



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

Dublin City
Development Plan
2016-2022

VARIATION No. 33

LANDS AT JAMESTOWN ROAD AND ST MARGARET'S
ROAD / MCKEE AVENUE, FINGLAS, DUBLIN 11

Variation Report

JUNE 2021

The Members of Dublin City Council resolved to adopt Variation No. 33 of the Dublin City Development Plan 2016-2022 at its meeting on the 14th June 2021.

Variation No. 33 of the Dublin City Development Plan 2016-2022 is effective as of the 14th June 2021.

This document outlines the additions to the Written Statement. It should be read in conjunction with the full Written Statement and Maps.

In Chapter 2 ‘Vision and Core Strategy’:

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

Amend Table E (page 25) to include Finglas SDRA so that it reads:

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

In Chapter 15 ‘Strategic Development and Regeneration Areas: Guiding Principles for Development’ insert the following text and Figure 38A after Section 15.1.1.21.

15.1.1.22 SDRA 19 Jamestown Road, St Margaret’s Road and McKee Avenue, Finglas

These lands immediately north of Finglas Village, at 43.1 hectares are currently used for a range of low density employment and other uses, with a high level of underutilisation and a number of vacant sites. They have been identified as having significant potential for regeneration and providing new brownfield redevelopment within the City, proximate to existing services and planned high quality public transport investment.

The rationale for designating the Jamestown lands as a Strategic Development and Regeneration Area (SDRA) is:

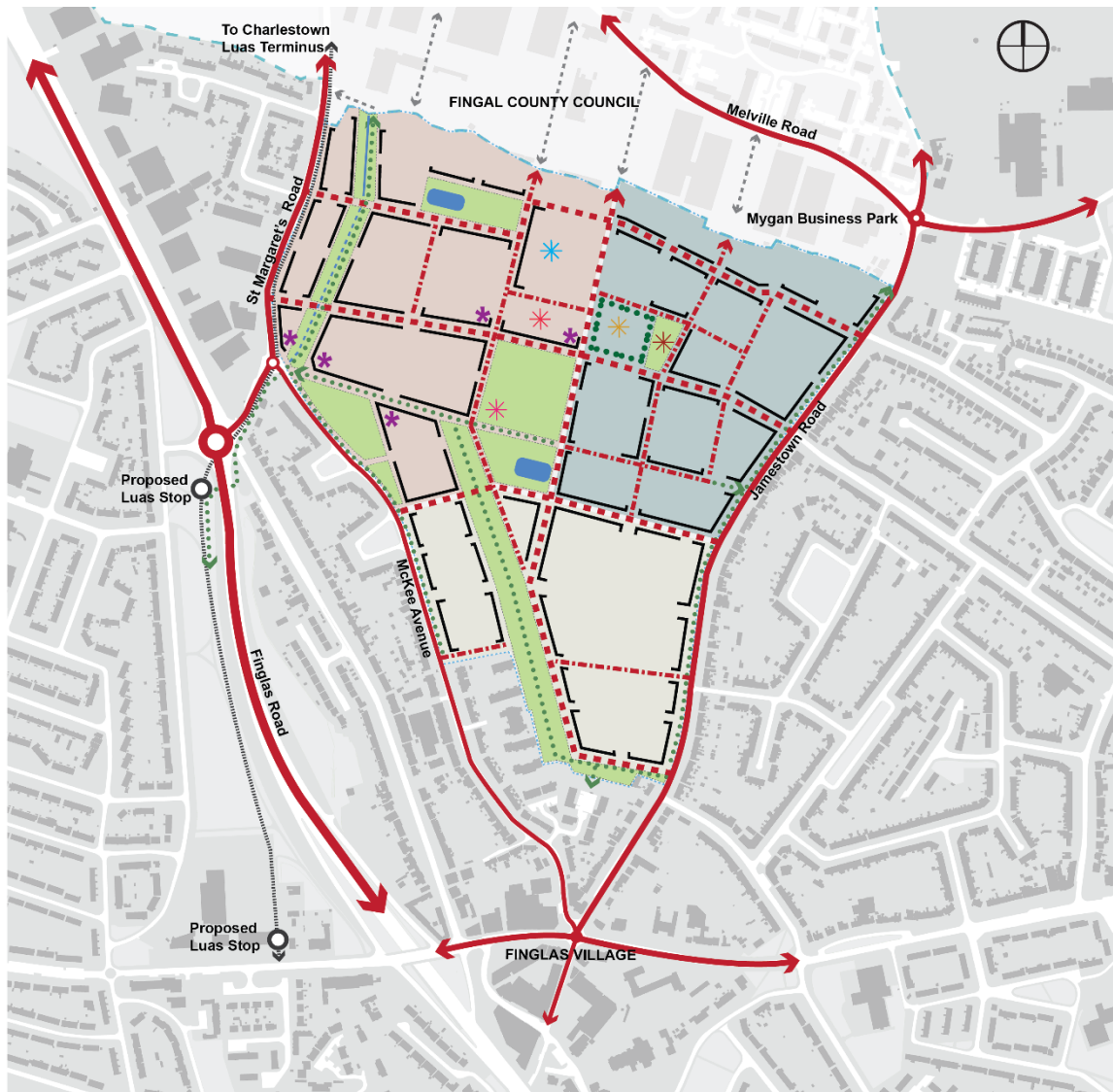
- To provide for more varied and intense mixed uses for these existing low-density mono use brownfield urban lands within the Dublin Metropolitan Area. This supports the National and Regional planning objectives set out in the National Planning Framework (NPF) and Regional Spatial and Economic Strategy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

