

JAMESTOWN MASTERPLAN

STRATEGIC DEVELOPMENT AND REGENERATION AREA 3
DUBLIN CITY DEVELOPMENT PLAN 2022-2028

2023



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

JAMESTOWN MASTERPLAN

Strategic Development and Regeneration Area 3
Dublin City Development Plan 2022-2028

Planning and Property Development Department
Dublin City Council

JULY 2023



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1

INTRODUCTION & VISION

1 Introduction & Vision

Pursuant to the requirements of SDRA 3 Finglas Village Environs and Jamestown Lands of the Dublin City Development Plan 2022-2028, a Masterplan is required for the Jamestown lands. This Masterplan is a detailed refinement of the SDRA framework plan as it relates to the Jamestown industrial lands (figure 1.1) and has been prepared following detailed consultation with stakeholders. The Masterplan sets out the following detail to inform the sustainable and sequential regeneration and development of these lands:

- Urban structure.
- Green infrastructure and open space.
- Built form and design.
- Land use and activity.
- Phasing and sequencing.

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.

Development Capacity

The 43 ha Masterplan lands will be developed at an approximate ratio of 65% residential and 25% employment/commercial, complemented with community, education and ancillary uses at an appropriate scale and ratio to support the quantum of development proposed.

The urban structure, block layouts, building envelopes and heights illustrated have formed the basis of the quantum of development and mix of uses that the Jamestown lands can support. It is anticipated that the lands have the potential to provide between 3,500-3,800 homes, equating to a residential population of between 7,000 – 8,000 people.

Approximately 24.6 ha of the lands are classified as immediately available, with the remaining lands expected to support their current industrial/employment uses over the medium to long term. In the context of the Dublin City Development Plan 2022-2028, it is anticipated that planning permissions facilitating up to 2,600 homes may be granted, at a ratio of approximately 75% residential, 10% employment/commercial, supported by approximately 15% community and education.

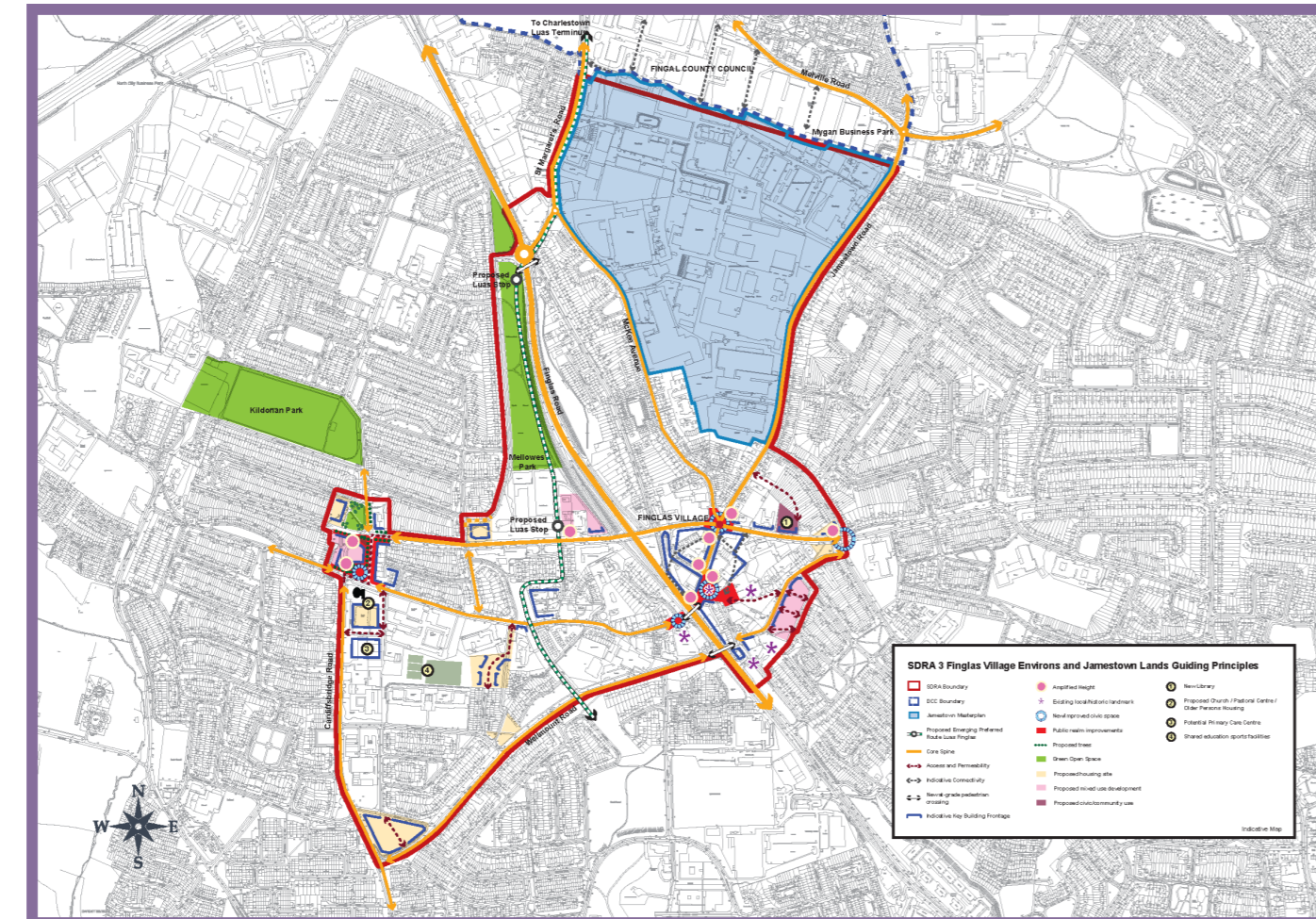
Various components of the Masterplan are described or illustrated as 'fixed', 'flexible' or 'indicative' meaning:

Fixed: These elements are critical to the successful delivery of a cohesive and sustainable urban structure and form in accordance with the key principles of the Masterplan and are to be delivered as illustrated and/or described, subject to minor variation only and agreement with the Planning Authority.

Flexible: These elements must be accommodated for the successful delivery of a cohesive and sustainable urban structure and form. These elements may be varied within the urban block provided the overall cohesiveness of the urban structure is maintained and the design principles and objectives of the Masterplan are achieved and not compromised.

Indicative: These elements described or illustrated are indicated to demonstrate how a cohesive urban structure and community can be formed. Other innovative solutions which achieve the key principles of the Masterplan are encouraged.

