



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

DRAFT JAMESTOWN MASTERPLAN

STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA) SCREENING REPORT

IN ACCORDANCE WITH THE REQUIREMENTS OF

PLANNING AND DEVELOPMENT ACT 2000 (AS AMENDED)

PLANNING AND DEVELOPMENT (STRATEGIC ENVIRONMENTAL ASSESSMENT) REGULATIONS
2004-2011

MARCH 2023

COMHAIRLE CATHRACH BHAILE ÁTHA CLIATH
Dublin City Council
Record of Executive Business and Chief Executive's Orders

Screening Determination for Strategic Environmental Assessment
under SEA Directive 2001/42/EC
as transposed into Irish law under S.I. 436/2004, as amended

Concerning the Draft Jamestown Masterplan 2023

Dublin City Council (DCC) has undertaken screening for Strategic Environmental Assessment (SEA) under Directive 2001/42/EC concerning the Draft Jamestown Masterplan 2023. The screening assessment was carried out in accordance with the provisions of the Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011 (the SEA Regulations), to determine the requirement for SEA to be undertaken in respect of the Draft Masterplan. Having regard to the provisions of Schedule 2A of the SEA Regulations, DCC as the Competent Authority has determined that the implementation of the Draft Masterplan is not likely to have significant effects on the environment. DCC has hence considered that a Strategic Environmental Assessment (SEA) is not required in respect of the Draft Masterplan for Jamestown 2023.

This determination has been made following consideration of the information contained in the SEA Screening Report prepared by Dublin City Council (to which this determination is attached), the SEA Regulations and the relevant SEA Guidelines.



City Planner

Order: That Dublin City Council as the Competent Authority, having considered the SEA Screening Report prepared by Dublin City Council, makes a determination that the Draft Jamestown Masterplan 2023 is not likely to have significant impacts on the environment, therefore a Strategic Environmental Assessment is not required.

23/3/23
Date



Assistant Chief Executive

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1.0 Introduction

Pursuant to Strategic Development and Regeneration Area (SDRA) 3 of the Dublin City Development Plan 2022-2028, (the Development Plan) Dublin City County Council (DCC) has prepared the Jamestown Masterplan (the Masterplan).

In accordance with the provisions of Schedule 2A of the Planning and Development (Strategic Environmental Assessment) (SEA) Regulations 2004-2011 (the SEA Regulations), SEA screening has been undertaken in respect of the Draft Masterplan.

This SEA Screening Report (the Report) provides the findings of the screening exercise that was undertaken, in accordance with the provisions of the SEA Regulations, to determine the requirement for SEA to be undertaken in respect of the Draft Masterplan. The Report was used by DCC in support of its Screening Determination. An Appropriate Assessment (AA) screening has been undertaken and a determination made. A Strategic Flood Risk Assessment (SFRA) has also been prepared.

The observations received from the required environmental authorities, within the appropriate period, have been considered by DCC in making a final determination on the requirement for SEA for the Draft Masterplan.

DCC as the competent authority has determined that the Draft Masterplan would not be likely to have a significant effect on the environment and that SEA is not required in respect of the Draft Masterplan.

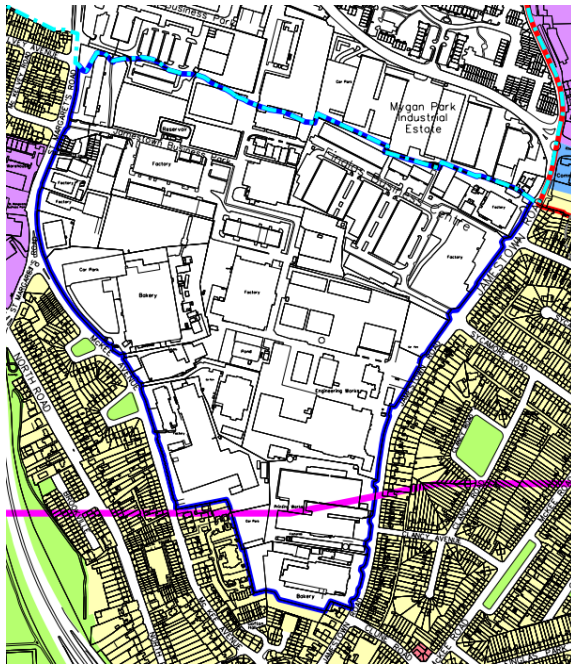
2.0 Description of the Masterplan

2.1 Site Location and Description

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

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

Figure 1: Location Map



Zone Z14 Strategic Development and Regeneration Areas (SDRAs) 

2.2 Policy Context

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

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

accommodated on brownfield/infill development lands in the city. The Masterplan supports this policy position.

