



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

PROPOSED VARIATION NO. 4
DUBLIN CITY DEVELOPMENT PLAN 2022-2028

PLANNING REPORT

NOVEMBER 2023

1.0 INTRODUCTION

Pursuant to Section 13 of the Planning and Development Act 2000, as amended, Dublin City Council (DCC) proposes a variation to the Dublin City Development Plan 2022-2028 (the Development Plan) in respect of SDRA 3 – Finglas Village Environs and Jamestown Lands and the incorporation of the Jamestown Masterplan 2023 into the Development Plan by way of a new appendix.

It is proposed to vary the Development Plan to incorporate the recently approved Jamestown Masterplan 2023 regarding 43 hectares of Jamestown Industrial Estate lands at Jamestown Road, St Margaret's Road / McKee Avenue, Finglas, Dublin 11 by:

- Deleting section B 'Jamestown Lands' of SDRA 3 and inserting new text referencing the approved Jamestown Masterplan 2023.
- Modification of Figure 13-3 to reflect the approved Jamestown Masterplan.
- Incorporation of Jamestown Masterplan 2023 into the Development Plan by way of a new appendix.

DCC's Planning and Property Development Department published the Jamestown Masterplan on 21 September 2023, made according to the requirements of SDRA 3 of the Development Plan. The Masterplan is a detailed refinement of the SDRA framework set out in the Development Plan for 43 hectares of Jamestown Industrial Estate lands at Jamestown Road, St Margaret's Road / McKee Avenue, Finglas, Dublin 11.

Following a public consultation process from 27 March to 15 May 2023 (both dates inclusive), the Masterplan was approved at the monthly council meeting on 3 July 2023. Changes to the content of the Draft Masterplan were made following the public consultation process, as set out in report nos. 142/2023 and 150/2023 of the Chief Executive and as amended by motions agreed at the Council Meeting on 3 July 2023.

The Jamestown Masterplan represents an urban design-led and evidence-based approach to the regeneration of this strategic land bank, capitalising on significant state investment in public transportation in accordance with national and regional policy objectives relating to compact and sustainable growth. Accordingly, it has the capacity to deliver new homes, create new and support existing jobs, along with the provision of associated community and educational uses, all underpinned by exemplary urban design principles.

While the Masterplan is given statutory effect by SDRA 3 of the Development Plan, it is proposed to incorporate the approved Masterplan into the Development Plan. This will give full legal status to the Masterplan and provide an enhanced level of detail to inform a coordinated approach to the redevelopment of these lands.

2.0 ENVIRONMENTAL ASSESSMENTS

In accordance with the SEA Directive (2002/42/EC) and the provisions of Schedule 2A of the Planning and Development (Strategic Environmental Assessment) (SEA) Regulations 2004-

2011 (the SEA Regulations), the approved Masterplan was screened for Strategic Environmental Assessment (SEA). A screening for Appropriate Assessment (AA) was carried out having regard to Article 6(3) of the Habitats Directive. DCC as the Competent Authority, having considered the SEA and AA Screening Reports prepared by DCC, and having consulted with the prescribed environmental authorities, has published final determinations along with the approved Masterplan. A Strategic Flood Risk Assessment (SFRA) and Surface Water Management Strategy was also prepared.

In accordance with the provisions of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended, the proposed variation was subject to further SEA and AA screenings and determinations have been made.

As required by legislation, Dublin City Council carried out consultation with prescribed bodies including:

- The Environmental Protection Agency.
- The Minister of Housing, Local Government and Heritage.
- Development Applications Unit of the Department of Housing, Local Government and Heritage.
- The Minister of Environment, Climate and Communications.
- The Minister of Agriculture, Food and the Marine.
- Adjoining planning authorities (South Dublin County Council, Fingal County Council, Dún Laoghaire-Rathdown County Council).

The proposed variation is accompanied by SEA and AA screening reports and determinations.

The following reports have informed the proposed variation and the screenings/determinations.

- Strategic Flood Risk Assessment
- Surface Water Management Strategy

Dublin City Council as the Competent Authority, having considered the SEA Screening Report prepared by DCC, makes a determination that the proposed variation is not likely to have significant impacts on the environment, therefore a Strategic Environmental Assessment is not required.