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



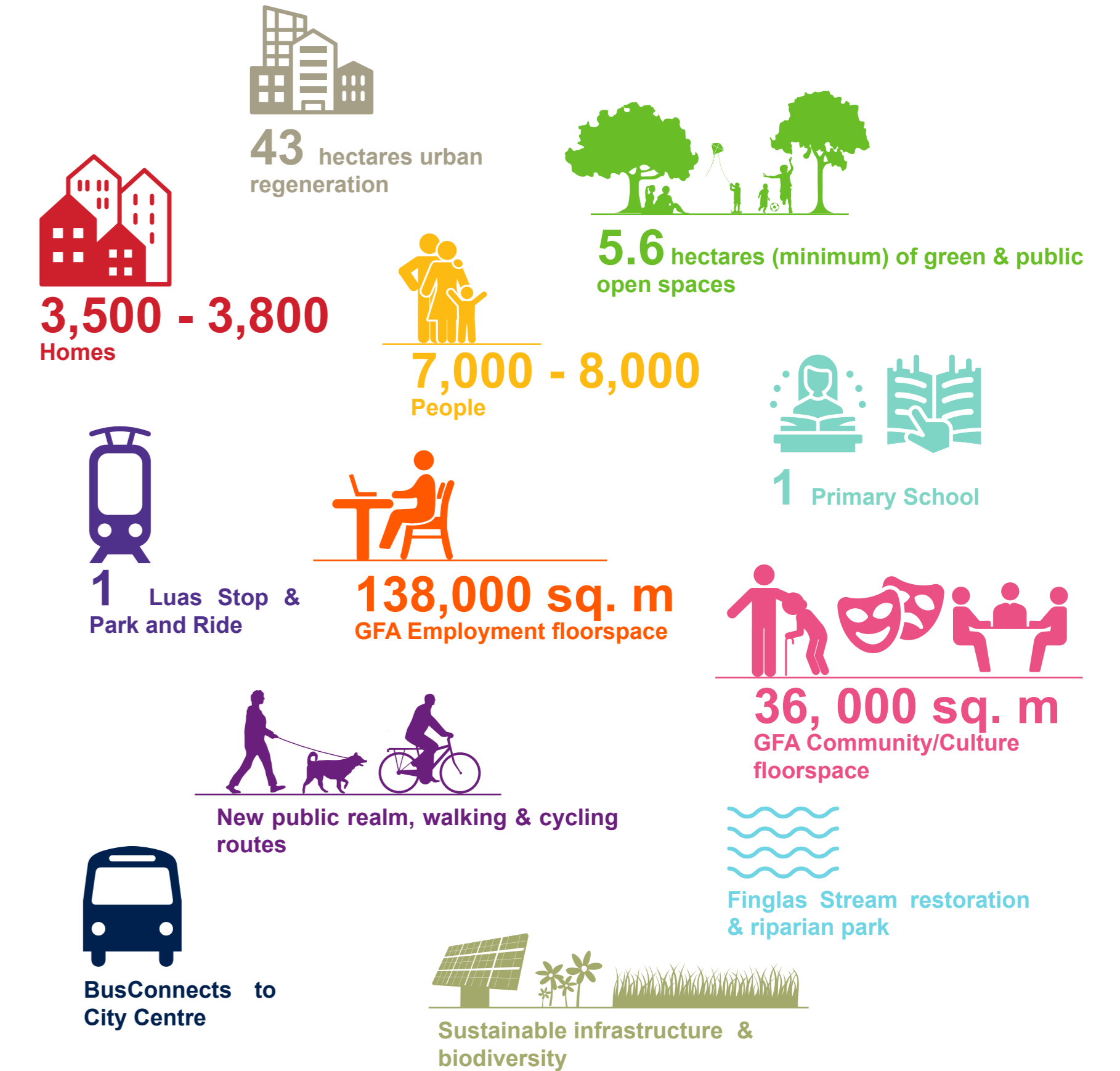
“

The Jamestown Masterplan will regenerate 43 hectares of strategically placed low intensity industrial lands and will deliver a sustainable, mixed use neighbourhood with a focus on new homes, creating new and supporting existing jobs, complimented with high quality community amenities and open spaces. Capitalising on significant state investment in public transportation (Luas Finglas and BusConnects), Jamestown has the potential to become an exemplar in urban design led planning, underpinned by sustainable mobility, green infrastructure and sustainable urban drainage, addressing climate change adaptation.”

Figure 1.2: Jamestown Masterplan



The Masterplan will support:





2

URBAN STRUCTURE

2 Urban Structure

The Urban Structure is a detailed refinement of the SDRA framework plan that was developed following an urban design-led and evidence based approach, informed by:

- Sustainable mobility.
- Pedestrian desire lines.
- Filtered permeability.
- Urban design and legibility.
- Luas Finglas operational requirements.
- Land ownership.
- Access requirements for existing businesses.
- Phasing and sequencing of sites.
- Deliverability.

The urban structure provides the strategic blueprint for the future development and regeneration of the Jamestown lands, establishing the street and block framework. The street structure and movement framework introduces permeability through the lands based on a key access north-south street, complemented with local access streets. Filtered permeability maximises connectivity for pedestrians and cyclists, while limiting vehicular access across and through the lands. Strategic pedestrian/cycle amenity links cross the lands, which are aligned with key desire lines to the proposed Luas station and forms an integral part of the integrated green infrastructure network.

The key access street is designed to cater for vehicular movements, designed to prioritise pedestrians and cyclists, while incorporating significant SuDS features and street trees. Detailed design proposals will be required to prepare a Mobility Management Plan to address the detailed control and management of traffic and how local access and business traffic will be managed, having regard to phasing and sequencing of sites. If a bus service is introduced through Jamestown, consideration will be given to the incorporation of bus gates or other measures to prioritise public and sustainable transport and to control the movement of private and business traffic. Many local access streets incorporate filtered permeability. All street typologies within the hierarchy shall be designed in accordance with the requirements of the Design Manual for Urban Roads and Streets (DMURS).

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 width/length but shall not be more than 100m in width/length to ensure that an optimal level of permeability is achieved at an appropriate scale.

Having regard to the above principles, phasing and sequencing, landownership and the anticipated time line for the regeneration of the lands, the urban structure is considered to be fixed, in accordance with the definition outlined in chapter 1. Only minor variations may be considered. This is to ensure that there is certainty to enable individual sites to come forward for redevelopment in a sequential manner over an extended duration of time and potentially across multiple development plans, while ensuring that a cohesive urban structure is achieved.