The **National Transport Authority's Transport Strategy for the Greater Dublin Area 2022-2042** provides a framework for developing a sustainable transport network. Three key public transportation projects for Dublin City include:

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

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

Pursuant to the requirements of SDRA 3 of the Development Plan it is a requirement that a Masterplan shall be prepared for the Jamestown lands, which complies with the guiding principles set out in the SDRA, before the lodgement of any planning applications. The purpose of the Masterplan is to ensure that the development of the lands occurs sustainably and coherently, to fulfil National and Regional planning objectives relating to climate change, delivering compact development and sustainable urban growth. Having regard to the complex nature of urban regeneration on brownfield lands, the purpose of the Masterplan is to provide an additional layer of detail to that contained in the Development Plan SDRA, to guide the spatial layout and sequencing of the lands. The Masterplan is consistent with the provisions of the Development Plan, which was subject to parallel and iterative SEA, AA and SFRA processes.

2.3 The Draft Masterplan

The rationale for preparing a Masterplan for the Jamestown lands is:

- To provide for more varied and intense mixed uses of these existing low-density mono-use brownfield urban lands within the Dublin Metropolitan Area. The Masterplan supports the National and Regional planning objectives set out in the NPF and RSES / MASP by supporting the area regeneration to deliver a compact and sustainable urban form at this location, to achieve the sustainable use of scarce urban land, and to respond to climate change.
- To maximise the potential of a well-connected but underutilised brownfield low-intensity employment land, situated within the existing built fabric of the City and adjacent to the proposed Luas green line extension to Finglas, and proposed Finglas Core Bus Corridor, as set out in the National and Regional planning objectives in the NPF and RSES / MASP.

- To support the economic revitalisation of Finglas village through the creation of a cohesive urban framework, 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.
- To satisfy the requirements of SDRA 3 in relation to the production of a Masterplan for the Jamestown lands.

The Draft Masterplan lands comprise a total of c. 43.11 hectares. The SDRA assumed a target density of 100 units per hectare and assumed that approximately 50% of the land would be for residential use. It is anticipated that the remaining land would be comprised of 30% employment/commercial, 10% public open space, and 10% social/community/education. As set out in the Core Strategy of the Development Plan, the Masterplan lands have the potential to deliver an indicative c. 2,220 residential units.

Whilst the volume of land subject to the Masterplan provides for approximately 2,200 residential units in accordance with the core strategy of the Development Plan, the site-specific Masterplan exercise has estimated that the lands have the potential to generate between approximately **3,500-3,800** units while adhering to all guiding principles and the principles of urban design. The Masterplan process has also identified a phasing strategy following detailed consultation with landowners since March 2022, with a significant quantum of the lands expected to remain in employment/industrial uses over the medium to long term (in excess of 15 years). Having regard to this, it is expected that the phase one lands, constituting c. 22 hectares, will contain a proportionately higher quantum of residential uses developed at an approximate ratio of 75% residential, 10% employment/commercial and complemented with 15% community and education. The later phases will provide for or maintain/consolidate existing employment uses, resulting in an approximate ratio of 65% residential and 25% employment/commercial, supported by community and ancillary uses at an appropriate ratio to support the entire 43 ha masterplan lands. Phase one has the potential to deliver up to **c. 2,300 units**. The guiding principles of the SDRA contained in the Development Plan broadly support this position, which anticipates that the 'village' and 'Luas' character areas would each support approximately 70% residential.

Delivery of strategic housing within a brownfield, infill or regeneration context is complex due to its context, and delivery of such housing often extends across a series of Development Plans. The capacity provided by the Masterplan lands will aid DCC in meeting its future housing targets in tandem with the other SDRA lands and it will be particularly relevant to the brownfield targets of the NPF. It is not expected that any significant portion of the overall quantum set out in the Masterplan will be delivered during the lifetime of the current Development Plan, although it is expected that several planning applications will be made for the phase one lands. In this context, it is therefore considered that the Masterplan will remain consistent with the Core Strategy and its defining principles of achieving a compact, sustainable mixed-use growth within the existing envelope of the city, supported by high-quality public transport and connectivity. The Masterplan will be subject to review as part of the review of the Development Plan or upon the completion of phase one. Therefore, any substantive changes to the scale and nature of

development facilitated by the Masterplan, by virtue of changes to land use and phasing, will be assessed and subject to future screenings for AA and SEA within this context.

The land use mix and intensity of development anticipated on the Jamestown lands were assessed in the context of the Development Plan and the SEA, AA and SFRA and it was considered that The Masterplan is consistent with the policy approach for the City, set out in the Development Plan.