Having regard to Article 6(3) of the Habitats Directive, the Planning and Development Act 2000 (as amended), the guidance contained in the Department of Housing, Planning, Community and Local Government's (DHPCLG) "Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities" (2010) and based on the objective information provided in the Appropriate Assessment Screening Report, DCC as the Competent Authority determines that the proposed variation, individually, and in combination with other plans and projects, does not have the potential to give rise to likely significant effects on the Special Conservation Interests / Qualifying Interests and their respective Conservation Objectives of any Natura 2000 site, and does not require an Appropriate Assessment.

3.0 Proposed Variation

Recommendations for amendments to the Dublin City Development Plan are shown by way of bold green and underlined text. Recommendations for deletion are shown in bold red text with strike through.

To assist those utilising a screen reader:

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

Deletions are enclosed with brackets with the following format: **~~(deletion)~~**

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

CHAPTER 13: STRATEGIC DEVELOPMENT AND REGENERATION AREAS

13.5 SDRA 3 – Finglas Village Environs and Jamestown Land

B: Jamestown Lands

Page: 427 - 432

Amendment:

Delete all text in section 'B: Jamestown Lands' and replace with the below text.

B: JAMESTOWN LANDS

{The Jamestown Masterplan was approved by the elected members of Dublin City Council on 3 July 2023 following a public consultation process. The Masterplan is a detailed refinement of the SDRA framework for 43 hectares of Jamestown Industrial Estate lands at Jamestown Road, St Margaret's Road / McKee Avenue, Finglas, Dublin 11.

The Jamestown Masterplan represents an urban design-led and evidence-based approach to the regeneration of this strategic land bank, capitalising on significant state investment in public transportation in accordance with national and regional policy objectives relating to compact and sustainable growth. Accordingly, it has the capacity to deliver new homes, create new and support existing jobs, along with the provision of associated community and educational uses, all underpinned by exemplary urban design principles.

The Jamestown Masterplan, included in Appendix 20 of the Development Plan, constitutes section B of SDRA 3.

~~(To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the Jamestown lands by all major landowners, which complies with the guiding principles above, to be agreed with the Planning Authority, before the lodgement of any planning application. Consultation on the masterplan shall take place with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively. The Masterplan will be presented to the North West Area Committee and made available for public comment.~~

~~All planning applications in the Jamestown lands of this SDRA will be required to comply with the Masterplan and the guiding principles outlined above. Minor deviations will only be considered where the change supports the implementation of the principles and provides an improved solution.~~

~~This Masterplan shall detail how it will deliver the guiding principles outlined below, and will not be limited to, but shall include the following details:~~

- ~~• Agreed approach to the public realm and street design, including details on how the~~
- ~~• development will integrate with the existing streetscape along St. Margaret's Road /~~
- ~~• McKee Avenue and Jamestown Road.~~
- ~~• Agreed approach for housing delivery on the lands.~~
- ~~• Prepare a local Housing Needs Demand Assessment (HNDA) for the SDRA which~~
 - ~~• identifies parameters that shall address:~~
 - ~~○ Mix~~
 - ~~○ Affordability~~
 - ~~○ Social/affordable housing~~
 - ~~○ Housing for vulnerable groups~~
- ~~• Demonstrate the incorporation of a range of housing typologies, and avoid the overproliferation of a single housing tenure in any one character area, to create a sustainable community.~~
- ~~• A Green Infrastructure Strategy that provides for:~~
 - ~~i) retention of existing open watercourses with an appropriate riparian zone~~
 - ~~ii) the exploration of opportunities to de-culvert existing watercourses and their~~
 - ~~iii) incorporation into the Masterplan where possible,~~
 - ~~iv) extensive tree planting including along street avenues;~~
 - ~~v) biodiversity planting;~~
 - ~~vi) play.~~
- ~~• An Integrated Surface Water Management Strategy for the entire Jamestown development lands shall be prepared to ensure necessary public surface water~~

~~infrastructure and nature based SuDS solutions are in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.~~