Figure 2.1: Private vehicle access & movement

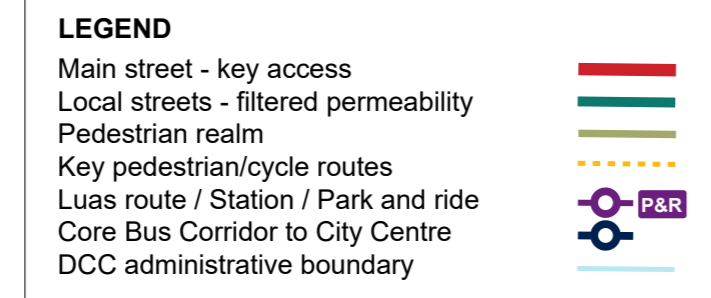


Figure 2.2: Public transport & key pedestrian/cycle routes

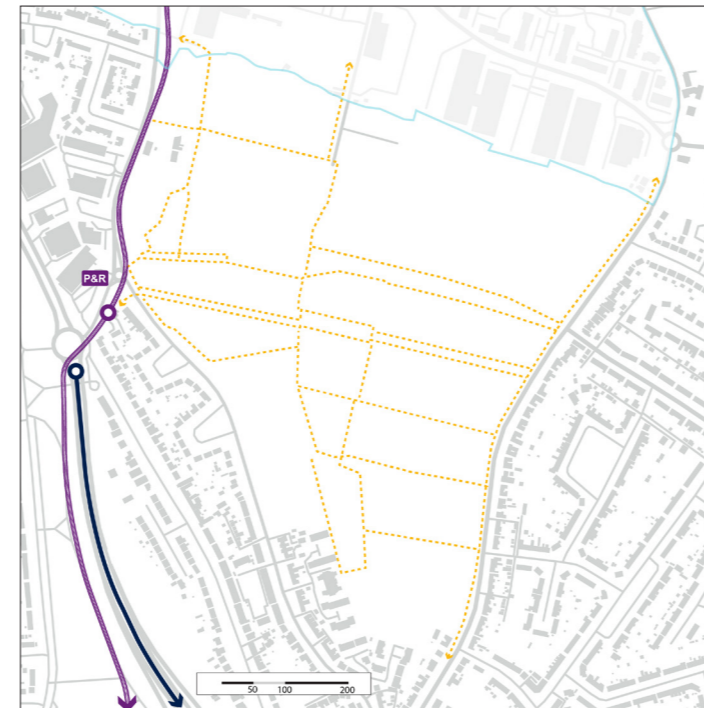


Figure 2.3: Pedestrian circulation



Figure 2.4: Street & Movement Hierarchy

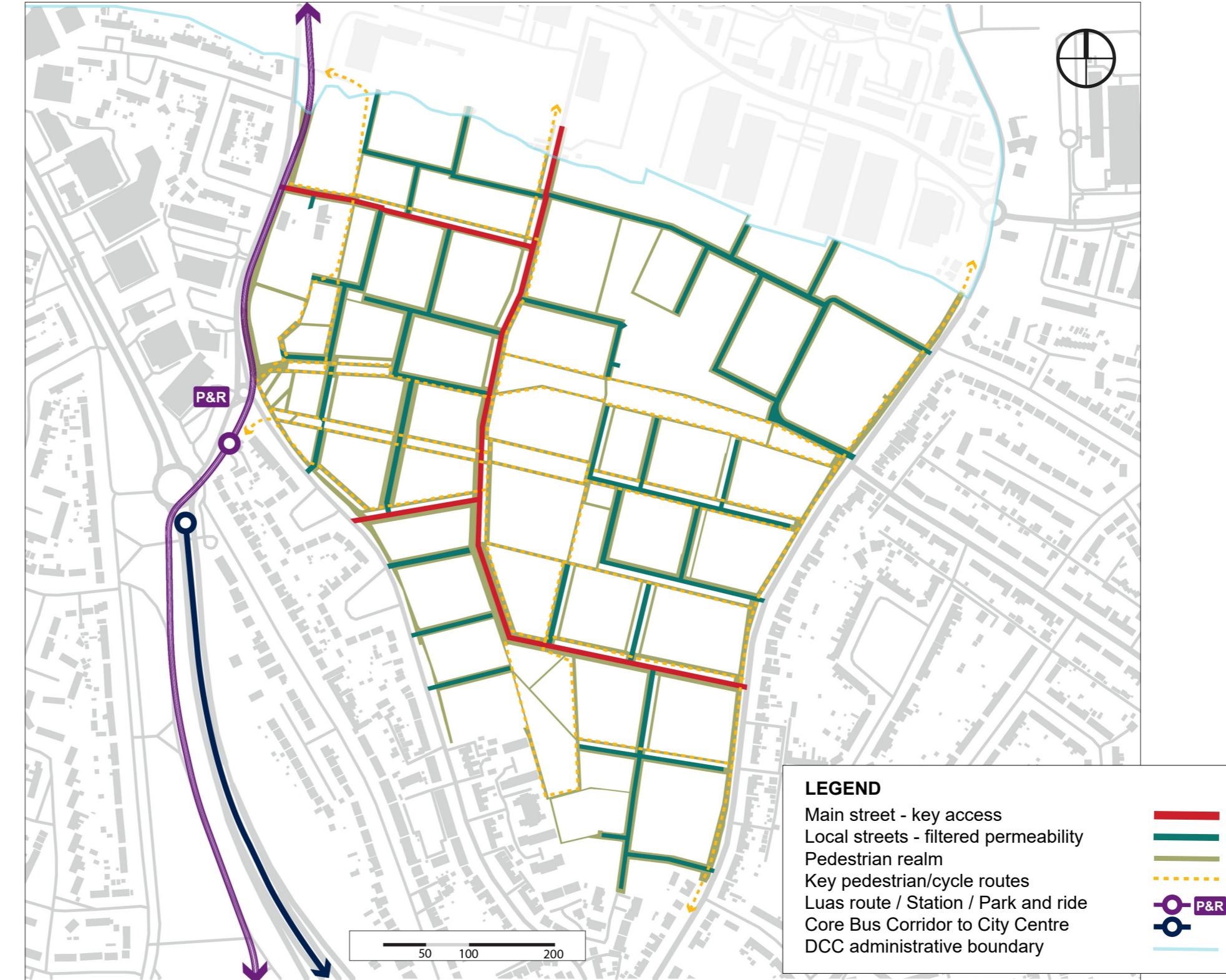
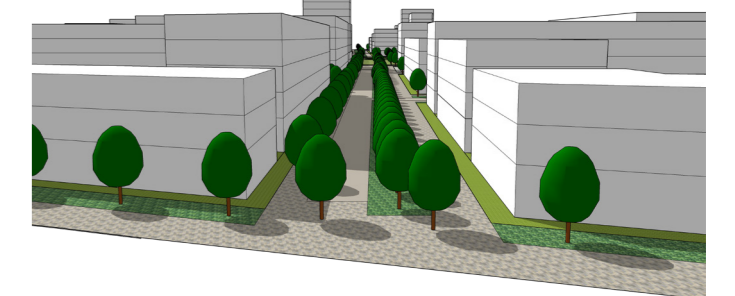


Figure 2.5: Indicative concept main street



Figure 2.6: Indicative concept local access (filtered permeability)





3

GREEN INFRASTRUCTURE & OPEN SPACE

3 Green Infrastructure & Open Space

The proposed green infrastructure and open space network has been underpinned by a Surface Water Management Strategy and Strategic Flood Risk Assessment (SFRA) which has provided the evidence base for the design, layout and quantity of public open space and green space throughout the Masterplan. The principles of water sensitive urban design and nature-based solutions to the control and management of surface and rain water have informed the green open space network and strategy for the lands, which forms a key structuring element for the urban structure. For this reason, the public open space network is considered a fixed element of the Masterplan.

