560</a>	Michael O'Neill (O'Neill Town Planning)	Smart Rock Ltd
<a href="#">FIN-C906-561</a>	Trasport Infrastructure Ireland (TII)	N/A
<a href="#">FIN-C906-562</a>	Ray Elders	N/A
<a href="#">FIN-C906-563</a>	Stephen S	N/A
<a href="#">FIN-C906-564</a>	Mylene McNally	N/A
<a href="#">FIN-C906-565</a>	Cathal McNally	N/A
<a href="#">FIN-C906-566</a>	Gary Fitzsimons	N/A
<a href="#">FIN-C906-567</a>	Cian Whelehan	N/A
<a href="#">FIN-C906-568</a>	Aislinn Whelehan	N/A
<a href="#">FIN-C906-569</a>	Mary Greene	N/A
<a href="#">FIN-C906-570</a>	Debbie Flanagan	N/A
<a href="#">FIN-C906-571</a>	Denise Crowe	N/A
<a href="#">FIN-C906-572</a>	Gina Hyland	N/A
<a href="#">FIN-C906-573</a>	Fran Farrell	N/A
<a href="#">FIN-C906-574</a>	Mark Hogan	N/A
<a href="#">FIN-C906-576</a>	Cllr John Smyth	N/A
<a href="#">FIN-C906-577</a>	Cailin Hammon	N/A
<a href="#">FIN-C906-578</a>	Austin & Therese Flanagan	N/A
<a href="#">FIN-C906-579</a>	Hughes Planning	Brian & Teresa O'Loughlin
<a href="#">FIN-C906-580</a>	Hughes Planning	Robbie Gogan
<a href="#">FIN-C906-581</a>	Helena Jeffrey & Neil Carrick	N/A
<a href="#">FIN-C906-582</a>	Aleksander K	N/A
<a href="#">FIN-C906-583</a>	Elzbieta F	N/A
<a href="#">FIN-C906-584</a>	Keith Fogarty	N/A
<a href="#">FIN-C906-585</a>	Louise Hempenstall	N/A
<a href="#">FIN-C906-586</a>	Nora A	N/A
<a href="#">FIN-C906-587</a>	Hussein A	N/A
<a href="#">FIN-C906-588</a>	Jonathan Heavey	N/A
<a href="#">FIN-C906-589</a>	Mort O'Sullivan	N/A
<a href="#">FIN-C906-590</a>	Carmel Martin	N/A
<a href="#">FIN-C906-591</a>	G Maguire	N/A
<a href="#">FIN-C906-592</a>	Christin Hughes	N/A

<a href="#">FIN-C906-593</a>	John McGrath	N/A
<a href="#">FIN-C906-594</a>	Sarah Burke	N/A
<a href="#">FIN-C906-595</a>	Sinead Mills	N/A
<a href="#">FIN-C906-596</a>	Dawn Walsh	N/A
<a href="#">FIN-C906-597</a>	Patrick O'Loughlin	N/A
<a href="#">FIN-C906-598</a>	John Murphy (BMA Planning)	Bovale Developments Unlimited Company
<a href="#">FIN-C906-599</a>	Eimear Glynn	N/A
<a href="#">FIN-C906-600</a>	Paul Coughlin	N/A
<a href="#">FIN-C906-601</a>	Lora Coughlin	N/A
<a href="#">FIN-C906-602</a>	Stephen Mills	N/A
<a href="#">FIN-C906-603</a>	Stephen Gray	N/A
<a href="#">FIN-C906-604</a>	Joanna K	N/A
<a href="#">FIN-C906-605</a>	Edel Donnelly	N/A
<a href="#">FIN-C906-606</a>	John Murphy (BMA Planning)	Flynn & O'Flaherty Construction
<a href="#">FIN-C906-607</a>	Patrick Heavey	N/A
<a href="#">FIN-C906-608</a>	Shane Galvin	N/A
<a href="#">FIN-C906-609</a>	Stacey Varden	N/A
<a href="#">FIN-C906-610</a>	Martin & Emma O'Keefe	N/A
<a href="#">FIN-C906-611</a>	David Kelleher	N/A
<a href="#">FIN-C906-612</a>	Paula Behan	N/A
<a href="#">FIN-C906-613</a>	Teresa Skorske	N/A
<a href="#">FIN-C906-614</a>	Seamounts Residents Association	N/A
<a href="#">FIN-C906-615</a>	Maureen Costello	N/A
<a href="#">FIN-C906-616</a>	Shaun Redmond	N/A
<a href="#">FIN-C906-617</a>	Ian Cleary	N/A
<a href="#">FIN-C906-618</a>	Leah Ann Gash	N/A
<a href="#">FIN-C906-619</a>	Saiyang Wang	N/A
<a href="#">FIN-C906-620</a>	Cathy Mullan	N/A
<a href="#">FIN-C906-621</a>	Davie Mullan	N/A
<a href="#">FIN-C906-622</a>	Ronan Walsh	N/A
<a href="#">FIN-C906-623</a>	Laura Berry	N/A
<a href="#">FIN-C906-624</a>	Tatiana Boghchola	N/A
<a href="#">FIN-C906-625</a>	Colin Fleck	N/A
<a href="#">FIN-C906-626</a>	Linda Ryan	N/A