- ~~• Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.~~
- ~~• A Mobility Management Strategy (MMS) shall be prepared for the subject lands and inform the preparation of the masterplan. The MMS shall:
 - ~~i) Promote the principle of filtered permeability to provide a competitive advantage for users of sustainable modes and restrict private cars through trips.~~
 - ~~ii) Identify the location of a number of modal filters to enable pedestrians, cyclists, and public transport access, but restrict private car access.~~
 - ~~iii) Seek high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.~~~~
- ~~• The Planning Authority will engage with the NTA concerning the planning and design of Luas Finglas. This ongoing engagement shall inform the Masterplan for these lands.~~
- ~~• The requirement for a Traffic Impact Assessment will be determined on a case by case basis by the Planning Authority, in respect of planning applications lodged for the subject lands.~~
- ~~• All new multiple unit and commercial developments are encouraged to be district heating enabled and must demonstrate how they comply with national and development plan policies on climate change and renewable energy.~~
- ~~• Each planning application shall submit a statement demonstrating how the proposal accords with the guiding principles established in the SDRA and how it complies with the Masterplan.~~
- ~~• It is anticipated that the re-development of the subject lands will occur incrementally and over an extended period. As such all development proposals shall occur sequentially and contiguous to existing residential development.~~
- ~~• The masterplan shall include detailed information on the delivery of the new community facilities identified in the SDRA. The community space shall extend over the entire ground floor of the designated block and shall be completed to full fit out standard so it is enabled for immediate use for community purposes. Proposed uses for the space shall be agreed with DCC, informed by a community audit, carried out by the applicant.~~

~~Guiding Principles for the Jamestown Lands~~

~~Urban Structure~~

- ~~• The proposed urban structure provides a strategic blueprint for the future development of the Jamestown lands, identifying key connections, public open spaces, and building frontages that will inform an urban design-led approach to the regeneration of this strategic area.~~
- ~~• The movement framework and street structure, as illustrated in the SDRA Guiding Principles Plan (Figure 13.3), introduces permeability through the lands, based on proposed key east-west and north-south links and several proposed local access streets. A strategic pedestrian/cycle amenity link~~

~~crosses the lands, which is aligned with key desire lines to the proposed Luas extension and forms part of the green infrastructure network, providing a key link between proposed open spaces.~~

- ~~• The movement framework provides a structure for urban blocks and open spaces. The proposed urban block structure provides a coherent framework for future developments that can respond to a range of uses and activities. In accordance with best practice principles, urban blocks shall generally be between 60m-80m in size but shall not be more than 100m in width/length to ensure that an optimal level of permeability is achieved at an appropriate scale.~~
- ~~• The SDRA Guiding Principles Plan identifies indicative key building frontages, within the proposed urban block structure. In general, built form shall limit the use of setbacks on the key internal links, are required to provide a tree planted verge and quality footpath, and, where appropriate, privacy strips, to form an edge with the streetscape, provide animation and passive surveillance. Exceptions shall apply, where required to facilitate the Luas and also for the existing boundary roads at Jamestown and McKee Avenue / St. Margaret's Road, where the set-back shall be provided to
 - ~~i) protect the amenities of the single and two storey houses opposite;~~
 - ~~ii) ensure an enhanced urban realm with tree planting along the full extent of the boundary and~~
 - ~~iii) to accommodate an off road cycle track to link to the village and other amenities and services. Building frontages shall respond to the movement framework and street hierarchy and address all key streets, which will enhance legibility and ensure that a strong sense of enclosure with tree lined streets is achieved throughout the SDRA.~~~~

Land Use & Activity

- ~~• The area will primarily support residential and employment-generating uses, complemented by community, education, and public open space, and shall be developed at an approximate ratio (gross) of:
 - ~~○ 50% residential;~~
 - ~~○ 30% employment/commercial;~~
 - ~~○ 10% public open space and;~~
 - ~~○ 10% community/education.~~~~
- ~~• Assuming an average density of 100 units per hectare this land bank has the potential to deliver an indicative c. 2,220 residential units.~~
- ~~• Having regard to the lands' proximity to Finglas Village and Charlestown, and the overall aim to support the revitalisation of commercial activity in the village, retail development will be limited throughout the SDRA lands. Retail will only be considered, at an appropriate scale to support local communities, in proximity to the Luas corridor, to the north-west of the lands.~~
- ~~• A range of housing typologies will be required throughout the SDRA, to serve the existing and future population of the area. All character areas shall avoid the overproliferation of any single housing typology. Having regard to the size, scale, and location of the subject lands, this is to ensure that the future development of sites are sustainable and contains mixed communities.~~
- ~~• The SDRA Guiding Principles Map has identified three character areas, based on the above analysis.~~