Surface water management

The green infrastructure strategy has been informed by 'Nature-based Solutions to the Management of Rainwater and Surface Water Run-Off in Urban Areas: Water Sensitive Urban Design. Best Practice Interim Guidance Document' (March 2022), the Dublin City Development Plan 2022-2028 and the DCC 'Sustainable Drainage Design & Evaluation Guide' (2021) and provides for:

- The de-culverting of the Finglas Stream and the retention of existing open watercourses, with an appropriate riparian zone.
- The de-culverting of the east-west link into an open channel and its integration into landscaping proposals.
- Nature-based solutions and Sustainable Urban Drainage Systems (SuDS) in the management of surface water and integrated fully with the landscaping proposals. Provision shall be made for the incorporation of open swales, retention basins/ponds and other major SuDS features throughout the public realm.
- Site controls to ensure that water quality will be improved.
- An attenuation network with clear parameters on the attenuation responsibilities within the public open space network and within individual sites.

The location of retention/attenuation basins/ponds on public open spaces has been informed by a Surface Water Management Strategy. These are essential in achieving an integrated green infrastructure strategy. The location of these basins/ponds are a fixed element of the Masterplan.

A Surface Water Management Plan (SWMP) shall be prepared for the entire Masterplan by the landowners/developers and agreed with the planning authority in advance of the lodgement of any planning applications. The SWMP shall demonstrate compliance with the requirements and objectives set out in the Surface Water Management Strategy.

Daylighting Finglas Stream

A minimum 30 m wide riparian corridor is required to facilitate the daylighting of the Finglas Stream, having regard to best practice and the findings of the SFRA. Prior to finalising any detailed designs for the area, a detailed integrated catchment/drainage model and further on site surveys are required as part of an updated Flood Risk Assessment, to be undertaken by the landowner/developer.

Figure 3.1: Sustainable Urban Drainage - Water sensitive urban design and nature based solutions concept



Public Open Space

The Masterplan includes a range of integrated public open spaces that have been informed by the principles of SuDS, while supporting biodiversity and providing for a range of activities and play opportunities.

The key design principles for the open space network include:

- Water sensitive urban design and surface water management
- Placemaking.
- Useability.
- Phasing and sequencing of sites.
- Deliverability.

The public open space network includes:

- Linear parks and riparian corridors that form part of the strategic sustainable movement network.
- Recreational green spaces that provide for active play, exercise, passive recreation and sport.
- Plazas and pedestrian links that provide for key movement and meeting spaces.

All planning applications will be required to provide a landscape masterplan detailing the design and functions of the strategic public open spaces, having regard to the requirements of the Surface Water Management Strategy and the required functions and activities, including the outcomes of any forthcoming playing fields study pursuant to objective GIO46 of the Development Plan.

Figure 3.2: Indicative central open space / community hub

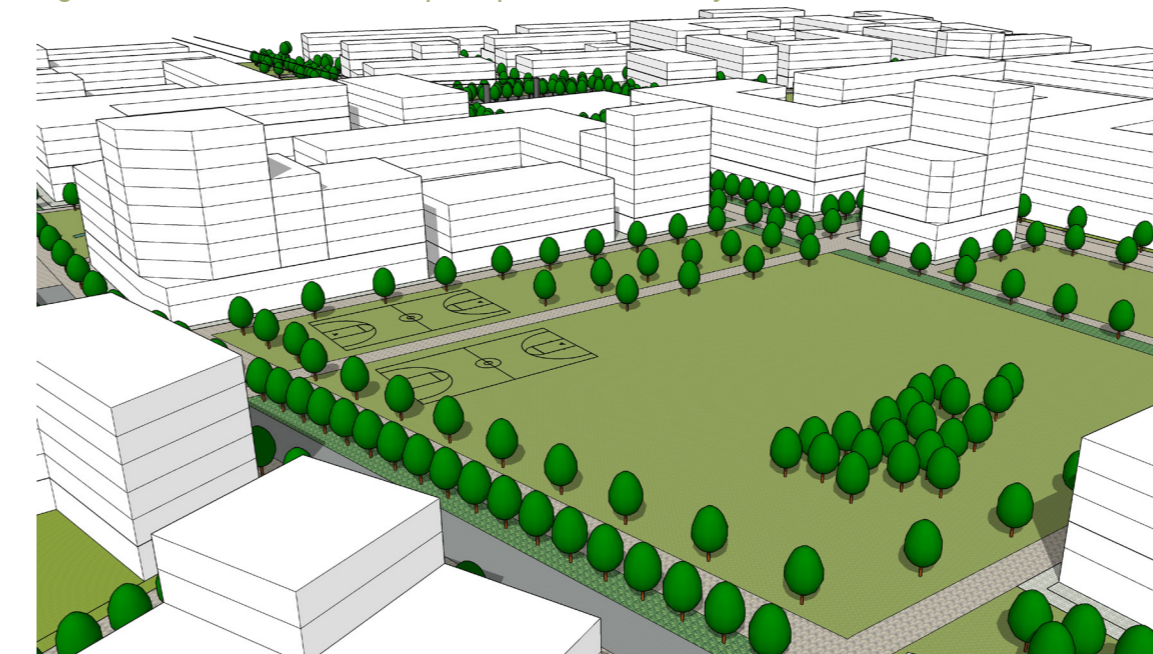


Figure 3.3: Public Open Space





4

URBAN FORM
&
DESIGN

4 Urban Form & Design

The urban structure depicted in Chapter 2 provides a robust structure to facilitate development opportunities on the Jamestown lands over an extended time frame by providing clarity and certainty. The urban form and design provides an additional layer of detail, setting out the design principles and strategy relating to block layout, height and design, while ensuring sufficient flexibility to foster and encourage creative and innovative design solutions.