<a href="#">FIN-C906-627</a>	Damien Colbert	N/A
<a href="#">FIN-C906-628</a>	Leona Rothwell	N/A
<a href="#">FIN-C906-629</a>	Suzanne Brett	N/A
<a href="#">FIN-C906-630</a>	David McDowell	N/A
<a href="#">FIN-C906-631</a>	Priga Phillips	N/A
<a href="#">FIN-C906-632</a>	Cathal Donnellan	N/A
<a href="#">FIN-C906-633</a>	Admin Upload	N/A

<a href="#">FIN-C906-634</a>	Karol Chlebowski	N/A
<a href="#">FIN-C906-635</a>	Sulwia Chlebowska	N/A
<a href="#">FIN-C906-636</a>	Marc Ebbs	N/A
<a href="#">FIN-C906-637</a>	Megan Elliott	N/A
<a href="#">FIN-C906-638</a>	Mia Harris	N/A
<a href="#">FIN-C906-639</a>	Caitlin Ebbs	N/A
<a href="#">FIN-C906-640</a>	Carl Kennedy	N/A
<a href="#">FIN-C906-641</a>	Elizabeth Gantley	N/A
<a href="#">FIN-C906-642</a>	Analise Ciantar	N/A
<a href="#">FIN-C906-643</a>	Emma Friel	N/A
<a href="#">FIN-C906-644</a>	Matthew Ciantar	N/A
<a href="#">FIN-C906-645</a>	Admin Upload	N/A
<a href="#">FIN-C906-646</a>	M Nolan	N/A
<a href="#">FIN-C906-647</a>	Brendan Darby	N/A
<a href="#">FIN-C906-648</a>	Ciara Byrne	N/A
<a href="#">FIN-C906-649</a>	Claire Ebbs	N/A
<a href="#">FIN-C906-650</a>	Jade Harris	N/A
<a href="#">FIN-C906-651</a>	Rosaleen Ebbs	N/A
<a href="#">FIN-C906-652</a>	Zara Cunningham	N/A
<a href="#">FIN-C906-653</a>	Darren Cunningham	N/A
<a href="#">FIN-C906-654</a>	Vicky Burke	N/A
<a href="#">FIN-C906-655</a>	Ray Burke	N/A
<a href="#">FIN-C906-656</a>	Anjana Mahaya	N/A
<a href="#">FIN-C906-657</a>	Santosh Baniya	N/A
<a href="#">FIN-C906-658</a>	Mark Mendoza	N/A
<a href="#">FIN-C906-659</a>	Shankar Kumar Shaw	N/A
<a href="#">FIN-C906-660</a>	Joao Aguas	N/A
<a href="#">FIN-C906-661</a>	Fiona Reilly	N/A
<a href="#">FIN-C906-662</a>	Alan Reilly	N/A
<a href="#">FIN-C906-663</a>	Dennis Joseph	N/A
<a href="#">FIN-C906-664</a>	Mairead Gormley	N/A
<a href="#">FIN-C906-665</a>	Rachel Reid	N/A
<a href="#">FIN-C906-666</a>	PJ Reid	N/A
<a href="#">FIN-C906-667</a>	Celine Brennan	N/A
<a href="#">FIN-C906-668</a>	Rob Brennan	N/A
<a href="#">FIN-C906-669</a>	Josh McNally	N/A
<a href="#">FIN-C906-670</a>	Hannah Flynn & Mark Doyle	N/A
<a href="#">FIN-C906-671</a>	Brian Hutton	N/A
<a href="#">FIN-C906-672</a>	Shane McIntyre	N/A
<a href="#">FIN-C906-673</a>	Mary Marsden	N/A
<a href="#">FIN-C906-674</a>	Office of Public Works (OPW)	N/A
<a href="#">FIN-C906-675</a>	Walter Martin	N/A
<a href="#">FIN-C906-676</a>	Liam O'Gradaigh	SMTW Environmental DAC

<a href="#">FIN-C906-677</a>	Philip Fayle	N/A
<a href="#">FIN-C906-678</a>	Piero Tintori	N/A
<a href="#">FIN-C906-679</a>	Meath County Council	N/A
<a href="#">FIN-C906-680</a>	Michael & Claudia Connolly	N/A
<a href="#">FIN-C906-681</a>	Joseph Rochford	N/A
<a href="#">FIN-C906-682</a>	Barry McDonagh	N/A
<a href="#">FIN-C906-683</a>	Philip Fayle	N/A
<a href="#">FIN-C906-684</a>	Cllr David Healy	N/A
<a href="#">FIN-C906-685</a>	Brian Nolan	N/A
<a href="#">FIN-C906-686</a>	Environmental Protection Agency	N/A
<a href="#">FIN-C906-687</a>	Sandra McCarthy	N/A
<a href="#">FIN-C906-688</a>	Christopher Bull	N/A
<a href="#">FIN-C906-689</a>	Colm & Ursula O'Reilly	N/A
<a href="#">FIN-C906-690</a>	Uisce Eireann	N/A
<a href="#">FIN-C906-691</a>	Viola Badin (John Spain Associates)	Eamon & Donal McGovern
<a href="#">FIN-C906-692</a>	James Hamilton	N/A
<a href="#">FIN-C906-693</a>	Cannon Kirk Group	N/A