3.0 Requirements

In accordance with Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011 and the *Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities* (March 2022) a screening assessment has been carried out to determine whether the Masterplan is likely to have significant effects on the environment and if SEA is required.

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

1. THE CHARACTERISTICS OF THE PLAN HAVING REGARD IN PARTICULAR TO:

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

The Development Plan establishes the strategic planning policy framework for all projects and development in the City (excluding Strategic Development Zones). All planning proposals are assessed against this strategic framework and all lower plans must be consistent with this. The Masterplan has been prepared in the context of SDRA 3 of the Development Plan, which provides a strategic, urban design-led approach to the urban regeneration of a c. 43-hectare brownfield, industrial lands. The Masterplan provides an enhanced level of detail, including a movement hierarchy and urban structure, to guide the regeneration and redevelopment of the lands which is consistent with the guiding principles set out in the SDRA.

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

The Masterplan is considered to be consistent with the Development Plan. **Therefore, it is not considered that the Masterplan will result in significant effects on the environment over and above any identified (and mitigated against) as part of the SEA of the current Development Plan.**

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

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

The Masterplan does not influence other spatial plans, including those in a hierarchy.

The relevance of the plan for the integration of environmental considerations, in particular, to promote sustainable development.

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

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

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

The content of the Development Plan has been informed by SEA, AA and SFRA undertaken as parallel processes in tandem with each stage of the Development Plan, thereby ensuring full integration and consideration of environmental issues.

The Masterplan is compatible and complementary with the strategies, policies and objectives of the Development Plan relating to compact growth, urban regeneration, mixed-use development and with environmental protection.

Environmental problems relevant to the plan.

The content of the Development Plan has been informed by SEA, AA and SFRA.

In accordance with the SEA of the current Development Plan, the policies and objectives contain measures to prevent, reduce and offset any potential significant adverse environmental effects.

The Masterplan is consistent with the current Development Plan. **It is not considered that the Masterplan results in significant effects on the environment over and above any identified (and mitigated against) as part of the SEA of the current Development Plan.**

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

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

The Development Plan must include, inter-alia, the following objectives:

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

An AA screening has been undertaken and a determination made that AA is not required in respect of the masterplan. The Masterplan does not directly relate to policies/objectives which are directly concerned with the implementation of European Union legislation on the environment.

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

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

The cumulative nature of the effects.

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

The Masterplan is compatible with, and complementary to, the policies and objectives of the operational Development Plan relating to compact urban development, urban regeneration and environmental protection. **It is not considered that the Masterplan results in significant effects on the environment over and above any identified (and mitigated against) as part of the SEA of the Development Plan.**

The transboundary nature of the effects.

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

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

The Masterplan will not result in any risks to human health.

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

The magnitude and spatial extent of the effects of the Masterplan will not be over and above the effects of the strategy, policies and objectives of the current Development Plan.

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

a) special natural characteristics or cultural heritage;

Built heritage: No issues identified.

Archaeological heritage: No issues identified.

Biodiversity: No issues identified.

Groundwater: No issues identified.

Flooding and Surface Water Drainage:

A SFRA and Surface Water Management Plan (SWMP) are being undertaken to inform the Masterplan. A Technical note has been prepared by JBA Consulting, with the key issues outlined below.

1. Strategic Flood Risk Assessment

The Strategic Flood Risk Assessment (SFRA) is informed by the Development Plan which, under the SFRA, provides the basis for the approach to Flood Risk Management and more specifically in relation to SDRA 3 and Area 22A of the Finglas River.

The purpose of this work is to provide a broad assessment of flood risk to inform strategic land-use planning decisions and the master planning of the Jamestown lands. This is in accordance with *The Planning System and Flood Risk Management Guidelines for Planning Authorities and Technical Appendices, 2009*.

Within the SFRA of the Development Plan, the Justification Test for SDRA 3 and Area 22A clarifies that.

1. SDRA 3 identifies brownfield sites with the potential to deliver a significant quantum of residential and mixed-use development and it sets out a framework plan and guiding principles to guide the development of the area.
2. Residential development would be a natural extension of existing development in the vicinity of Flood Zones A and B.
3. **Any development could reasonably be accommodated within the extent of Flood Zone C and should not need to extend into Flood Zone A or B.**
4. **The floodplain lands should be retained as their current water-compatible uses.**

Furthermore, the Masterplan is seen as an opportunity to implement best practice in terms of both flood risk management and stormwater management. As such under Section 13.5 of the Development Plan Written Statement it is further clarified that in terms of the consideration of Green Infrastructure the following should be considered:

- **Retention of existing open watercourses with an appropriate riparian zone;**
- **The exploration of opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible;**
- Extensive tree planting including along street avenues;
- Biodiversity planting;
- Play.