Building and Block Layout

The building envelopes illustrated predominantly show a perimeter block or court typology, which facilitates the creation of a strong street edge, provides delineation between public, semi-private and private open space, while also providing sufficient design flexibility. To ensure the creation of a strong street edge and to achieve adequate enclosure along key streets and public open spaces, fixed building lines are illustrated in figure 4.1 along key streets and framing public open spaces. Building lines are flexible on many local streets to allow for some variation and creative design responses, as long as the overall concept of creating a continuous urban edge and robust urban block structure is maintained. The inner building lines illustrated are flexible, intended to provide an indicative form. Some building envelopes are illustrated as flexible, particularly along the north or south edge (having regard to adjacent established uses) as long as the overall principles of the urban structure can be achieved.

Individual proposals will be assessed at planning application stage in accordance with national standards and the standards set out in the development plan. Having regard to shadowing, daylighting, the provision of communal open space and other amenity safeguards, the nature and extent of flexibility in any given circumstance will be determined on a case-by-case basis.

Building lines along St Margaret's Road are indicated as flexible, to allow for variation in design required to facilitate the requirements of Luas Finglas, while facilitating public realm improvements. While a strong street edge is required in this location, the final design and required set-back will be determined in consultation with Transport Infrastructure Ireland (TII) and the Planning Authority as part of planning proposals.

Set backs along Jamestown Road and McKee Avenue facilitate public realm improvements to include widened pedestrian pavement, cycle facilities, tree planting and SuDS features. This will enhance connectivity towards Finglas village.

Figure 4.1: Block Form and Layout



Sustainable mobility hub

Community Hub

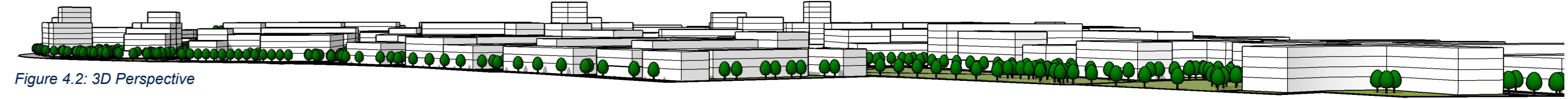


Figure 4.2: 3D Perspective

Height

The block layouts, building envelopes and building heights illustrated have formed the basis of the quantum and mix of development described in Chapter 1. The Masterplan sets out the overall range for heights across the lands based on a detailed urban design assessment.

The height strategy has been devised in relation to the following key principles:

- Enhancing legibility and placemaking.
- Reinforcing urban function.
- Respecting existing context and established residential areas.

Opportunities for locally higher buildings are located within two key hubs, designed to reinforce the urban function and hierarchy of the lands and to enhance legibility and reinforce the urban structure, subject to design and amenity safeguards. These locations include:

- The sustainable mobility hub adjacent to the proposed Luas station on St Margaret's Road.
- The central community hub, to frame the central public open space and to close key vistas.

In general, building heights in the range of 4-6 storeys will be encouraged to provide a coherent street structure, with an appropriate sense of enclosure.

Opportunities also exist for amplified height at prominent corners in order to enhance the overall urban structure in a coherent way and to provide a variety in height across the Masterplan. These locations include prominent corners, to close vistas, or as features but 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.

In general, heights should be dropped on the south of urban blocks to allow adequate daylight and sunlight within blocks/courts.

Lower building heights are required along Jamestown Road, McKee Avenue and St Margaret's Court, to respect existing residential properties and to provide adequate transition, gradually increasing towards the centre and north west of the lands.

An additional floor, set-back, or amplified height on selected prominent corners above the ranges set out in figure 4.1 may be considered appropriate as part of a detailed design proposal, as long as the overall proposal complies with the overarching spatial principles and urban structure established throughout the Masterplan, having regard in particular to the potential impact on existing residential amenity, local height context, the land use function and legibility. In general, this provision will not apply where a proposal fronts single storey dwellings.



Figure 4.3: 3D Perspective

Design

Buildings in the Jamestown Masterplan area will be designed to the highest architectural quality and respond to the identified hubs to enhance legibility and provide visual interest. Architectural variety in terms of design, materials and finishes is strongly encouraged throughout the area and within individual urban blocks as a tool to break up massing, scale and bulk. The retention, integration and re-purposing of salvaged materials from select and appropriate industrial structures on the site is strongly encouraged to enhance legibility and create unique character. Such materials may be incorporated into the design of the public realm and parks, in addition to the built form.

Semi-private open space

The urban perimeter block and court typology supports the clear delineation between public, semi-private and private open space. A number of the urban blocks will facilitate landscaped communal open space within the blocks, providing an important amenity for residents. This typology also provides a safe area for providing children’s play areas within individual developments. The design, layout, height and massing of blocks will be required to take into account daylight and sunlight requirements, to ensure that an acceptable level of residential amenity is provided. In accordance with the Surface Water Management Strategy and forthcoming Surface Water Management Plan (SWMP), urban blocks will be required to provide on-site attenuation.

Public Realm

High quality and coordinated public realm is required throughout the Masterplan lands. The Masterplan facilitates public realm improvements along Jamestown Road and McKee Avenue to include widened pedestrian pavements, cycle facilities on Jamestown Road, tree planting and SuDS features.

All vehicular streets and green links shall be planted with an avenue of trees along their length, many of which will form part of the SuDS network. Planning applications will be required to detail planting and landscaping strategies that promote biodiversity, with a high proportion of native species and those which support this aim, with specific areas of parkland identified for biodiversity purposes.