<a href="#">FIN-C906-694</a>	Thornton O'Connor Town Planning	Tullington Limited obo The Tribeca Limited Partnership
<a href="#">FIN-C906-695</a>	Denise and Grahame Kerrigan	N/A
<a href="#">FIN-C906-696</a>	Hughes Planning	McGreevy Enterprises and Uniplumo Ireland Ltd
<a href="#">FIN-C906-697</a>	Brock McClure Planning and Development Consultants	Seamus Maguire
<a href="#">FIN-C906-698</a>	Oldrich Sanda	N/A
<a href="#">FIN-C906-699</a>	Elaine Sanfey	N/A
<a href="#">FIN-C906-700</a>	Hughes Planning	Liam Thorne
<a href="#">FIN-C906-701</a>	Downey Planning	McGreevy Constructions/Enterprises LTD
<a href="#">FIN-C906-702</a>	Paul Kerrigan	N/A
<a href="#">FIN-C906-703</a>	Tim Hegarty	N/A
<a href="#">FIN-C906-704</a>	Brendan Grimes	N/A
<a href="#">FIN-C906-705</a>	Ian & Joan Pringle	N/A
<a href="#">FIN-C906-706</a>	Kevin Kerrigan	N/A
<a href="#">FIN-C906-707</a>	Sean Reily	N/A
<a href="#">FIN-C906-708</a>	Deirdre Judge	N/A
<a href="#">FIN-C906-709</a>	Lukasz Pigowski	N/A
<a href="#">FIN-C906-710</a>	Jane Collins	N/A
<a href="#">FIN-C906-711</a>	Miriam Byrne	N/A
<a href="#">FIN-C906-712</a>	Clodagh Gallagher	N/A
<a href="#">FIN-C906-713</a>	Duncan Smyth	N/A

<a href="#">FIN-C906-714</a>	David Moriarty	N/A
<a href="#">FIN-C906-715</a>	Luke Murphy	N/A
<a href="#">FIN-C906-716</a>	James Duffy	N/A
<a href="#">FIN-C906-717</a>	Ursula Walsh & Michael Wallace	N/A
<a href="#">FIN-C906-718</a>	Barrie John Purtell	N/A
<a href="#">FIN-C906-719</a>	Elmgreen Golf Club	N/A
<a href="#">FIN-C906-720</a>	Jill Hegarty	N/A
<a href="#">FIN-C906-721</a>	Niall OC	N/A
<a href="#">FIN-C906-722</a>	Elmgreen Ladies Golf Club	N/A
<a href="#">FIN-C906-723</a>	Cllr Tom O'Leary	N/A
<a href="#">FIN-C906-724</a>	Warren Power	N/A
<a href="#">FIN-C906-725</a>	Andreas Boeckl	N/A
<a href="#">FIN-C906-726</a>	Nicola Bolger	N/A
<a href="#">FIN-C906-727</a>	Cathal Lathrop	N/A
<a href="#">FIN-C906-728</a>	Rory Kunz (John Spain Associates)	Land Development Agency
<a href="#">FIN-C906-729</a>	Jeannine Leonard	N/A
<a href="#">FIN-C906-730</a>	Geraldine Murray	N/A
<a href="#">FIN-C906-731</a>	Sarah Donnelly	N/A
<a href="#">FIN-C906-732</a>	Siobhan Bhreathnach	N/A
<a href="#">FIN-C906-733</a>	Niamh Herbert	N/A
<a href="#">FIN-C906-734</a>	Hughes Planning	MM Capital
<a href="#">FIN-C906-735</a>	Hughes Planning	Colin Marron
<a href="#">FIN-C906-736</a>	Brock McClure Planning and Development Consultants	Sherwood Investment Properties
<a href="#">FIN-C906-737</a>	Sheamus Causer	N/A
<a href="#">FIN-C906-738</a>	Illias Shaik	N/A
<a href="#">FIN-C906-739</a>	Gerard Kelly (Euro Golf Services)	Carr Golf
<a href="#">FIN-C906-740</a>	Mark Lord	The Lord Family
<a href="#">FIN-C906-741</a>	Sarah & Martin Clohessy	N/A
<a href="#">FIN-C906-742</a>	Tracey Armstrong (Armstrong Fenton Associates)	Dwyer Nolan Developments LTD
<a href="#">FIN-C906-743</a>	Tracey Armstrong (Armstrong Fenton Associates)	Gary Ryan and Neil Ballard
<a href="#">FIN-C906-744</a>	Tracey Armstrong (Armstrong Fenton Associates)	Dwyer Nolan Developments LTD
<a href="#">FIN-C906-745</a>	Robert Molloy (Foundation)	Tony Woods
<a href="#">FIN-C906-746</a>	Tracey Armstrong (Armstrong Fenton Associates)	Dwyer Nolan Developments LTD
<a href="#">FIN-C906-747</a>	Gerard Tracey	N/A
<a href="#">FIN-C906-748</a>	Stephen Reid	N/A
<a href="#">FIN-C906-749</a>	Hughes Planning	Andrew McAllister and Henry Smith