~~The Village Character Area~~

- ~~• The village character area is contiguous to Finglas village and is adjacent to existing residential properties. This character area shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross) to foster the creation of a sustainable community that can support the economic revitalisation of Finglas village.~~
- ~~• The scaling of development in this area must be sympathetic to the adjoining housing, lower in scale and net density (range of 60-90 units per hectare), and accommodate a range of unit types.~~

~~Luas Character Area~~

- ~~• The lands to the north-west are situated within the walking catchment of the proposed Luas green line extension (Luas Finglas) and proposed Bus Connects Core Bus Corridor.~~
- ~~• These lands shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross), complemented by education, community, and open space, at an appropriate scale and density (with a net density range of 80-120 units per hectare) to support and avail the proposed public transport infrastructure and the development of a sustainable and compact urban form.~~

~~Jamestown Road Character Area~~

- ~~• The lands situated to the north-east, along Jamestown Road, shall be developed at an approximate ratio of 70% employment/commercial (gross) and 30% residential (gross), to support the continuation of a sustainable working community in the area. Net densities for residential plots will have a range of 80-100 units per hectare.~~

~~Note: deviations in use mix and in relation to density ranges within individual sites and quarters to meet design requirements will be open for consideration during the Masterplan preparation process, and accepted if the change supports overall compliance with the guiding principles, and where a joint agreement is proposed between landowners to accommodate certain uses within a particular area, such will be considered where the overall principles are retained and the use and typology is delivered.~~

~~Height~~

- ~~• The SDRA Guiding Principles Map identifies opportunities for additional building height on corners/façades of certain proposed urban blocks and potential locally higher buildings, as a tool to enhance urban design and~~

~~legibility. A masterplan shall be required for the Jamestown lands which will establish and detail an overall height strategy.~~

- ~~• Notwithstanding this, in general, building heights in the range of 4-6 storeys will be encouraged in order to provide a coherent street of structure, with an appropriate sense of enclosure.~~
- ~~• Where opportunities for locally higher buildings are identified, this shall be to enhance the overall urban structure in a coherent way, e.g. at prominent corners, to close vistas, or as features, and shall not apply to the overall block. This is to avoid the proliferation of monolithic 'slab' blocks. Additional height, where appropriate, should be no more than 1/3 of the overall length/width of the urban block.~~
- ~~• Height shall respond to the existing context and respect existing residential properties along McKee Avenue, Jamestown Road and St. Margaret's Court. Having regard to the proposed Luas, in general, there is potential for locally higher buildings towards the north-west of the lands, subject to design and amenity safeguards.~~
- ~~• Opportunities for additional height also exist to frame the proposed centrally located open space and to enhance the legibility of the built environment.~~

Design

- ~~• The existing established residential amenity of properties along Jamestown Road, McKee Avenue, and St. Margaret's Road shall be respected. As such, the masterplan will be required to demonstrate integration with the surrounding streetscapes. Opportunities exist to upgrade the streetscape along Jamestown Road, McKee Avenue, and St. Margaret's Road, by providing a high-quality public realm and landscaping.~~
- ~~• The masterplan shall also address the interface to the adjoining Fingal County Council employment lands to the north of the lands, in terms of protecting and enhancing visual and residential amenity. Opportunities for additional connections shall be explored.~~
- ~~• Architectural design and form shall respond to the identified character areas to enhance legibility and provide visual interest. As such, Dublin City Council will strongly encourage architectural variety in terms of design, materials, and finishes. It shall be a requirement of the masterplan that architectural design, materials, and finishes be detailed, and correspond to the identified character areas in the SDRA.~~

Green Infrastructure

- ~~• The green infrastructure and open space network forms a key structuring element to the SDRA Guiding Principles Map. As such, a Green Infrastructure Strategy must be prepared and agreed with DCC prior to any planning application being lodged. This Strategy must provide for the retention of existing open watercourses with an appropriate riparian zone and include the de-culverting of existing watercourses as part of the design.~~
- ~~• The masterplan must address the integration of Sustainable Drainage Systems (SuDS), utilising an integrated nature-based solutions response and not rely on hard infrastructure (storage) as the dominant solution.~~

- The masterplan must set out a play strategy, setting out what active sports and play will be provided for within the larger open space, and how the needs of younger children will be accommodated within each local area.
- All vehicular streets and green links shall be planted with an avenue of trees along their length, and on the landscaped set-back for Jamestown and McKee Roads.
- Planting and landscaping must be framed on a policy of promoting biodiversity, with a high proportion of native species and those which support this aim, and specific areas of parkland identified for biodiversity purposes.)