Figure 4.4: Indicative Finglas Stream park

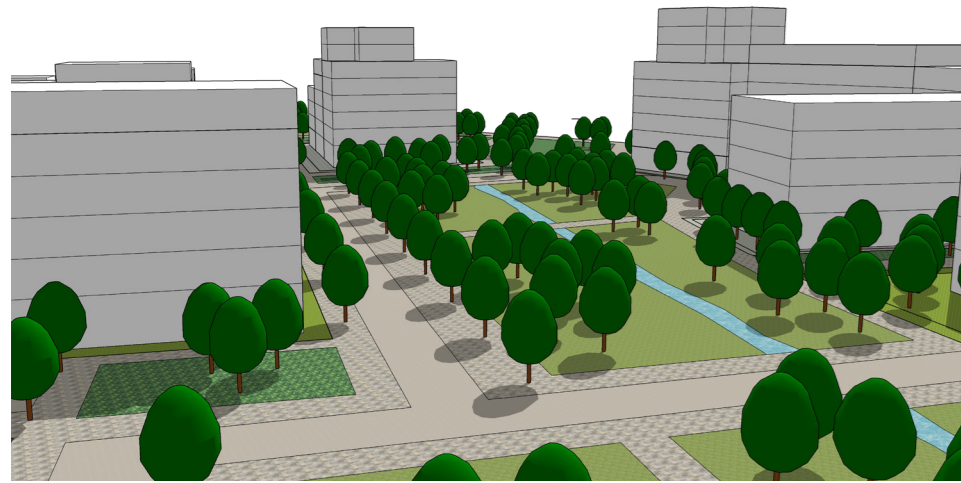


Figure 4.5: 3D Perspective



Figure 4.6: 3D Perspective





5






LAND USE & FUNCTION

5 Land Use & Function

The Masterplan primarily supports residential and employment led mixed uses, complemented by community and education. The overall strategy for the land use function is based on two hubs: a sustainable mobility hub located to the north west of the lands proximate to the proposed Luas station on St Margaret's Road; and a community hub located to the centre of the lands proximate to the public open space and school site (figure 5.1). Residential led mixed uses are generally situated towards the south of the Masterplan, contiguous to Finglas village and towards the north west along the Luas corridor. Employment/commercial led mixed uses are predominantly situated towards the north and north east of the lands along the border with Fingal County Council, creating a buffer between established industrial/employment uses and new uses.

The block layouts, building envelopes and building heights illustrated anticipate the below approximate development capacity based on gross floor area.

Indicative land use¹:

-  **3,500 - 3,800**
Homes
-  **138,000 sq. m**
Employment/Commercial floorspace
-  **36,000 sq. m**
Community/Culture floorspace
-  **1 Primary school²**
-  **5.6 ha**
Public Open Space

1. Indicative development capacity based on gross floor area.

2. A second primary or secondary school site may be reserved in the northern phase 2 lands, subject to the requirements of the Department of Education.

Figure 5.1 Land Use function



Residential

The Masterplan predominantly supports residential led mixed use development. An anticipated 3,500 - 3,800 residential units can be supported in the Masterplan. Within the identified zone, commercial/employment and community uses are also anticipated, to support the consolidation of existing employment uses across the lands. The nature and scale of non-residential uses within this zone is considered flexible and will be assessed on a case-by-case basis, in accordance with the principles of the Masterplan and land use function set out in figure 5.1.

A range of housing typologies will be required, to serve the existing and future population of the area. The over proliferation of any single housing typology should be avoided in order to create a mixed and sustainable community. Having regard to the demographic profile of the surrounding environs, the provision of housing that supports older persons will be strongly supported.

The potential role of the Land Development Agency in delivering social and affordable homes on the ESB lands located in the north west of the Masterplan is recognised and supported.



Community hub

Community infrastructure is essential in supporting a new residential community. The Dublin City Development Plan sets out the minimum requirements for this infrastructure. The central public open space will function as a community hub, proximate to the new primary school and along key corridors, as illustrated in figure 5.1. It is anticipated, at a minimum, that the ground floors of proposed blocks in this location and along the identified corridors will provide a range of community/culture spaces as appropriate as part of mixed-use development proposals. This serves to cluster such activities, re-enforcing its function as a neighbourhood/community centre. In order to support the function of this area and to create a central focus for the new residential communities, the location of significant community facilities around the central open space is fixed, with flexibility along the identified community corridors. In addition, the flexibility allocated within the Dublin City Development Plan Objective CUO25, to off-set space requirements for community, arts and cultural spaces (no more than half of the required 5%), to immediately adjacent sites, will be permitted within this central area, from any site within the Jamestown Masterplan area. Consideration will also be given to the provision of community uses on other mixed-use blocks throughout the Masterplan, at a scale appropriate to the overall scale, mix and nature of development proposed. Having regard to the anticipated gross floor area achievable on the lands, approximately 36,000 sq. m of community and culture floor space is required to comply with the provisions of the Development Plan.



Employment/commercial led mixed use

A band of employment/commercial uses is provided for across the north of the Masterplan, which serves as a transitional buffer between the residential led mixed use neighbourhoods to the south and the existing industrial lands in Fingal County Council to the north. Additionally, employment/commercial led mixed uses are indicated towards the centre of the Masterplan and proximate to the Luas station, to reinforce the community and sustainable mobility hubs. The aim of the Masterplan and rationale for regeneration is to support existing employers by consolidating employment uses on the lands to support mixed use regeneration. Having regard to the land use mix required across the Masterplan and the anticipated quantum of development achievable from the illustrated urban structure and built form, approximately 138,000 sq. m gross commercial/employment floorspace can be accommodated, supporting existing and creating new employment opportunities.

The nature of employment/commercial uses is broad. Any proposals on lands situated along the northern edge with Fingal County Council will be assessed in accordance with current land uses and as part of any forthcoming strategic plans on these lands. Having regard to current land uses and the current policy position, it is not anticipated that this zone will support residential uses in the short and medium term. Residential developments proposed in the north west proximate to St Margaret's Road will be considered, subject to design and amenity considerations and considering how they integrate with existing employment lands to the north. Some flexibility will be given to the lands along the northern edge, having regard to potential redevelopment opportunities on lands within Fingal County Council. The ESB lands situated between Dublin City Council and Fingal County Council present an opportunity to provide social and affordable housing as part of a comprehensive proposal for these lands in association with Fingal County Council.

Residential compatible employment opportunities on lands proximate to the central open space are identified and encouraged to support employment consolidation and residential development. While commercial/employment led mixed use, with additional community/culture uses of lower floors is envisaged within the designated community hub illustrated in figure 5.1, consideration may be given to an appropriate level of residential development on some upper floors. Proposals for residential development in these areas must be ancillary to the primary employment use and must demonstrate how they do not compromise the overall use mix envisaged in the Masterplan.

Significant, large-scale retail is not supported within the Masterplan area. This is to prevent the erosion of the function of Finglas village. In order to support the overall aim of supporting the revitalisation of commercial activity in the village, retail development will be limited throughout the Masterplan lands and may be only considered at an appropriate scale to support local communities in proximity to the Luas corridor to the north-west of the lands. Such proposals will be considered on a case-by-case basis in accordance with the overall principles of the Masterplan.



School Site(s)

A new primary school is to be provided on a site proximate to the proposed Luas station and adjacent to the community hub and public open space network and green pedestrian/cycle links. The location of the school is fixed to this location, as illustrated in figure 5.1. This location will be reviewed in accordance with the Development Plan or if circumstances considerably change, subject to the requirements of the Department of Education. Following a review, if this site is no longer required by the Department of Education to provide a primary school, it shall revert to 'residential led mixed use'. The final form of the school is flexible and will be determined in consultation with the Department of Education.

A second primary or secondary school site may be reserved in the northern phase 2 lands, subject to the requirements of the Department of Education. The location of this site will be subject to consultation with the Department of Education, Fingal County Council and impacted landowners. This requirement will be reviewed in accordance with the Development Plan or if circumstances considerably change, subject to the requirements of the Department of Education.