<a href="#">FIN-C906-750</a>	Kristina Keegan	N/A
<a href="#">FIN-C906-751</a>	Hughes Planning	Noel McAllister
<a href="#">FIN-C906-752</a>	Downey Planning	Regina McCaghy
<a href="#">FIN-C906-753</a>	Declan Bressil	Keogh Family
<a href="#">FIN-C906-754</a>	Geraldine and Joe Mooney	N/A
<a href="#">FIN-C906-755</a>	National Transport Authority (NTA)	N/A
<a href="#">FIN-C906-756</a>	Edward Martin	N/A
<a href="#">FIN-C906-757</a>	Hughes Planning	Cabot Developments Limited
<a href="#">FIN-C906-758</a>	Aoibhinn Dinnigan	N/A
<a href="#">FIN-C906-759</a>	Ciara Crawley	N/A
<a href="#">FIN-C906-760</a>	DAA PLC	N/A
<a href="#">FIN-C906-761</a>	John Spain Associates	Ronan Group Real Estate
<a href="#">FIN-C906-762</a>	Paul O'Reilly	N/A
<a href="#">FIN-C906-763</a>	Helen O'Connor	N/A
<a href="#">FIN-C906-764</a>	James Hamilton	N/A
<a href="#">FIN-C906-765</a>	Smitha Sukumasan	N/A
<a href="#">FIN-C906-766</a>	Rod Moore	N/A
<a href="#">FIN-C906-767</a>	Richard Tallon	N/A
<a href="#">FIN-C906-768</a>	Aileen Tallon	N/A
<a href="#">FIN-C906-769</a>	Katouzyna Toreric	N/A
<a href="#">FIN-C906-770</a>	Glenveagh Homes Ltd	N/A
<a href="#">FIN-C906-771</a>	Laurent Mputu	N/A
<a href="#">FIN-C906-772</a>	Michael McDonagh	N/A
<a href="#">FIN-C906-773</a>	Landscape Restoration (Holdings) Ltd	N/A
<a href="#">FIN-C906-774</a>	Neil McGroarty	N/A
<a href="#">FIN-C906-775</a>	Angela Murphy	N/A
<a href="#">FIN-C906-776</a>	Niamh Brophy	N/A
<a href="#">FIN-C906-777</a>	Rory O'Brien	N/A
<a href="#">FIN-C906-778</a>	Michelle O'Brien	N/A
<a href="#">FIN-C906-779</a>	Sinead Walker	N/A
<a href="#">FIN-C906-780</a>	Ami Purcell	N/A
<a href="#">FIN-C906-781</a>	Clodagh McCarthy	N/A
<a href="#">FIN-C906-782</a>	Sabina Piter	N/A
<a href="#">FIN-C906-783</a>	Friends of the Irish Environment	N/A
<a href="#">FIN-C906-784</a>	Radu Jitea	N/A
<a href="#">FIN-C906-785</a>	Alice Heron	N/A
<a href="#">FIN-C906-786</a>	Brian Kane	N/A
<a href="#">FIN-C906-787</a>	Iwona Aguas	N/A
<a href="#">FIN-C906-788</a>	Tracey Armstrong (Armstrong Fenton Associates)	Barina Property Group
<a href="#">FIN-C906-789</a>	Martin Byrne	N/A

<a href="#">FIN-C906-790</a>	Keith Foran	N/A
<a href="#">FIN-C906-791</a>	Amrita N B	N/A
<a href="#">FIN-C906-792</a>	Colin and Simone Grant	N/A
<a href="#">FIN-C906-793</a>	Halligan O'Connor Property Consultants	Philip Jones
<a href="#">FIN-C906-794</a>	Fiacre O'Cairbre	N/A
<a href="#">FIN-C906-795</a>	Sustainable Skerries	N/A
<a href="#">FIN-C906-796</a>	Anna & Michael Dangerfield	N/A
<a href="#">FIN-C906-797</a>	(Author-Niamh McCarthy) MacCabeDurneyBarnes Planning	David McCarthy
<a href="#">FIN-C906-798</a>	Clonsilla and Porterstown Heritage Society	N/A
<a href="#">FIN-C906-799</a>	Dublin City Council	N/A
<a href="#">FIN-C906-800</a>	Breda Naddy	N/A
<a href="#">FIN-C906-801</a>	Agnieszka Johnston	N/A
<a href="#">FIN-C906-802</a>	Anne Snel	N/A
<a href="#">FIN-C906-803</a>	K H	N/A
<a href="#">FIN-C906-804</a>	Agnieszka Johnston	N/A
<a href="#">FIN-C906-805</a>	Richard Stephenson	N/A
<a href="#">FIN-C906-806</a>	Ann Keogh	N/A
<a href="#">FIN-C906-807</a>	Ana Faerman	N/A
<a href="#">FIN-C906-808</a>	Stuart Hamilton	N/A
<a href="#">FIN-C906-809</a>	Ballygossan Park Residents Association	N/A
<a href="#">FIN-C906-810</a>	Laura Cadeddu	N/A
<a href="#">FIN-C906-811</a>	Adrienne Sweetnam	N/A