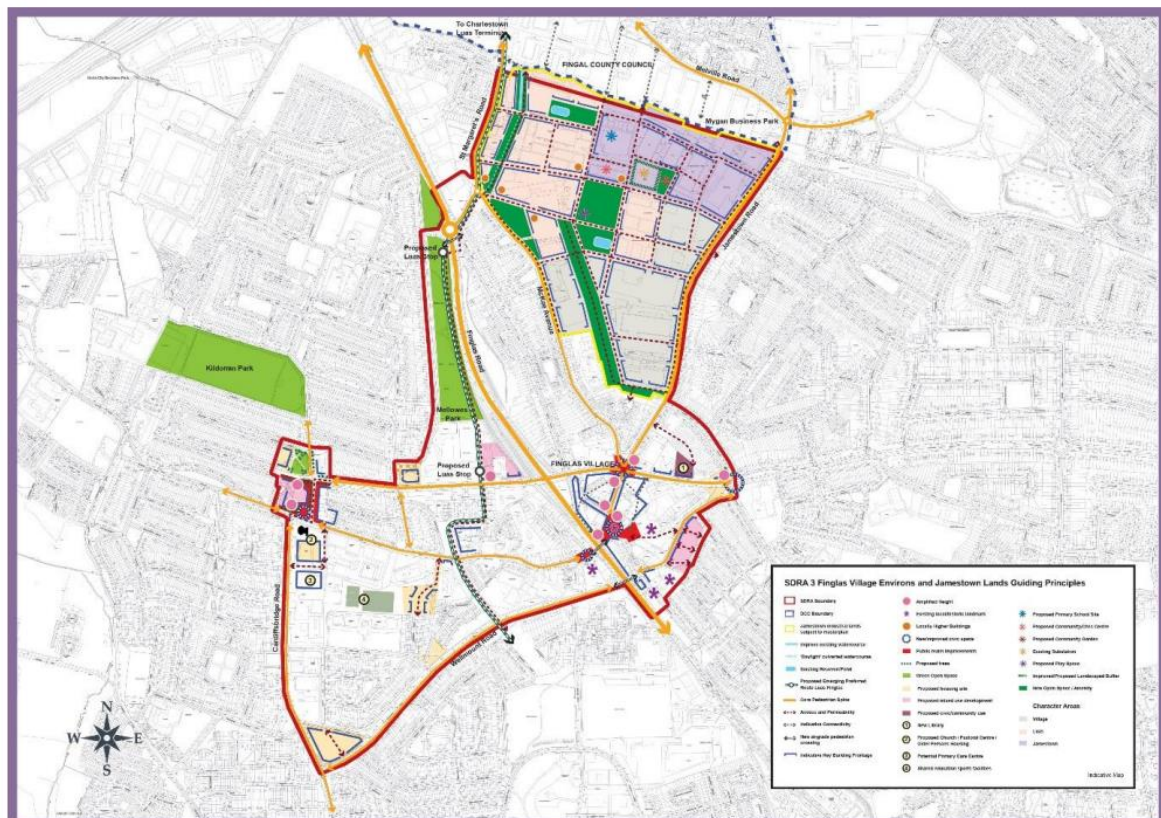
Figure 13-3: SDRA 3 Finglas Village Environs and Jamestown Lands