Dublin City Council supports the sharing of school/education facilities with other community uses and will explore opportunities for shared uses with the Department of Education.



6

PHASING & SEQUENCING

6 Phasing & Sequencing

Having regard to the pattern of landownership (figure 6.1), the availability of development sites and the required supporting infrastructure required to support residential development in a sequential manner, the phasing strategy for the Masterplan is shaped by two approaches, illustrated in figures 6.2 and 6.3. Overall phasing is considered in two phases with a number of sub-areas identified which considers landownership and the delivery of essential infrastructure such as open space, surface water drainage and the street network.

Phase one sites are expected to come forward for redevelopment in the short to medium term, in keeping with the Dublin City Development Plan 2022-2028 timeframe. Phase two sites are expected to come forward for redevelopment in the medium to long term and will be subject to review as part of the next Dublin City Development Plan and will take account of proposals by Fingal County Council for a new Framework Plan on lands to the immediate north of the Masterplan.

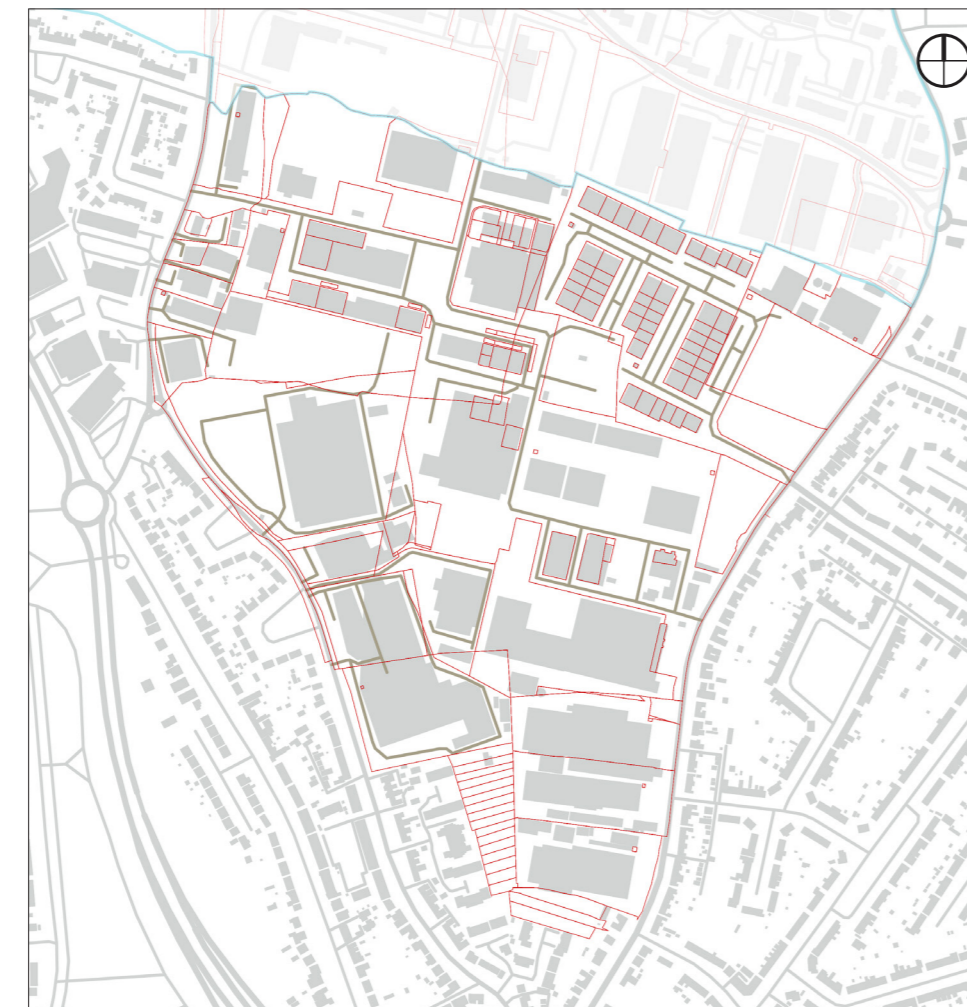
Granting of planning permissions for residential developments on phase two sites is dependent on whether Luas Finglas is under construction or operational.

The first applications within each of the designated sub-areas, as set out in figure 6.3, will be required to demonstrate compliance with this Masterplan, including the provision of public open space, surface water drainage, community and social infrastructure. These sub-areas are not indicative of sequential development. Where proposals are lodged for part of a sub-area, or on all or part of individual urban blocks within a landholding or sub-area, a detailed Masterplan will be required to demonstrate compliance with this Masterplan to ensure the coordinated delivery of essential community and social infrastructure and the urban structure.

Where the provision of the key access streets, public open spaces or SuDS extends across landownership boundaries, applicants will be required to demonstrate the coordinated delivery of this essential infrastructure as part of proposals. Minor deviations to the Masterplan or the installation of temporary arrangements may be permitted in limited circumstances where it can be demonstrated to the satisfaction of the planning authority that this is not achievable in the short term. Such an agreement must be agreed with the planning authority in advance of submitted a planning application.

In general, the first planning applications lodged for residential and commercial/employment mixed use development, shall include the provision of essential community infrastructure and public open space, to avoid the piecemeal build out of the lands. Housing developments should take place sequentially to ensure the sustainable build out of the lands.