<a href="#">FIN-C906-812</a>	Declan Brassil & Company	Wavin Ireland Ltd part of the Orbia Group
<a href="#">FIN-C906-813</a>	Alanna Homes	N/A
<a href="#">FIN-C906-814</a>	John Spain Associates	D/RES Properties
<a href="#">FIN-C906-815</a>	Paul Scully	N/A
<a href="#">FIN-C906-816</a>	Colm McNally	N/A
<a href="#">FIN-C906-817</a>	Rocio Bayod Crespo	N/A
<a href="#">FIN-C906-819</a>	Declan Brassil & Company	Cairn Homes
<a href="#">FIN-C906-820</a>	Ballymore Group	N/A
<a href="#">FIN-C906-821</a>	Department of Housing, Local Government and Heritage	N/A
<a href="#">FIN-C906-822</a>	Ivan Hemeryck	N/A
<a href="#">FIN-C906-823</a>	Hughes Planning	Jongers Corporation Limited
<a href="#">FIN-C906-824</a>	Author (Jarkin) RW Nowlan & Associates	Jarkin Properties Limited
<a href="#">FIN-C906-825</a>	McCutcheon Halley Planning	McGarrell Reilly Group

<a href="#">FIN-C906-826</a>	Margaret Cunnane	N/A
<a href="#">FIN-C906-827</a>	Yvonne McMahon (John Spain Associates)	Kimpton Vale Limited
<a href="#">FIN-C906-828</a>	Alison O'Reilly	N/A
<a href="#">FIN-C906-829</a>	Skerries Allotments Association	N/A
<a href="#">FIN-C906-830</a>	CWPA Planning and Architecture	Gary Ryan
<a href="#">FIN-C906-831</a>	ESB	N/A
<a href="#">FIN-C906-832</a>	Eoin Ahern	N/A
<a href="#">FIN-C906-833</a>	CWPA Planning and Architecture	Melvin Properties Limited
<a href="#">FIN-C906-834</a>	Office of the Public Regulator	N/A
<a href="#">FIN-C906-835</a>	John Spain Associates	Park Developments
<a href="#">FIN-C906-836</a>	Evan Leung	N/A
<a href="#">FIN-C906-837</a>	James Osborne	N/A
<a href="#">FIN-C906-838</a>	Ballymore Group	N/A
<a href="#">FIN-C906-839</a>	National Society for Prevention of Cruelty to Animals	N/A
<a href="#">FIN-C906-840</a>	Sarah Flinter	N/A
<a href="#">FIN-C906-841</a>	Joe McQuaid	N/A
<a href="#">FIN-C906-842</a>	Alain Kerveillant	N/A
<a href="#">FIN-C906-843</a>	Geraldine Brennan	N/A
<a href="#">FIN-C906-844</a>	Marc Smith	N/A
<a href="#">FIN-C906-845</a>	Park Developments	N/A
<a href="#">FIN-C906-846</a>	John Spain Associates	Michael Dillon
<a href="#">FIN-C906-847</a>	Maeve Darcy	N/A
<a href="#">FIN-C906-848</a>	Downey Planning	Golden Port Homes
<a href="#">FIN-C906-849</a>	Adam Mussawir-Key	N/A
<a href="#">FIN-C906-850</a>	Paula O'Neill	N/A
<a href="#">FIN-C906-851</a>	Eimhin Ansboro	N/A
<a href="#">FIN-C906-852</a>	Jacqueline Dunne	N/A
<a href="#">FIN-C906-853</a>	Downey Planning	Geraldine Sweetman
<a href="#">FIN-C906-854</a>	Downey Planning	Hogan Family
<a href="#">FIN-C906-855</a>	Fidelma Madden	N/A
<a href="#">FIN-C906-856</a>	Troy Cronin	Portersgate Residents Association
<a href="#">FIN-C906-857</a>	John Spain Associates	Kimpton Vale Limited
<a href="#">FIN-C906-858</a>	Hughes Planning	Liam Thorne
<a href="#">FIN-C906-859</a>	Margarita Tolusiene	N/A
<a href="#">FIN-C906-860</a>	Stephen Barrett (Tom Phillips & Associates)	WSHI Unlimited Company
<a href="#">FIN-C906-861</a>	MKO Limited	DIAS (Dublin Institute of Advanced Studies)
<a href="#">FIN-C906-862</a>	James Delaney	N/A

<a href="#">FIN-C906-863</a>	John Coleman	N/A
<a href="#">FIN-C906-864</a>	Emer Cronin	N/A
<a href="#">FIN-C906-865</a>	Polly Farrell	N/A
<a href="#">FIN-C906-866</a>	McCutcheon Halley Planning	O'Flynn Group
<a href="#">FIN-C906-867</a>	Brenda Langton	N/A
<a href="#">FIN-C906-868</a>	Linda Kearns	N/A