The key items above are highlighted in bold and confirm the general application of the sequential approach combined with the additional objective of de-culverting and creating an appropriate riparian zone.

Building on the requirements of the Development Plan the SFRA and SWMP will seek to initially identify the watercourses through the Jamestown Lands, investigate the flow and routes, make an initial estimate of flood risk and suggest potential ways in which the watercourse can be de-culverted through an appropriate riparian zone.

2. Surface Water Management Plan

As with the SFRA, the SWMP strategy will be informed by the Development Plan. This contains overarching Green Infrastructure principles, as well as objectives specific to Jamestown.

General SuDS policies are identified within SI22 through to SI28 complemented by Green Infrastructure policies GI1-8. The two key policies are:

GI2: To develop an interconnected green infrastructure network of strategic natural and semi-natural areas with other environmental features including green spaces, rivers, canals, coastal and marine areas, and other physical features including streets and civic spaces that support ecological, wildlife, and social connectivity.

GI5: To integrate urban greening features including nature-based solutions into the existing public realm where feasible and into the design of public realm projects for civic spaces and streets.

This imposes a requirement to create multi-purpose green space, utilising nature-based drainage solutions as part of a green network. This shows a deviation from previous policies which were larger targeted at plot-by-plot level SuDS implementation, resulting in fragmented systems with no over-arching vision.

This will be the intention for Jamestown, where the inter-connected green infrastructure will also act as stormwater corridors. These corridors will be considered based on the DCC Sustainable Drainage Design & Evaluation Guide.

Separately to the green corridors, which improve water quality and provide environmental benefits, there are obligations to attenuate run-off within the lands.

A key requirement for attenuation identified under SDRA 3 is:

- 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 a 100-year storm event, including an additional 20-30% to allow for climate change.

This broadly aligns with the GDSDS Requirement for River Flood Protection (Criterion 4), which states the Maximum discharge rate of QBAR or 2l/s/ha, whichever is the greater, for all attenuation storage where separate "long-term" storage cannot be provided.

In order to align with the GI policies stated earlier, the attenuation will need to be considered as part of the integrated green infrastructure. This leads to attenuation being provided for the wider Jamestown catchment, as opposed to a traditional plot by-plot method.

The SWMP needs to be implementable in a phased fashion. There are four key elements to the implementation of this new stormwater plan:

1. Commencing at the outlet and working in an upstream direction.
2. Construction of storm network offline of the existing system.
3. Coordinating the phasing and catchments.
4. Mimicking existing outfall locations.

The order of installation relates to 6 identified sub-catchments. The new network would be installed independently of the existing storm and foul networks. This allows for the retention of any existing systems that operate as combined systems.

3. Conclusion

The technical note has set out the proposed strategies for the SFRA and the SWMP, it has reviewed the base data for flooding/surface water and has presented initial estimates for the mitigation requirements.

There is limited fluvial flooding to the site which is mainly constrained within the open channel corridor of the Finglas Stream. Flows have been estimated and there is potential flooding within the corridor and some expected surcharging from the 1200mm diameter downstream culvert. However, with a significant riparian corridor and the potential for future de-culverting, there is sufficient scope to manage flood risk and potentially reduce downstream pass-on flows.

The SWMP will adopt a whole catchment approach. This approach takes the catchment of the entire developable lands and generates a QBAR flow rate to be discharged for that area. There is currently no known attenuation on site. Therefore, a reduction in flows leaving the catchment will result in a requirement for large attenuation ponds.

The attenuation is to be incorporated into the green areas proposed.

The form the green spaces take in order to both accommodate amenities and allow for the storage extent will be carefully considered in the development of the final masterplan.

b) exceeded environmental quality standards or limit values;

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

c) intensive land use

The Core Strategy of the Development Plan includes policies and objectives which seek to facilitate population and economic growth, increase densities and consolidate and intensify land uses within the administrative area of the City Council.

It is not considered that the Masterplan will facilitate land use intensities over and above the effects of the strategy, policies and objectives of the current Development Plan, which has been subject to SEA.

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

An AA screening has been undertaken. There will be no effects on areas or landscapes which have a recognised national, European Union or international protection status.

4.0 Consultation

The observations received from the required environmental authorities within the appropriate period were considered by the Planning Authority in making a final determination on the requirement for SEA for the Draft Masterplan. No objections were raised to the draft determination.

5.0 Determination

Having regard to the provisions of Schedule 2A of the Planning and Development (Strategic Environmental Assessment) Regulations 2004-2011, DCC as the Planning Authority has determined that the implementation of the Masterplan is not likely to have significant effects on the environment.

DCC has considered that a SEA is not required in respect of the Draft Masterplan.