Page: 433

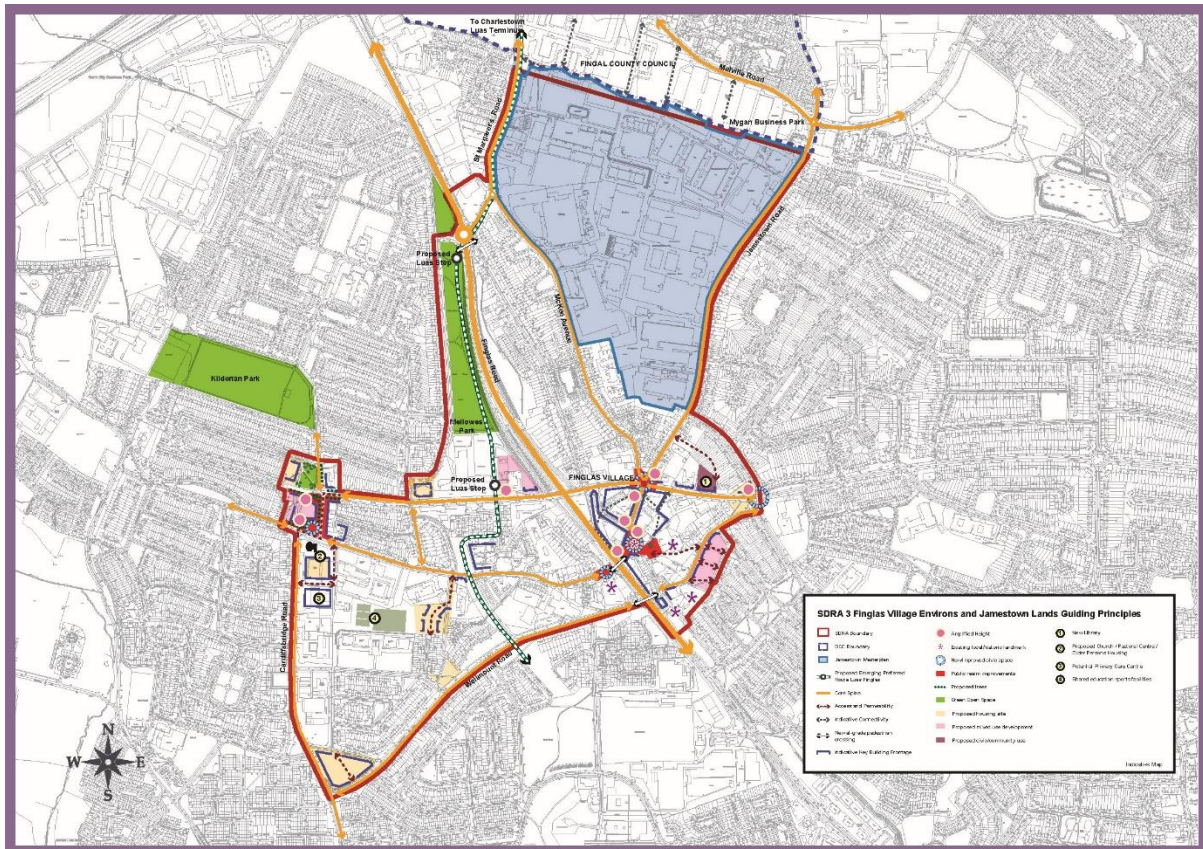
Amendment:

Delete:

Figure 13-3: SDRA 3 Finglas Village Environs and Jamestown Lands



Insert:



Amendments to Figure 13-3, shown on the map include:

- Removal of all detail from within the Jamestown lands.
- Jamestown Masterplan area highlighted.
- Associated changes to the legend to reflect amendments to Jamestown lands.

DUBLIN CITY DEVELOPMENT PLAN 2022-2028, VOLUME 2: APPENDICES

Amendment:

Insert new Appendix 20: Jamestown Masterplan.

[{Appendix 20: Jamestown Masterplan 2023}](#)

Please refer to: Appendix 20: Jamestown Masterplan.

JAMESTOWN MASTERPLAN 2023

Chapter 1: Introduction & Vision

Figure 1.1 SDRA 3 Finglas Village Environs and Jamestown Lands, Dublin City Development Plan 2022-2028

Page 2

Amendment:

Replace with updated Figure 13-3, as above.

Any minor typographical errors or discrepancies, including references and formatting may be amended to reflect the above changes.

4.0 Process

Pursuant to Section 13 of the Planning and Development Act 2000, as amended, the proposed variation will be placed on public display for a period of 4 weeks. During this time, members of the public and interested parties will be invited to make submissions. A Chief Executive's Report will be prepared and issued to the elected members of Dublin City Council, no later than 8 weeks after commencing the public consultation process. The consideration of the proposed variation and the Chief Executive's Report shall be completed not later than 6 weeks after the submission of the Report to the elected members. In accordance with Section 251 of the Planning and Development Act, the period between 24 December and 1 January (both dates inclusive) shall be disregarded when calculating appropriate periods or other time limits referred to in the Act or in any regulations made under the Act. The members, having considered the proposed variation and Chief Executive's report, may, by resolution as they consider appropriate, make the variation, with or without modifications, or they may refuse to make it.