<a href="#">FIN-C906-869</a>	Brian Sweetman	N/A
<a href="#">FIN-C906-870</a>	John Spain Associates	The Winters Partnership and Park Developments
<a href="#">FIN-C906-871</a>	Agnieszka Johnston	N/A
<a href="#">FIN-C906-872</a>	John Halpin	N/A
<a href="#">FIN-C906-873</a>	Brigid McAuliffe	Seamount Residents Association Committee
<a href="#">FIN-C906-874</a>	Downey Planning	McGarrell Reilly Group
<a href="#">FIN-C906-875</a>	Stephen Little & Associates	Castlethorn
<a href="#">FIN-C906-876</a>	Iarnród Éireann / Irish Rail	N/A
<a href="#">FIN-C906-877</a>	Brian Minogue (Tom Phillip & Associates)	Hugh McGreevy & Sons Ltd
<a href="#">FIN-C906-878</a>	Downey Planning	McGarrell Reilly Group
<a href="#">FIN-C906-879</a>	John Spain Associates	J. Murphy (Developments) Limited
<a href="#">FIN-C906-880</a>	Catherine Egan (Portersgate Residents Association)	Portersgate Residents Association
<a href="#">FIN-C906-881</a>	Conroy Crowe Kelly Architects and Urban Designers	Gerard Gannon Properties
<a href="#">FIN-C906-882</a>	Orna Brennan	N/A
<a href="#">FIN-C906-883</a>	Downey Planning	McGarrell Reilly Group
<a href="#">FIN-C906-884</a>	Aldermere and Awindemere Residents Association	N/A
<a href="#">FIN-C906-885</a>	Downey Planning	McGarrell Reilly Group
<a href="#">FIN-C906-886</a>	Downey Planning	Carley Properties Ltd
<a href="#">FIN-C906-887</a>	KT Designs	Kevin & Vivienne Tolan
<a href="#">FIN-C906-888</a>	Downey Planning	Geraldine Sweetman
<a href="#">FIN-C906-889</a>	Department of Education and Youth	N/A
<a href="#">FIN-C906-890</a>	Downey Planning	Geraldine Sweetman
<a href="#">FIN-C906-891</a>	Deborah Maguire	N/A
<a href="#">FIN-C906-892</a>	Downey Planning	LNC Property Managers Limited
<a href="#">FIN-C906-893</a>	Anca Ionescu	N/A
<a href="#">FIN-C906-894</a>	Admin Upload	N/A
<a href="#">FIN-C906-895</a>	Sergiu Arcalean	N/A
<a href="#">FIN-C906-896</a>	M Kelly	N/A
<a href="#">FIN-C906-897</a>	Admin Upload	N/A
<a href="#">FIN-C906-898</a>	John Connolly	N/A

<a href="#">FIN-C906-899</a>	Oliver Reid	N/A
<a href="#">FIN-C906-900</a>	Paul Coughlan	N/A
<a href="#">FIN-C906-901</a>	B Donnelly	N/A
<a href="#">FIN-C906-902</a>	Bill Stuart	N/A
<a href="#">FIN-C906-903</a>	Patricia and Martin Hickey	N/A
<a href="#">FIN-C906-904</a>	Noel Browning	N/A
<a href="#">FIN-C906-905</a>	Marie Pease	N/A
<a href="#">FIN-C906-906</a>	Eimear O'Hehir	N/A
<a href="#">FIN-C906-907</a>	Patrick Mullen	N/A
<a href="#">FIN-C906-908</a>	Maria Duffy	N/A
<a href="#">FIN-C906-909</a>	Colin Duffy	N/A
<a href="#">FIN-C906-910</a>	Emma O'Reilly	N/A
<a href="#">FIN-C906-911</a>	Jim O'Reilly	N/A
<a href="#">FIN-C906-912</a>	Kate O'Reilly	N/A
<a href="#">FIN-C906-913</a>	Mohammed Yousef	N/A
<a href="#">FIN-C906-914</a>	Joseph Eunice	N/A
<a href="#">FIN-C906-915</a>	Amali Yousef	N/A
<a href="#">FIN-C906-916</a>	T Yousef	N/A
<a href="#">FIN-C906-917</a>	John O'Connor	N/A
<a href="#">FIN-C906-918</a>	Luke Walsh	N/A
<a href="#">FIN-C906-919</a>	Mary Walsh	N/A
<a href="#">FIN-C906-920</a>	Jennifer Dolan	N/A
<a href="#">FIN-C906-921</a>	Gerry Dolan	N/A
<a href="#">FIN-C906-922</a>	Mia Cully	N/A
<a href="#">FIN-C906-923</a>	Laura Cully	N/A
<a href="#">FIN-C906-924</a>	Tom Cully	N/A
<a href="#">FIN-C906-925</a>	Dean Mullen	N/A
<a href="#">FIN-C906-926</a>	Mary Mullen	N/A