Guiding Principles for the SDRA

A number of guiding principles have been established which will inform the future development of the SDRA lands. These principles are listed and subsequently described below:

1. Urban Structure.
2. Land Use & Activity.
3. Height.
4. Design.
5. Green Infrastructure.
6. Climate Change.

Figure 38A: SDR 19 Framework Plan



SDRA FRAMEWORK PLAN

LEGEND			
	SDRA Boundary		Existing Key Links
	DCC Boundary		Proposed Key Links
	Improve existing watercourse		Proposed Local Links
	'Daylight' culverted watercourse		Proposed Pedestrian/Cycle/Amenity Route
	Existing Reservoir/Pond		Indicative Connectivity
	Proposed Emerging Preferred Route Luas Finglas		Indicative Key Building Frontage
			Potential for higher corner features
			Proposed Primary School Site
			Proposed Community/Civic Centre
			Proposed Community Garden
			Existing Substation
			Proposed Play Space
			Improved/Proposed Landscaped Buffer
			New Open Space / Amenity
		CHARACTER AREAS	
			Village
			Luas
			Jamestown

Indicative Map Only

1. Urban Structure

- The proposed urban structure provides a strategic blueprint for the future development of the SDRA, 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 Framework Plan (Figure 38A), 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.
- All proposed streets shall comply with the Design Manual for Urban Roads and Streets (DMURS), DTTaS and DECLG, (2019).
- 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 Framework Plan identifies indicative **key building frontages**, within the proposed urban block structure. In general, built form shall limit the use of set-backs 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) to provide for 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.

2. 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 over-proliferation 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 Framework Plan has identified three character areas, based on the above analysis.

The Village

- 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

- 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

- 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 of up to 10% within individual sites and quarters to meet design requirements will be 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 mix is delivered.

3. Height

- The SDRA Framework Plan identifies opportunities for additional building height on corners/façades of certain proposed urban blocks, as a tool to enhance urban design and legibility. A masterplan shall be required for the subject 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 additional height 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, shall 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 additional building height 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.

4. Design

- High-quality public realm (in compliance with the Street Palette of the *Construction Standards for Road and Street Works in Dublin City Council*) will be required and shall be applied to the network of streets and public spaces.
- All vehicular streets shall be designed to taken in charge standards (lighting, pavements, footpaths and tree lined verges).
- 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.
- High-quality architectural design and quality will be encouraged throughout the SDRA. 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.

5. Green Infrastructure

- The green infrastructure and open space network forms a key structuring element to the SDRA Framework. As such, a Green Infrastructure Strategy must be prepared and agreed with DCC prior to any permission 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 Plan must address the integration of Sustainable Urban Drainage Systems (SuDS), utilising an integrated nature based solutions response and not rely on hard infrastructure (storage) as the dominant solution.
- The Plan 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

6. Climate Change

- To promote sustainable development and encourage the transition to a low carbon future, a range of measures are promoted, including, sustainable urban drainage systems (SuDS), cycling and walking, and the use of only sustainable energy and heating, in accordance with DCCs Climate Change Action Plan.
- All multi-unit buildings utilising a combined heating system and all larger scale commercial buildings (over 1,000 sq.m) will be encouraged to be district heating enabled.
- All private residential parking must be provided with electrical charging points.

Requirement for Masterplan

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

This Masterplan shall detail how it will deliver the guiding principles above, 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 over-proliferation 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) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible, (iii) provides for extensive tree planting and street avenues; (iv) biodiversity planting; and (v) play.
- An Integrated Surface Water Management Strategy for the entire 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.