Figure 6.1: Existing context & landownership



Data source: Property Registration Authority of Ireland

Figure 6.2: Development Phases

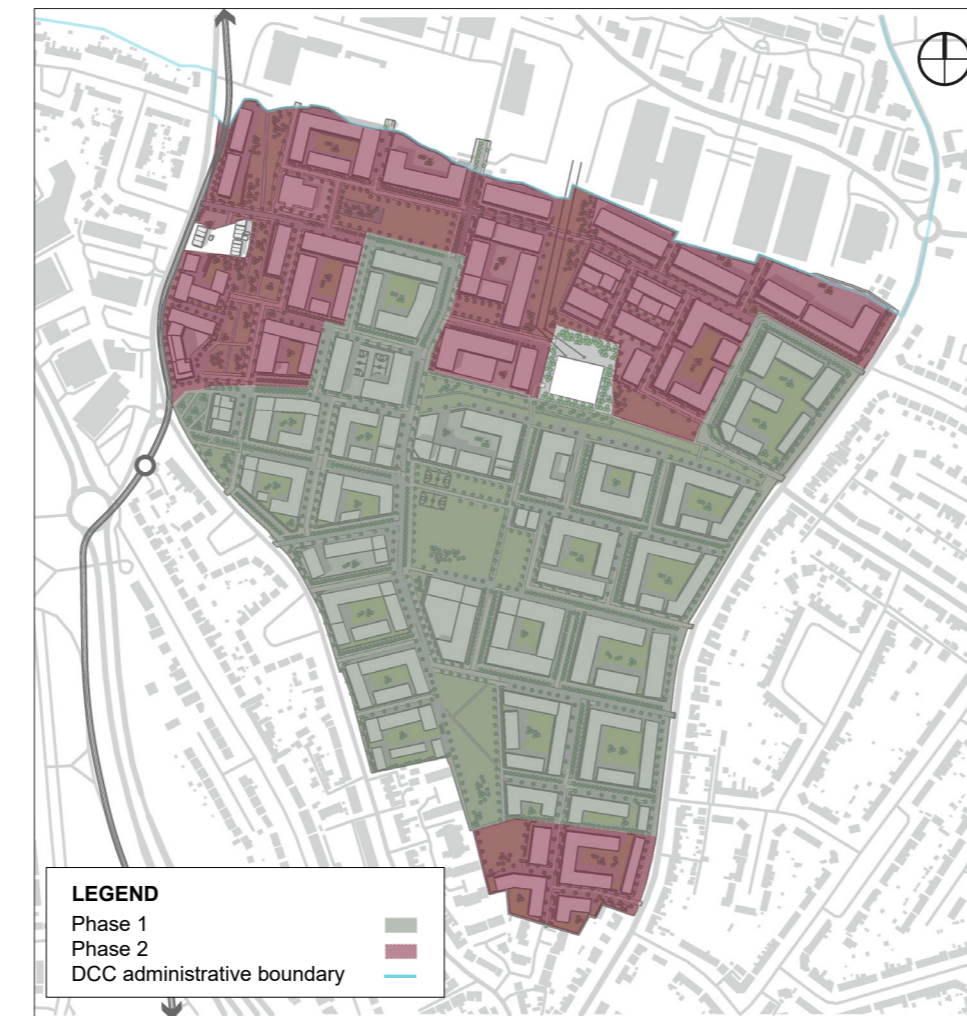


Figure 6.3: Sub-areas



Table 6.1 Sequencing of development

Phase	Key infrastructure / requirements	Stakeholder
Phase 1	A Surface Water Management Plan (SWMP) shall be prepared for the entire Masterplan by the landowners/developers and agreed with the planning authority in advance of the lodgement of any planning applications. The SWMP shall demonstrate compliance with the requirements and objectives set out in the Surface Water Management Strategy.	Developer/Landowner
	Site works to include services, surface water drainage and SuDS. This will require a coordinated approach across landholdings and phases.	Developer/Landowner
	Delivery of key access street to facilitate the urban structure. This will require a coordinated approach across landholdings and phases.	Developer/Landowner
	Preparation of a Mobility Management Plan to address the detailed control and management of traffic and how local access and business traffic will be managed, having regard to phasing and sequencing of sites.	Developer/Landowner
	Community facilities: Delivery of community/culture facilities within the designated community hub and along the designated community corridors.	Developer/Landowner
	Primary school	Department of Education
	New parks and public open spaces delivered. New central open space in area 1B will require a coordinated approach to its delivery between landowners.	Developer/Landowner
	Public realm upgrades to Jamestown Road, McKee Avenue and St Margaret's Road.	DCC, NTA, TII, Developer/Landowner
	Construction Management Plans shall consider potential impacts on immediately adjacent properties, where relevant.	Developer/Landowner
	Phase 2	Luas Finglas either under construction or operational before the granting of planning permissions for residential developments.
Delivery of all remaining parks and public open space.	Developer/Landowner	
Prior to the finalisation of any detailed designs for sub area 2A, a detailed integrated catchment/drainage model and further site surveys will be conducted, as required, as part of an updated Flood Risk Assessment, to inform the extent and design of the riparian zone.	Developer/Landowner	
Daylighting of the Finglas Stream and the creation of a riparian linear park.	Developer/Landowner	
Delivery of required community/culture facilities to support the expanded community in accordance with the land use strategy.	Developer/Landowner	
Delivery of social and affordable housing as part of any redevelopment of the ESB lands.	ESB, Land Development Agency, DCC, Fingal County Council	
Primary or secondary school.	Department of Education	

Supporting established land uses and facilitating change

It is imperative that existing employers and established uses are supported as the lands transition from a predominantly manufacturing/industrial focus towards a mixed use residential development. As such, the Masterplan seeks to ensure that new development can be effectively integrated with established commercial and industrial operations. The urban structure, design and land use function has, where possible, introduced provisions to assist this integration which includes consideration of compatible uses and open space.

Prospective applicants for regeneration proposals on lands adjacent to existing industrial or business operations should consider and identify all potential adverse effects as part of their proposals. The planning authority will consider the potential impact on the residential amenity of future occupants of any proposed development. It should be noted that existing business and operations should not be unreasonably impacted as a result of any development permitted after they were established.

While the continuation of existing established uses will not be unreasonably restricted, as the area transitions and the density of residential uses increases in the immediate vicinity of any existing business or industry, applicants will be required to consider the potential impact on adjacent sensitive uses and consider the use of mitigation measures.

Any proposed expansion of existing business operations or the provision of on-site movement requirements that differ from those set out in the Masterplan will not be restricted, as long as they relate to the current established businesses and uses on site.

Specific Measures to support existing uses while facilitating change (refer to figure 6.4):

A: Access to the Manhattan Peanuts and Murdock's site to be provided from a new access street off McKee Avenue to the property boundary, if Luas Finglas operations prevents the continuation of access from St Margaret's Road. Any proposed expansion of Manhattan Peanuts and Murdock's existing business operations or the provision of on-site movement requirements that differ from those set out in the Masterplan will not be restricted, as long as they relate to the current established businesses and uses on site.

B: Access to Polonez and Finglas Auto Parts to be provided from the north, aligned with the urban structure set out, if Luas Finglas operations prevents the continuation of access from St Margaret's Road.

Figure 6.4: Phase 1 - facilitating change



LEGEND	
Main street - key access	
Local streets - filtered permeability	
Pedestrian realm	
Phase 1	
Luas route/station	
DCC administrative boundary	

Funding and implementation

All measures and funding streams available to provide for the delivery of key infrastructure and community facilities in Jamestown will be pursued in conjunction with landowners/developers. The role of the Land Development Agency in unlocking relevant public land to provide for sustainable, social and affordable housing is recognised. Dublin City Council will support the Land Development Agency should the ESB lands be redeveloped, in association with the ESB, Fingal County Council and all relevant stakeholders.

Monitoring and review

A review of the Masterplan will be undertaken by Dublin City Council upon the completion and delivery of phase 1 and/or as part of the review of the Dublin City Development Plan 2022-2028.