<a href="#">FIN-C906-927</a>	Anthony Driscoll	N/A
<a href="#">FIN-C906-928</a>	Caoimhe Driscoll	N/A
<a href="#">FIN-C906-929</a>	Aoife Keirnan	N/A
<a href="#">FIN-C906-930</a>	Ray Kiernan	N/A
<a href="#">FIN-C906-931</a>	Siobhan Boyle	N/A
<a href="#">FIN-C906-932</a>	Sean Farrell	N/A
<a href="#">FIN-C906-933</a>	Elaine Ryan	N/A
<a href="#">FIN-C906-934</a>	Susan Doyle	N/A
<a href="#">FIN-C906-935</a>	Alan Doyle	N/A
<a href="#">FIN-C906-936</a>	Anne O'Connor	N/A
<a href="#">FIN-C906-937</a>	Jane McGill	N/A
<a href="#">FIN-C906-938</a>	Ciaran McGill	N/A
<a href="#">FIN-C906-939</a>	Helen Dunne	N/A
<a href="#">FIN-C906-940</a>	Darragh Dunne	N/A
<a href="#">FIN-C906-941</a>	Morrogh McMahan	N/A

<a href="#">FIN-C906-942</a>	Rosemary Kildea	N/A
<a href="#">FIN-C906-943</a>	Hannah Doyle	N/A
<a href="#">FIN-C906-944</a>	Luke Doyle	N/A
<a href="#">FIN-C906-945</a>	Alex Doyle	N/A
<a href="#">FIN-C906-946</a>	Ronan Doyle	N/A
<a href="#">FIN-C906-947</a>	David McGrath	N/A
<a href="#">FIN-C906-948</a>	Ciara McNamee	N/A
<a href="#">FIN-C906-949</a>	Michelle G	N/A
<a href="#">FIN-C906-950</a>	Marie Shanahan	N/A
<a href="#">FIN-C906-951</a>	Chris Scully	N/A
<a href="#">FIN-C906-952</a>	John Garrigan	N/A
<a href="#">FIN-C906-953</a>	D O'Shea	N/A
<a href="#">FIN-C906-954</a>	Paula Christie	N/A
<a href="#">FIN-C906-955</a>	Sharon Bennett	N/A
<a href="#">FIN-C906-956</a>	Kelly McDonald	N/A
<a href="#">FIN-C906-957</a>	Emma Tong	N/A
<a href="#">FIN-C906-958</a>	John O'Shea & Sofia Raniure	N/A
<a href="#">FIN-C906-959</a>	Niamh McDermott	N/A
<a href="#">FIN-C906-960</a>	Andy Chan & Cara pong	N/A
<a href="#">FIN-C906-961</a>	Laura & Liam Sammon	N/A
<a href="#">FIN-C906-962</a>	Kevin McBride & Clare Mooney	N/A
<a href="#">FIN-C906-963</a>	Sarah Ferguson	N/A
<a href="#">FIN-C906-964</a>	Kenny Jardine	N/A
<a href="#">FIN-C906-965</a>	Sarah & Brian McGinn	N/A
<a href="#">FIN-C906-966</a>	Sunny Saikia	N/A
<a href="#">FIN-C906-967</a>	Claudia Anton	N/A
<a href="#">FIN-C906-968</a>	Mark McGrath	N/A
<a href="#">FIN-C906-969</a>	Shane Jenkinson	N/A
<a href="#">FIN-C906-970</a>	Sarah Jenkinson	N/A
<a href="#">FIN-C906-971</a>	Eimear and David Seaver and Family	N/A
<a href="#">FIN-C906-972</a>	Grainne O'Callaghan	N/A
<a href="#">FIN-C906-973</a>	Land Development Agency	N/A
<a href="#">FIN-C906-974</a>	Billy T & Kathryn McCullagh	N/A
<a href="#">FIN-C906-975</a>	E Martin	N/A
<a href="#">FIN-C906-976</a>	David & Rachel Kenny	N/A
<a href="#">FIN-C906-977</a>	Magesh Nandikkara	N/A
<a href="#">FIN-C906-978</a>	Paula Farjardo	N/A
<a href="#">FIN-C906-979</a>	Ian O'Kane	N/A
<a href="#">FIN-C906-980</a>	Marie Louise Kenny	N/A
<a href="#">FIN-C906-981</a>	Fergal Clarke	N/A
<a href="#">FIN-C906-982</a>	Anjana Aggarwal and Tushar Gaiwad	N/A

<a href="#">FIN-C906-983</a>	Deirdre O'Donnell	N/A
<a href="#">FIN-C906-984</a>	Keith Brady	N/A
<a href="#">FIN-C906-985</a>	Roberto Alonso	N/A
<a href="#">FIN-C906-986</a>	Anne Marie Leahy	N/A
<a href="#">FIN-C906-987</a>	Siobhan Pepper & H E	N/A
<a href="#">FIN-C906-988</a>	Grainne Dancy	N/A
<a href="#">FIN-C906-989</a>	Mark lynch	N/A
<a href="#">FIN-C906-990</a>	D Arnold	N/A
<a href="#">FIN-C906-991</a>	Fiona Connolly-Gaye	N/A
<a href="#">FIN-C906-992</a>	Catherine Keenan	N/A
<a href="#">FIN-C906-993</a>	Colm Gaye	N/A
<a href="#">FIN-C906-994</a>	Leo Acevedo	N/A
<a href="#">FIN-C906-995</a>	Clodagh Galvin	N/A
<a href="#">FIN-C906-996</a>	Eamon Coleman & Rachel Mackarel	N/A
<a href="#">FIN-C906-997</a>	Emily and Cathal McKenna	N/A
<a href="#">FIN-C906-998</a>	Patricia R	N/A
<a href="#">FIN-C906-999</a>	Sophie Lane and Barry Hanna	N/A
<a href="#">FIN-C906-1000</a>	Marta Sarnowska & Kieran McCaffrey	N/A
<a href="#">FIN-C906-1001</a>	Kerrie Walsh	N/A
<a href="#">FIN-C906-1002</a>	Orla Bartley & Andrew Collings	N/A
<a href="#">FIN-C906-1003</a>	Sarah Heffernan	N/A
<a href="#">FIN-C906-1004</a>	Jonathan Fay-Watt and Helen Ruane	N/A
<a href="#">FIN-C906-1005</a>	Ciaran Shorthall and Jill Hegarty	N/A
<a href="#">FIN-C906-1006</a>	Laurence Egan	N/A
<a href="#">FIN-C906-1007</a>	Gordon Kehoe	N/A
<a href="#">FIN-C906-1008</a>	Aishling Byrne	N/A
<a href="#">FIN-C906-1009</a>	Gideon Van Pletzen	N/A
<a href="#">FIN-C906-1010</a>	Natalie Kehoe	N/A
<a href="#">FIN-C906-1011</a>	Michael Finnegan	N/A
<a href="#">FIN-C906-1012</a>	Annie King and Johnny Curtis	N/A
<a href="#">FIN-C906-1013</a>	Peter McCague	N/A
<a href="#">FIN-C906-1014</a>	Noelle Sorohan	N/A
<a href="#">FIN-C906-1015</a>	Katie Coleman	N/A
<a href="#">FIN-C906-1016</a>	Aoife Rooney	N/A
<a href="#">FIN-C906-1017</a>	Andy & Sheila Carabini	N/A
<a href="#">FIN-C906-1018</a>	Stuart & Amy Curran	N/A
<a href="#">FIN-C906-1019</a>	Cara Slevin	N/A
<a href="#">FIN-C906-1020</a>	Sue & Steve Woody	N/A
<a href="#">FIN-C906-1021</a>	Sara & Stan Sheperd	N/A
<a href="#">FIN-C906-1022</a>	Cora Kee	N/A

<a href="#">FIN-C906-1023</a>	Bill Kee	N/A
<a href="#">FIN-C906-1024</a>	Carol Dorris	N/A
<a href="#">FIN-C906-1025</a>	Mark Fitzpatrick	N/A
<a href="#">FIN-C906-1026</a>	Donnacha DeCardin	N/A
<a href="#">FIN-C906-1027</a>	Lyndsey Duggan	N/A
<a href="#">FIN-C906-1028</a>	Angela De Conduin	N/A
<a href="#">FIN-C906-1029</a>	Maeve Carmody	N/A
<a href="#">FIN-C906-1030</a>	Claire Linehan	N/A
<a href="#">FIN-C906-1031</a>	Brian Trant	N/A
<a href="#">FIN-C906-1032</a>	James Roberts	N/A
<a href="#">FIN-C906-1033</a>	Agnieska and Sam Johnstone	N/A
<a href="#">FIN-C906-1034</a>	Paul Christie	N/A
<a href="#">FIN-C906-1035</a>	Joe Martin	N/A
<a href="#">FIN-C906-1036</a>	Lisa Nic An Bhreithim and Family	N/A
<a href="#">FIN-C906-1037</a>	Patricia Howley and Martin Connolly	N/A
<a href="#">FIN-C906-1038</a>	V. Armitage	N/A
<a href="#">FIN-C906-1039</a>	Katrina Coleman	N/A
<a href="#">FIN-C906-1040</a>	Byran Cullan	N/A
<a href="#">FIN-C906-1041</a>	SarahJane & Brendan Muldoon	N/A
<a href="#">FIN-C906-1042</a>	Eva Andersson	N/A
<a href="#">FIN-C906-1043</a>	Cheryl Boardman	N/A
<a href="#">FIN-C906-1044</a>	Ciara Moriarty	N/A
<a href="#">FIN-C906-1045</a>	Margaret Haran	N/A
<a href="#">FIN-C906-1046</a>	Lisa and James Coyle	N/A
<a href="#">FIN-C906-1047</a>	Ronnie and Patricia Hopkins	N/A
<a href="#">FIN-C906-1048</a>	Michael Walls	N/A
<a href="#">FIN-C906-1049</a>	Padraig Creed	N/A
<a href="#">FIN-C906-1050</a>	Ampato Tomás	N/A
<a href="#">FIN-C906-1051</a>	Maria Creed	N/A
<a href="#">FIN-C906-1052</a>	Siobhan Dent	N/A
<a href="#">FIN-C906-1053</a>	Gavin Humphreys	N/A
<a href="#">FIN-C906-1054</a>	John O'Hanrahan	N/A
<a href="#">FIN-C906-1055</a>	Siobhan Ward Arthur and David Arthur	N/A
<a href="#">FIN-C906-1056</a>	Health & Safety Authority (HSA)	N/A
<a href="#">FIN-C906-1057</a>	Brian Carey	N/A